

# **CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING AGENDA**

**April 27, 2021**

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

**6:30 PM**

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## **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](http://www.ontarioca.gov/Agendas/PlanningCommission)**
- **THE LINK FOR THE ZOOM MEETING WILL BE LISTED AT THE WEBSITE ADDRESS ABOVE**

### **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](mailto:planningdirector@ontarioca.gov) or (2) by completing the Comment Form on the City's website at: [www.ontarioca.gov/Agendas/PlanningCommission](http://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](mailto: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 \_\_ Lampkin \_\_ 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 March 23, 2021, approved as written.

**A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE**

**NO. PDEV20-005:** A Development Plan to construct a 256,711 square foot industrial building on 11.3 acres of land located at 875 West State Street, within the IL (Light Industrial) zoning district. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), which was 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: 1011-161-04 and 1011-161-05) **submitted by Inland Harbor LLC. This item was continued from the March 23, 2021 Planning Commission meeting.**

**A-03. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE**

**NO. PDEV20-030:** A Development Plan to construct 224 dwellings, including 87 single-family and 137 multiple-family dwellings, on 21.10 acres of land located at the northeast corner of East Edison and South Mill Creek Avenues. The environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-004, the Rich Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was previously certified by the City Council on December 4, 2007. 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: 0218-211-12) **submitted by Shea Homes.**

**A-04. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE**

**NO. PDEV20-032:** A Development Plan to construct 106 single-family dwellings on 10.49 acres of land located at the northeast corner of South Manitoba Place and East La Avenida Drive, within the Low-Medium Density land use district of The Avenue Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PGPA19-008, for which an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was prepared. 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 Woodside 05S, LP.**

**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.*

**HISTORIC PRESERVATION / PLANNING COMMISSION ITEMS**

**B. ENVIRONMENTAL ASSESSMENT, CERTIFICATE OF APPROPRIATENESS, DEVELOPMENT PLAN, AND TENTATIVE PARCEL MAP REVIEW FOR FILE NOS. PHP20-008, PDEV20-014 AND PMTT20-004:**

A Certificate of Appropriateness (File No. PHP20-008) and a Development Plan (File No. PDEV20-014) to relocate a Tier III historic single-family residence from its current location approximately 130 feet southeast, to the corner of the site, in conjunction with a Tentative Parcel Map (File No. PMTT20-004/TPM 20255) to subdivide 1.1 acres of land into 4 lots within the LDR-5 (Low Density Residential –2.1 to 5.0 du/ac) zoning district located at 730 West Fourth Street. A Mitigated Negative Declaration of environmental effects has been prepared for this project. 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: 1047-594-52) **submitted by Fred Herzog. This item was continued from the March 23, 2021 Planning Commission meeting.**

**1. CEQA Determination**

Motion to Approve/Deny a Mitigated Negative Declaration

**2. File No. PHP20-008 (Certificate of Appropriateness)**

Motion to Approve/Deny

**3. File No. PMTT20-004 (TPM 20255) (Tentative Parcel Map)**

Motion to Approve/Deny

**4. File No. PDEV20-014 (Development Plan)**

Motion to Approve/Deny

**C. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT21-001:**

A Tentative Parcel Map (TPM 20328) to subdivide 0.49 acres of land into 4 parcels generally located at the northeast corner of Euclid Avenue and Acacia Avenue, at 1325 and 1329 South Euclid Avenue, within the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) 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: 1049-531-01 & -02) **submitted by Alex Espinoza.**

**1. CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15315

**2. File No. PMTT21-001 (Tentative Parcel Map)**

Motion to Approve/Deny

- D. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-016:** A Development Plan to construct a 74-foot collocated monopine wireless communications facility (T-Mobile and Verizon) on 0.176-acre of land located at 617 East Park Street within the IL (Light Industrial) zoning district. 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 and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP) provided certain conditions are met; (APN:1049-233-13) **submitted by Joel Taubman, Crown Castle Towers.**

**1. CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15332

**2. File No. PDEV20-016 (Development Plan)**

Motion to Approve/Deny

- E. ENVIRONMENTAL ASSESSMENT, TENTATIVE TRACT MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT20-003 AND PDEV20-007:** A Tentative Tract Map (File No. PMTT20-003/TT 20345) to subdivide 6.65 acres of land into 1 numbered lot for condominium purposes, 26 numbered lots for single-family dwellings and 20 lettered lots in conjunction with a Development Plan (File No. PDEV20-007) to construct 26 detached single-family units (6-Pack Cluster) and 77 multiple family units (14-plex Courtyard Townhomes), located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan. Staff has prepared an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 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: 218-393-07, 218-393-06, 218-393-10, 218-393-22, 218-393-36, 218-393-38 and 218-393-39) **submitted by BrookCal Ontario LLC. and Brookfield Properties Development.**

**1. CEQA Determination**

Motion to Approve/Deny the use of an Addendum to a previous EIR

**2. File No. PMTT20-003 (TTM 20345) (Tentative Tract Map)**

Motion to Approve/Deny

**3. File No. PDEV20-007 (Development Plan)**

Motion to Approve/Deny

**F. & G. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT**

**REVIEW FOR FILE NO. PDA20-002:** A Development Agreement (File No. PDA20-002) between the City of Ontario and Rich Haven Marketplace LLC, to establish the terms and conditions for the development of Planning Areas 7A & 7B pursuant to the proposed Rich-Haven Specific Plan Amendment (File No. PSPA19-006), an 81.1 acre property located at the northwest corner of Hamner Avenue and Ontario Ranch Road, within the proposed Light Industrial and Regional Commercial land use districts of the Rich-Haven Specific Plan. Staff has prepared an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 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: 0218-211-17; 0218-211-24; and 0218-211-27) **submitted by Rich Haven Marketplace, LLC. City Council action is required.**

**ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN AMENDMENT REVIEW FOR FILE NOS. PGPA19-005 AND PSPA19-006:** A request for approval of the following:

[1] A General Plan Amendment (File No. PGPA19-005) to modify Policy Plan (general plan) Exhibit LU-01, Policy Plan Land Use Plan, changing the land use designation on 105.4 acres of Low Density Residential (2.1 – 5 du/ac), 66.01 acres of Mixed Use (9 – NMC East) and 10.36 acres of Open Space – Non Recreation designated property, to 23.41 acres of Low Density Residential (2.1 – 5 du/ac), 24.16 acres of Low-Medium Density Residential (5.1 – 11 du/ac), 57.83 acres of Medium Density Residential (11.1 – 25 du/ac), 20.46 acres of Mixed Use (9 – NMC East), 48.61 acres of Industrial, and 7.3 acres of Open Space – Non Recreation designated property; and modify Policy Plan (general plan) Exhibit LU-03, Future Buildout, to be consistent with the herein described land use changes; and

[2] An amendment (File No. PSPA19-006) to the Rich Haven Specific Plan, which includes the following map and text revisions:

[A] Change the land use designation on 110.1 gross acres of land from Planning Area 1A – 1F (Residential - SFD), to 25.5 gross acres of Planning Area 1A (Residential - SFD), 24.5 gross acres of Planning Area 1B (Residential – SFD/SFA) and 60.6 gross acres of Planning Area 1C (Residential - SFD/SFA);

[B] Change the land use designation on 81.1 gross acres of land within Planning Area 7 (Stand-Alone Residential Overlay, Mixed-Use Overlay, Regional Commercial, and SCE Easement/Gas Easement) to, Planning Area 7A (49.4 gross acres of Light Industrial and 6.6 gross acres of Open Space – Non Recreation) and Planning Area 7B (25.1 gross acres of Regional Commercial);

[C] Change the land use designation on 4.13 acres of land within Planning Area 6A from Regional Commercial to Stand-Alone Residential Overlay;

[D] Change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial; and

[E] Various changes to the Specific Plan development standards, exhibits, and text, to reflect the proposed land uses.

The Rich Haven Specific Plan is generally bounded by Riverside Drive, Colony High School and the SCE substation to the north, Hamner Avenue to the east, Old Edison Road to the south, and Hamner Avenue to the west. Staff has prepared an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 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: 0218-161-04, 0218-161-05, 0218-161-10, 0218-161-11, 0218-211-17, 0218-211-24, 0218-211-27, 0218-211-01 and 0218-393-10) **submitted by Rich Haven Marketplace LLC and Brookcal Ontario, LLC. City Council action is required. This item was continued from the March 23, 2021 Planning Commission meeting.**

**1. CEQA Determination**

Motion to recommend Approval/Denial of an Addendum to a previous EIR

**2. File No. PDA20-002 (Development Agreement)**

Motion to recommend Approval/Denial

**3. File No. PGPA19-005 (General Plan Amendment)**

Motion to recommend Approval/Denial

**4. File No. PSPA19-006 (Specific Plan Amendment)**

Motion to recommend Approval/Denial

**MATTERS FROM THE PLANNING/HISTORIC PRESERVATION COMMISSION**

1) Old Business

- Reports From Subcommittees

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

2) New Business

- Subcommittee appointments for May 2021 to April 2022

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, April 23, 2021**, 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 MEETING**

**MINUTES**

**March 23, 2021**

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

**MINUTES**

**March 23, 2021**

**REGULAR MEETING:** City Hall, 303 East B Street  
**VIA ZOOM** Called to order by Chairman Willoughby at 6:33 PM

**COMMISSIONERS**

**Present:** Chairman Willoughby, Vice-Chairman DeDiemar, Gage, Gregorek, Lampkin, and Ricci

**Absent:** None

**OTHERS PRESENT:** Planning Director Zeledon, City Attorney Otto, Principal Planner  
**VIA ZOOM** Mercier, Sustainability Manager Ruddins, Development Agency  
Administrative Office Womble, Senior Planner Ayala, Senior  
Planner Hutter, Senior Planner Batres, Senior Planner Grahn,  
Associate Planner Antuna, Associate Planner Vaughn, Assistant  
City Engineer Lee, and Planning Secretary Berendsen

**PLEDGE OF ALLEGIANCE TO THE FLAG**

The Pledge of Allegiance was led by Commissioner DeDiemar.

**ANNOUNCEMENTS**

Mr. Zeledon stated that a correspondence for Item A-02, from Lozeau Drury was received regarding the adequacy of staff's environmental determination for File No. PDEV20-005, staff is asking that this item be continued to the April 27, 2021 Planning Commission meeting, to allow staff time to address the concerns. He also stated that Item C & E are being requested to be continued to the April 27, 2021 meeting and additionally Items F & G will be presented together and Items I & J will be presented together.

Mr. Ricci wanted to acknowledge the professionalism of the Ontario Police Department and Fire Department and the outstanding job they did regarding the Francis incident and also recognize Commissioner Lampkin and the Lampkin Foundation, that are taking donations for the people effected by the incident and wanted to thank him for spear heading a project like this immediately for the people in need and also recognize the people that are doing what they can to help out.

Mr. Willoughby stated that all the departments did an outstanding job and this was a very sad incident, that could have been much worse and we appreciate all those involved who are helping to keep things safe and to get things back together.

**PUBLIC COMMENTS**

Mr. Zeledon stated no public comments were received.

Mr. Mercier stated there were no members of the public wishing to speak at this time.

## CONSENT CALENDAR ITEMS

Agenda Item A-02 was pulled from the Consent Calendar and requested to be continued to the April 27, 2021 meeting.

*It was moved by Gregorek, seconded by Lampkin, to continue File No. PDEV20-005 to the April 27, 2021 Planning Commission meeting. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

### **A-01. MINUTES APPROVAL**

Planning/Historic Preservation Commission Minutes of February 23, 2021, approved as written.

**A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-005**: A Development Plan to construct a 256,711 square foot industrial building on 11.3 acres of land located at 875 West State Street, within the IL (Light Industrial) zoning district. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), which was 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: 1011-161-04 and 1011-161-05) **submitted by Inland Harbor LLC.**

**A-03. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-031**: A Development Plan to construct a 5-level parking structure with a total of approximately 411 parking spaces on 0.83-acre of land located at the northwest corner of C Street and Lemon Avenue, at 153 East C Street, within the C1 Block of the Downtown Civic Center Planned Unit Development area and the MU-1 (Downtown Mixed Use) zoning district. The environmental impacts of this project were previously reviewed in conjunction with an amendment to the Ontario Downtown Civic Center PUD, File No. PUD08-001, for which an Addendum to the Ontario Downtown Civic Center Environmental Impact Report (State Clearinghouse No. 200405115, certified on November 16, 2004), was adopted by the City Council on June 21, 2011. 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: 1048-551-10 and 1048-551-13). **City Initiated.**

*It was moved by DeDiemar, seconded by Ricci, to approve the Consent Calendar including Planning Commission Minutes of February 23, 2021, as written, and File No. PDEV 20 -031. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

## PUBLIC HEARING ITEMS

**B. ENVIRONMENTAL ASSESSMENT, CERTIFICATE OF APPROPRIATENESS, ADMINISTRATIVE EXCEPTION, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PHP19-016, PDEV19-060, AND PVAR21-001**: A Certificate of Appropriateness (File No. PHP19-016) to demolish a Tier III historic resource (a 2,117 square foot Craftsman Bungalow single-family residence) and a Development Plan (File No. PDEV19-060) to construct 22 multiple-family dwelling units in conjunction with an Administrative Exception (File No.

PVAR21-001) for a 10 percent reduction in the number of on-site parking spaces, from 46 to 42 spaces, on 0.88-acre of land located at 1445 West Mission Boulevard, within the HDR-45 (High Density Residential – 25.1 to 45.0 DUs/Acre) zoning district. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan (File No. PGPA06-001), for which an Environmental Impact Report (State Clearinghouse No. 2008101140) 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: 1011-361-15) **submitted by AJ1 Development, LLC.**

Associate Planner Antuna, presented the staff report. She described the area and the surrounding zoning and uses. She described the structures on the property and the history of the property. She explained the need for the variance to accommodate the proposed plan. She described the proposed site plan, landscape, parking, amenities, and elevations. She stated that staff is recommending the Planning Commission approve File Nos. PHP19-016, PVAR21-001, and PDEV19-060, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Ms. DeDiemar wanted to know if the residence that is to be demolished is currently occupied.

Ms. Antuna stated the residence is not occupied.

Mr. Gage wanted to clarify that parking for the D units, shows two one car garages.

Ms. Antuna stated yes, that for the D units there are two, one car garages provided for each unit.

Mr. Gage wanted to clarify that off street parking is available.

Mr. Zeledon stated that currently Mission Avenue provides on street parking but currently the area west next to driveway will be red curbed to allow line of site to oncoming traffic.

Mr. Ricci wanted to know with the two single car garages, how does it work for accessing the unit.

Ms. Antuna stated the only garages that have direct access to the units are two car garages for the lower level units, and the one car garages are for the second story units and those won't have direct access.

Mr. Lampkin wanted to know if they would be adding a gate at a later time, like the property to the east that has a roundabout and a gate.

Ms. Antuna stated that a gate is not being proposed at this time and was not discussed.

Mr. Zeledon stated that if they wanted to have a gated community they would need to meet with planning and engineering traffic division and meet a certain radius and with this sight it would be difficult to do because of the required spacing needed for the residence to be able to get out if the gate doesn't open.

### **PUBLIC TESTIMONY**

Mr. Sam, the project engineer spoke and thanked staff for their time and stated he was available to answer questions.

Mr. Willoughby wanted to know if they had looked at making this project gated and if there were any plans to do this in the future.

Mr. Sam stated no, that one of the COA was not to put a gate and there isn't enough space, so it wasn't even considered and won't be considered in the future.

Mr. Gage wanted to know how they would make sure to keep the garages open for parking.

Mr. Sam stated it will be part of the lease that each parking space is dedicated to a certain unit.

Mr. Gage wanted to know how they would keep people from storing things in the garages instead of parking their cars.

Mr. Sam stated that the property manager would need to check and make sure the lease is being followed.

Mr. Gage wanted to know if they were the property manager or was that something in the future.

Mr. Sam stated no that they are just the engineer and this will be one of the duties of the property manager.

Mr. Lampkin wanted to know if there would be any features in the drive isle to ensure that people are aware that emergency vehicles will need to have access in an emergency, and not to block their garages.

Mr. Sam stated there will be a no parking sign in the driveway at the entrance, but they can't red curb in front of the garages.

Mr. Lampkin wanted to know if it could be included in the lease that residence shouldn't block their own garage.

Mr. Sam stated yes, they could include that.

Mr. Mercier stated there were no members of the public wishing to speak on this item.

Mr. Zeledon stated no public comments had been received for this item.

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

There was no Planning Commission deliberation.

### **HISTORIC PRESERVATION PLANNING COMMISSION ACTION**

*Acting as the Historic Preservation Commission, it was moved by Lampkin, seconded by Gregorek, to adopt a resolution to approve the Certificate of Appropriateness, File No. PHP19-016, the Administrative Exception, File No. PVAR21-001, and the Development Plan, File No. PDEV19-060, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

- C. **ENVIRONMENTAL ASSESSMENT, CERTIFICATE OF APPROPRIATENESS, DEVELOPMENT PLAN AND TENTATIVE PARCEL MAP REVIEW FOR FILE NOS. PHP20-014, PDEV20-014 AND PMTT20-004:** A Certificate of Appropriateness (File No. PHP20-014) and a Development Plan (File No. PDEV20-014) to relocate a Tier III historic single-family residence from its current location approximately 130 feet southeast to the corner of the site in conjunction with a Tentative Parcel Map (File No. PMTT20-004/TPM 20255) to

subdivide 1.1-acres of land into 4 lots within the LDR-5 (Low Density Residential –2.1 to 5.0 DU/Acre) zoning district located at 730 West Fourth Street. A Mitigated Negative Declaration of environmental effects has been prepared for this project. 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: 1047-594-52) **submitted by Fred Herzog.**

This item is being continued to the April 27, 2021 Planning Commission meeting.

### **PUBLIC TESTIMONY**

Mr. Mercier stated there were no members of the public wishing to speak on this item.

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

There was no Planning Commission deliberation.

### **HISTORIC PRESERVATION PLANNING COMMISSION ACTION**

*Acting as the Historic Preservation Commission it was moved by Ricci, seconded by DeDiemar, to continue File Nos. PHP20-014, PMTT20-004, and PDEV20-014 to the April 27, 2021 meeting. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

- D. ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT AND SPECIFIC PLAN AMENDMENT REVIEW FOR FILE NOS. PGPA19-006 & PSPA19-008:** A General Plan Amendment (File No. PGPA19-006) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01), changing the land use designation on 14.29 acres of land from Office Commercial to Industrial, and modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes, in conjunction with Specific Plan Amendment (File No. PSPA19-008) revising the Haven Gateway Centre Specific Plan, changing the land use designation on the project site from Commercial/Office to Industrial, generally located at the northeast corner of Haven Avenue and SR-60 Freeway. Staff has prepared an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 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); (APN:108-332-01) **submitted by Executive Development, LLC. City Council action is required.**

Senior Planner Batres, presented the staff report. He described the location and the surrounding areas. He described the history of the area and the reasons for the change in land use designation and the Feasibility Market Study that was completed and supports this change. He stated that staff is recommending the Planning Commission recommend approval of the Addendum and File Nos. PGPA19-006 and PSPA19-008, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Willoughby wanted to know if the 1000 foot radius area shown was the area noticed.

Mr. Batres stated yes that is correct.

Mr. Gage wanted to clarify that the large mound that you can see from this area is the dump and wanted to know what is going on with that and does that impact this area from commercial development.

Mr. Zeledon stated the old dump site is still owned by the county and they are using it for solar power and it generates methane, but it doesn't have an impact on this site. He stated that most of the office and retail went along the 10 freeway corridor and that the market study stated what we knew that industrial would be best here and it compliments what is existing there already with the hotel and the fast foods that do well during the day because of the traffic in that area.

Mr. Lampkin wanted to know how long the lot has been empty and have there been any previous attempts to put office or commercial there.

Mr. Zeledon stated it has been vacant since it was a vineyard and we have tried for many years to get other uses, but the problem is the median that comes north and south and there is no left hand turning into the property and then the existing line of site for Caltrans, makes it a difficult site to access. He stated that they have tried to get other uses, but hotels want visibility and access and never came to fruition and this is the best use and compliments what is there already.

Mr. Lampkin wanted to clarify that there are no plans to have a left turn pocket if you are traveling south on Haven.

Mr. Zeledon stated that is correct and that this is a difficult site as far as access.

Mr. Lampkin wanted to clarify that there are no plans to change south bound Haven Ave. to allow trucks to continue through there past the 60 freeway.

Mr. Zeledon stated that is correct, the truck route doesn't go south of the 60 freeway.

Mr. Willoughby wanted to clarify that trucks when making a right exiting onto Haven, cannot make a U-turn at Philadelphia.

Mr. Zeledon stated that is correct.

Mr. Willoughby wanted to clarify that they will instruct drivers to go out Ponderosa and come around that way.

Mr. Zeledon stated that is correct.

### **PUBLIC TESTIMONY**

Mr. Mercier stated there were no members of the public wishing to speak on this item.

Mr. Zeledon stated no public comments were received on this item.

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

Mr. Gage stated that he thinks this area is not great for office and commercial, and that it is fine to make it industrial and that it fits in this area.

Mr. Lampkin stated that this property has been vacant for a long amount of time, and although the communities to the south would like to see more retail, it makes sense to have this land use be changed and give something for residents and visitors to see.

### **PLANNING COMMISSION ACTION**

*It was moved by Gage, seconded by Lampkin, to recommend adoption of a resolution to approve the Addendum, the General Plan Amendment, File No., PGPA19-006 and the*

*Specific Plan Amendment, File No. PSPA19-008, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

**E. ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN AMENDMENT REVIEW FOR FILE NOS. PGPA19-005 AND PSPA19-006: A request for approval of the following:**

[1] A General Plan Amendment (File No. PGPA19-005) to modify Policy Plan (general plan) Exhibit LU-01, Policy Plan Land Use Plan, changing the land use designation on 105.4 acres of Low Density Residential (2.1 – 5 du/ac), 66.01 acres of Mixed Use (9 – NMC East) and 10.36 acres of Open Space – Non Recreation designated property, to 23.41 acres of Low Density Residential (2.1 – 5 du/ac), 24.16 acres of Low-Medium Density Residential (5.1 – 11 du/ac), 57.83 acres of Medium Density Residential (11.1 – 25 du/ac), 20.46 acres of Mixed Use (9 – NMC East), 48.61 acres of Industrial, and 7.3 acres of Open Space – Non Recreation designated property; and modify Policy Plan (general plan) Exhibit LU-03, Future Buildout, to be consistent with the herein described land use changes; and

[2] An amendment (File No. PSPA19-006) to the Rich Haven Specific Plan, which includes the following map and text revisions:

[A] Change the land use designation on 110.1 gross acres of land from Planning Area 1A – 1F (Residential - SFD), to 25.5 gross acres of Planning Area 1A (Residential - SFD), 24.5 gross acres of Planning Area 1B (Residential – SFD/SFA) and 60.6 gross acres of Planning Area 1C (Residential - SFD/SFA);

[B] Change the land use designation on 81.1 gross acres of land within Planning Area 7 (Stand-Alone Residential Overlay, Mixed-Use Overlay, Regional Commercial, and SCE Easement/Gas Easement) to, Planning Area 7A (49.4 gross acres of Light Industrial and 6.6 gross acres of Open Space – Non Recreation) and Planning Area 7B (25.1 gross acres of Regional Commercial);

[C] Change the land use designation on 4.13 acres of land within Planning Area 6A from Regional Commercial to Stand-Alone Residential Overlay;

[D] Change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial; and

[E] Various changes to the Specific Plan development standards, exhibits, and text, to reflect the proposed land uses.

The Rich Haven Specific Plan is generally bounded by Riverside Drive, Colony High School and the SCE substation to the north, Hamner Avenue to the east, Old Edison Road to the south, and Hamner Avenue to the west. Staff has prepared an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 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: 0218-161-04, 0218-161-05, 0218-161-10, 0218-161-11, 0218-211-17, 0218-211-24, 0218-211-27, 0218-211-01 and 0218-393-10) **submitted by Rich Haven Marketplace LLC and Brookcal Ontario, LLC. City Council action is required.**

This item is being continued to the April 27, 2021 Planning Commission meeting.

No one responded.

**PUBLIC TESTIMONY**

Mr. Mercier stated there were no members of the public wishing to speak on this item.

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 Ricci, seconded by Gage, to continue File Nos. PGPA19-005, and PSPA19-006, to the April 27, 2021 meeting. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

Mr. Gregorek recused himself from Items F & G as his company has done work on the project.

**F. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT AMENDMENT REVIEW FOR FILE NO. PDA16-003:**

A First Amendment to the Development Agreement (File No. PDA16-003) to defer the commencement of certain street improvements and establish the terms and conditions for the development of Tentative Tract Map 20265 (File No. PMTT19-006), a 21.10 acre property located on the east side of Mill Creek Avenue, approximately 670 feet south of Ontario Ranch Road, within the Standalone Residential land use district of the Rich-Haven Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-004, the Rich-Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007. 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 GDCI-RCCD 2, LP. City Council action is required.**

**G. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT19-006 (TM 20265):**

A Tentative Tract Map to subdivide 21.10 gross acres of land into 111 numbered lots and 36 lettered lots for land generally located on the east side of Mill Creek Avenue, approximately 670 feet south of Ontario Ranch Road, within the Standalone Residential land use district of the Rich-Haven Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-004, the Rich-Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007. 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 GDC-RCC 2, L.P.**

Assistant Planner Vaughn, presented the staff report. She described the location and the surrounding area and the proposed products. She explained the Development Agreement Amendment and the Key points to that amendment. She described the conceptual site plan, park plan and landscape plan. She stated that staff is recommending the Planning Commission recommend approval of File No. PDA16-003, and approve File No. PMTT19-006, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Willoughby wanted to know if this will require Mill Creek Avenue to be completed from Eucalyptus to Ontario Ranch Road.

Mr. Zeledon stated it will be required to be completed from Ontario Ranch Road south just past the project site, and then the development to the south would be required to complete that next portion.

Mr. Willoughby wanted to clarify that completion would be somewhere half-way between the Old Edison

and Eucalyptus.

Mr. Zeledon stated that is correct, however most likely that south portion would be completed in the next year or so, as Richland already brought a map forward and will continue the completion to the Mark Christopher product, which will complete Mill Creek Avenue.

Mr. Willoughby to know with the development of the Stater Bros center at Ontario Ranch and Haven, if coming across Edison to Haven would be the easiest way and will that still be an option for traffic.

Mr. Zeledon stated no that Ontario Ranch Road is meant to replace the Old Edison.

Mr. Willoughby wanted to know what the in-lieu fee is for not developing the full 1.58 acre park.

Mr. Womble stated that the park in-lieu fees are paid at building permit issuance and the fee based on what the DIF is at the time they pull the building permits.

Mr. Willoughby wanted to know if there is a certain formula for the fees.

Mr. Womble stated that is correct.

Mr. Willoughby wanted clarity regarding the amendment statement of deferred street improvements for a none-residential unit.

Mr. Womble stated the reference is to any piece of land outside of tract 20265, all the maps are currently under review with the owner and the owner would come in with a plan that is non-residential and wanted to capture all those areas.

### **PUBLIC TESTIMONY**

Mr. Jason Lee the representative for the project spoke and clarified some of the questions asked by the commission regarding the project. He stated that they will be improving Mill Creek down to southern tract boundary, but it is conditioned for Richland to complete the remainder as some infrastructure needs to go in before gets completed. He also stated that access to Stater Bros. at Edison, which is in pretty bad shape, is not the preferred way and there would be a new signal at the intersection of Ontario Ranch Road and Mill Creek Avenue, which would be the desired direction and Ontario Ranch Road is meant to be the thoroughfare to the commercial center. Mr. Lee stated that the in-lieu fee is approximately \$50,000+- for the park deficiency and that the deferred improvements are the frontage improvements on Mill Creek that are part of 19725 end up being in the neighborhood edge and the developer would need to build those improvements after the construction so they aren't being redone.

Mr. Willoughby wanted to know if they were ready to move forward on this project.

Mr. Lee stated they already have a buyer in hand who are ready to move forward and start grading in the next few months and have homes by the end of the year.

Mr. Lampkin wanted to know if the linear park would be accessible to the public.

Mr. Lee stated the park would be open to public and the recreation center would be private neighborhood access.

Mr. Mercier stated there were no other members of the public wishing to speak on this item.

Mr. Zeledon stated no public comments were received for this item.

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 Gage, seconded by Lampkin, to recommend adoption of a resolution to approve the Development Agreement Amendment, File No., PDA16-003, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, Gregorek; ABSENT, none. The motion was carried 5 to 0.*

*It was moved by Lampkin, seconded by Gage, to adopt a resolution to approve the Tentative Tract Map, File No., PMTT19-006, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, Gregorek; ABSENT, none. The motion was carried 5 to 0.*

- H. **ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT20-008:** A Tentative Parcel Map (TPM 20287) to subdivide 1.17 acres of land into 2 parcels generally located at the northeast corner of Campus Avenue and Belmont Street, at 1121 South Campus Avenue, within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) 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: 1049-451-14) **submitted by Alex Espinoza.**

Senior Planner Hutter, presented the staff report. She described the project location and the surrounding area and the existing condition of the site. She described the division of the site. She stated she received a call from a nearby resident with some concerns. She stated that staff is recommending the Planning Commission approve File No. PMTT20-008, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Willoughby wanted to know the current use of the Lodging House.

Ms. Hutter stated it was a sober living facility.

**PUBLIC TESTIMONY**

Mr. Mercier stated there were no members of the public wishing to speak on this item.

Mr. Zeledon stated there were no other public comments received, besides the one comment Ms. Hutter referred to.

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 Lampkin, seconded by DeDiemar, to adopt a resolution to approve the Tentative Parcel Map, File No., PMTT20-008, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES,*

*none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

**I. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA18-004:**

A Development Agreement (File No. PDA18-004) between the City of Ontario and Merrill Commerce Center East LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20273 (File No. PMTT20-010), a 366.65 acre property generally bordered by Eucalyptus Avenue to the north, Merrill Avenue to the south, Carpenter Avenue to the east, and Grove Avenue to the west, within the Business Park and Industrial land use districts of the Merrill Commerce Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Merrill Commerce Center Specific Plan (File No. PSP18-001), for which an Environmental Impact Report (State Clearinghouse No. 2019049079) was certified by the City Council on February 2, 2021. 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: 1054-111-01; 1054-111-02; 1054-121-01; 1054-121-02; 1054-131-01; 1054-131-02; 1054-141-01; 1054-141-02; 1054-151-01; 1054-151-02; 1054-161-01; 1054-161-02; 1054-161-03; 1054-171-01; 1054-171-02; 1054-171-03; 1054-171-04; 1054-181-01; 1054-181-02; 1054-191-01; 1054-191-02; 1054-201-01; 1054-201-02; 1054-211-01, 1054-211-02; 1054-221-01; 1054-221-02; 1054-331-01; 1054-331-02; 1054-341-01; 1054-341-02; 1054-351-01; 1054-351-02; 1054-361-01; 1054-361-02; 1073-111-01; 1073-111-02; 1073-111-03; 1073-111-04; 1073-111-05; 1073-111-06) **submitted by Merrill Commerce Center East LLC. City Council action is required.**

**J. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT20-010 (TPM 20273) AND WILLIAMSON ACT CONTRACT CANCELLATIONS FOR FILE NOS. PWIL20-001 (NO. 69-147) AND PWIL20-002 (NO. 70-167):**

A Tentative Parcel Map (TPM 20273) to subdivide 366.65 gross acres of land into 22 lettered lots and 22 numbered lots, and Tentative Cancellation of Williamson Act Contract Nos. 69-147 and 70-167. The project is 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 Business Park and Industrial land use districts of the Merrill Commerce Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with PGPA18-003 and PSP18-001 regarding the Merrill Commerce Center Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2019049079) was certified by the City Council on February 2, 2021. 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: 1054-111-01; 1054-111-02; 1054-121-01; 1054-121-02; 1054-131-01; 1054-131-02; 1054-141-01; 1054-141-02; 1054-151-01; 1054-151-02; 1054-161-01; 1054-161-02; 1054-161-03; 1054-171-01; 1054-171-02; 1054-171-03; 1054-171-04; 1054-181-01; 1054-181-02; 1054-191-01; 1054-191-02; 1054-201-01; 1054-201-02; 1054-211-01, 1054-211-02; 1054-221-01; 1054-221-02; 1054-331-01; 1054-331-02; 1054-341-01; 1054-341-02; 1054-351-01; 1054-351-02; 1054-361-01; 1054-361-02; 1073-111-01; 1073-111-02; 1073-111-03; 1073-111-04; 1073-111-05; 1073-111-06) **submitted by Prologis. City Council action is required on the Tentative Williamson Act Contract cancellations.**

Senior Planner Hutter, presented the staff report. She described the location and the surrounding areas and the subdivision proposed, circulation, the development agreement improvements required. She described the Chino Airport safety zones that effect the project. She explained the Williamson Contract Cancellations and the Development Agreement Key points. She stated that staff is recommending the Planning Commission recommend approval of File Nos. PDA18-004, PWIL20-001 and PWIL20-002, and approve File No. PMTT20-010, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

No one responded.

### **PUBLIC TESTIMONY**

Mr. Tom Donohue representing Prologis, spoke and stated he was available to answer questions. He stated the staff is awesome and he wanted to affirm how we are working through this telecommuting time and it's a joy to work in this city.

Mr. Mercier stated there were no members of the public wishing to speak on this item.

Mr. Zeledon stated no public comments were received on this item.

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 Lampkin, seconded by DeDiemar, to recommend adoption of a resolution to approve the Development Agreement, File No., PDA18-004, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

*It was moved by Gage, seconded by Gregorek, to recommend adoption of a resolution to approve the Williamson Act Contract Cancellations, File Nos., PWIL20-001 and PWIL20-002, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

*It was moved by Gage, seconded by Ricci, to adopt a resolution to approve the Tentative Parcel Map, File No., PMTT20-010, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.*

### **MATTERS FROM THE PLANNING COMMISSION**

#### **Old Business Reports From Subcommittees**

**Historic Preservation (Standing):** This subcommittee met on March 11, 2021.

Mr. Gregorek stated there was one public hearing item which was a Certificate of Appropriateness to move a historic dwelling. He stated there was discussion regarding Armsley Square tree removal and the C block downtown.

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

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

**New Business**

Mr. Willoughby debriefed on the Brown Act Training with BB & K, the city attorney, regarding the new bill that was passed regarding social media usage.

Chairperson and Vice-chairperson appointments. April 2021 – March 2022

Mr. Willoughby asked if there was anyone wishing not to be nominated for either appointment.

No one responded.

Ms. DeDiemar nominated Mr. Gage for Chairperson.

There were no other nominations. *Roll call vote: AYES, DeDiemar, Gregorek, Lampkin, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 5 to 0*

Mr. Gage stated he would like to thank you for your confidence and complimented Mr. Willoughby for his outstanding chairmanship and stated that after his year is up, he would like to have someone new to get some experience.

Mr. DeDiemar nominated Mr. Willoughby for Vice-Chairperson.

There were no other nominations. *Roll call vote: AYES, DeDiemar, Gage, Gregorek, Lampkin, and Ricci; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 5 to 0*

Mr. Willoughby stated he also is looking forward to some of the newer members taking these roles on in 2022.

**NOMINATIONS FOR SPECIAL RECOGNITION**

None at this time.

**DIRECTOR'S REPORT**

Mr. Zeledon stated the Monthly Activity Reports will be provided at the next meeting.

**ADJOURNMENT**

Gregorek motioned to adjourn, seconded by Ricci. The meeting was adjourned at 8:24 PM, to the next meeting on April 27, 2021

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Secretary Pro Tempore

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Chairman, Planning Commission

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

**TO:** Chairman and Members of the Planning Commission

**FROM:** Rudy Zeledon, Planning Director 

**DATE:** April 27, 2021

**SUBJECT:** **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-005:** A Development Plan to construct a 256,711 square foot industrial building on 11.3 acres of land located at 875 West State Street, within the IL (Light Industrial) zoning district. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), which was 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: 1011-161-04 and 1011-161-05) **submitted by Inland Harbor LLC. This item was continued from the March 23, 2021 Planning Commission meeting.**

Staff is recommending that the above-described item be continued to the May 25, 2021, Planning Commission meeting.

**FILE NO:** PDEV20-030

**SUBJECT:** A Development Plan to construct 224 dwellings, including 87 single-family and 137 multiple-family dwellings, on 21.10 acres of land located at the northeast corner of East Edison and South Mill Creek Avenues.

**PROPERTY OWNER:** GDC-RCC 2, LP

**RECOMMENDED ACTION:** That the Planning Commission consider and approve File No. PDEV20-030, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

**PROJECT SETTING:** The project site is comprised of 21.10 acres of land located at the northeast corner of Edison and Mill Creek Avenues, within the Standalone Residential Overlay of the Rich-Haven Specific Plan, and is depicted in Figure 1: Project Location, below. The property to the north of the Project site is within the Mixed-Use Overlay of the Rich-Haven Specific Plan and is vacant. The property to the east is within the Standalone Residential Overlay of the Rich-Haven Specific Plan and is vacant. The property to the south is within Planning Area 1 (RD-7, SFR 50' -wide lots) land use district of the Esperanza Specific Plan and is developed with agriculture and dairy uses. The property to the west is within Standalone Residential Overlay of the Rich-Haven Specific Plan and is vacant. The existing surrounding land uses, zoning, and general plan and specific plan land use designations are summarized in the "Surrounding Zoning & Land Uses" table located in the Technical Appendix of this report.

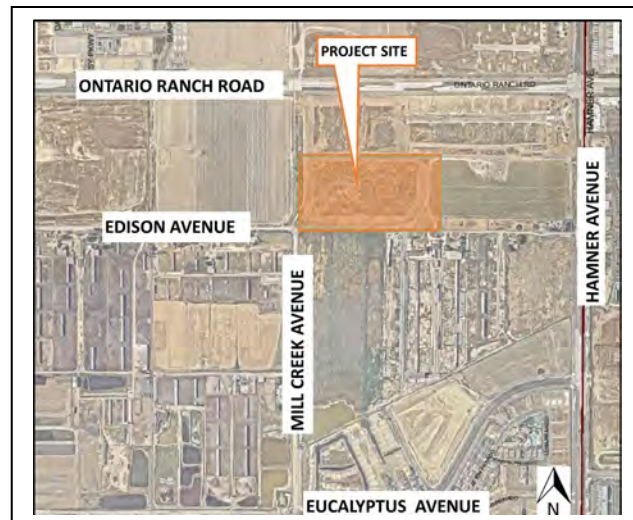



Figure 1: Project Location

**PROJECT ANALYSIS:**

(1) Background — On December 4, 2007, the City Council approved the Rich-Haven Specific Plan (File No. PSP05-004) and certified the related Environmental Impact Report (State

Case Planner:	Alexis Vaughn
Planning Director Approval:	
Submittal Date:	12/17/2020

Hearing Body	Date	Decision	Action
DAB	04/19/2021	Approval	Recommend
PC	04/27/2021		Final
CC			



Clearinghouse No. 2006051081) for the Specific Plan. The Specific Plan established the land use designations, development standards, and design guidelines for approximately 512 acres of land, which included the potential development of 4,256 residential units and 889,200 square feet of commercial/office floor area.

Subsequently, on March 15, 2016, the City Council approved an amendment to the Rich-Haven Specific Plan (File No. PSPA16-001) that increased the potential residential unit count to 4,866 and increased the potential commercial/office floor area to 1,039,200 square feet. Additionally, the Specific Plan Amendment reconfigured the boundaries and circulation layout for the existing Planning Areas 1 through 21B, re-designated certain Specific Plan land use designations to be consistent with The Ontario Plan's Policy Plan (General Plan) Land Use Plan, and revised and updated housing product types, development standards and guidelines to allow for greater flexibility in the Specific Plan area.

On February 28, 2017, two A-Maps were approved by the Planning Commission to establish Planning Area 8A of the Rich-Haven Specific Plan. The A-Maps will facilitate the construction of the backbone streets and primary access points into the site from Ontario Ranch Road and Mill Creek Avenue and were approved in conjunction with the related Development Agreement (File No. PDA16-003), which also addresses the density requirement described in the paragraph above. File No. PMTT16-010 (PM 19725) contains the subject Project site and the area to the north, which extends to Ontario Ranch Road. File No. PMTT16-011 (PM 19741) contains the parcels to the northeast of the Project site and directly east of PM 19725, which extends north to Ontario Ranch Road and east to Hamner Avenue.

On March 23, 2021, the Planning Commission approved the related Tentative Tract Map, File No. PMTT19-006 (TTM 20265), to subdivide 21.10 gross acres of the southerly portion of PM 19725 into 111 numbered lots and 36 lettered lots. The tentative tract map would facilitate the future development of residential units, associated recreation facilities and revise the Development Agreement for consistency with the changes to the site.

On December 17, 2020, the Applicant submitted a Development Plan application to construct the project, including 87 single-family dwelling units and 137 multiple-family dwelling units, along with associated recreation and landscape areas.

(2) Site Design/Building Layout — The Project site is divided into two main land uses, with single-family cluster courts occupying the western portion of the site, and multiple-family row-town units occupying the eastern portion of the site (see Exhibit B—Site Plan, attached). A linear park is situated near the southern portion of the Project site and will provide access to recreational facilities for all future residents. Additionally, a Southern California Edison ("SCE") easement is located along the westerly portion of the site, which will provide for an enhanced landscaped neighborhood edge and walking area. Substantial landscape areas will also be provided along the northern-most public street.

(3) Site Access/Circulation — The Project site will be accessible from future public streets, including Mill Creek Avenue on the west and Clifton Avenue on the east, as well as a future public street (“A Street”) along the northern portion of the Project site. Internal to the Project, private streets will be constructed near the southerly portion of the Project site and down the middle of the site. Private alleys and drives will connect to the public and private streets to serve their respective residential units.

(4) Parking — The Rich-Haven Specific Plan and Ontario Development Code require two garage spaces per dwelling to be provided for single-family dwelling units (cluster product) and 2.5 spaces (one space within a garage or carport) per dwelling for multiple-family dwelling units with three or more bedrooms, plus guest/visitor parking spaces at a rate of 0.25 spaces per dwelling for the portion of units less than 50; 0.20 spaces per dwelling for the portion of dwelling units from 50 to 100 dwellings; and, 0.17 spaces for the portion of dwellings greater than 100 dwellings. As demonstrated in Table 1, below, the project is required to provide a total of 546 parking spaces. A total of 935 parking spaces have been provided, resulting in 4.2 spaces per unit.

*Table 1: Summary of Parking Analysis*

<i>Product</i>	<i>Number of Units</i>	<i>Required Garage Spaces</i>	<i>Garage Spaces Provided</i>	<i>Driveway Spaces Required</i>	<i>Driveway Spaces Provided</i>	<i>On-Street and Guest Parking Required</i>	<i>On-Street and Guest Parking Provided</i>	<i>Total Provided</i>	<i>+/- Parking</i>
Single-Family (Cluster Product)	87	174	174	0	174	0	14	362	+188
Multiple-Family (Row-Town Product)	137	137	274	206	226	29	73	573	+201
								4.2 spaces per unit	

(a) Architecture — The applicant has proposed a Farmhouse theme to be utilized for the entire project site (see Exhibit C—Sample Elevations, and Attachment A—Full Elevations Package, attached). Architectural elements incorporated into the project include:

- A combination of roof pitches and styles, including hipped, gabled, and shed roofs;
- Stucco walls with popped-out panels and decorative elements;
- Wood siding and shutters;
- Front porches;
- Decorative bracing and corbels; and

- Enhancement for side and rear elevations where visible from public rights-of-way.

The cluster product includes four distinct two-story floor plans, each with three variations on the Farmhouse architectural style. All floor plans include a two-car garage and two-car driveway, kitchen, laundry room, and great room, along with four bedrooms and three bathrooms. The row-town product has been proposed with five-plex and six-plex buildings, with two variations on the Farmhouse architectural style and three unique floor plans. While the three floor plans are consistent across all building plans, the building plans include minor modifications to allow for architectural enhancements where required; for example, Building 100B contains an enhanced right elevation, whereas Building 100A does not. All floor plans include a two-car garage, and 113 units include a two-car driveway, along with three bedrooms and 2.5 bathrooms. Unit sizes and additional key features are described in Table 2: Floor Plan Summary, below.

**Table 2: Floor Plan Summary**

Plan Number	Building Area	Key Features
<b>Cluster Product</b>		
Plan 1	2,049 SF	▪ Four bedrooms, three bathrooms
Plan 2	2,213 SF	▪ Four bedrooms, three bathrooms, one loft
Plan 3	2,208 SF	▪ Four bedrooms, three bathrooms, one bonus room/optional fifth bedroom
Plan 4	2,528 SF	▪ Four bedrooms, three bathrooms, one bonus room/optional fifth bedroom
<b>Row-Town Product</b>		
Plan 1	1,428 SF	▪ Three bedrooms, 2.5 bathrooms, optional loft and optional island
Plan 2	1,570 SF	▪ Three bedrooms, 2.5 bathrooms, optional loft
Plan 3	1,698 SF	▪ Three bedrooms, 2.5 bathrooms, loft/optional fourth bedroom

(5) Landscaping — The Project will include landscaped parkways along the public and private streets, and each single-family home will have a small front landscape area maintained by the Homeowners Association. The multiple-family units will be oriented along landscaped paseos and will include private front porch areas for each unit. Additionally, the project will be required to construct a 38-foot wide neighborhood edge located within a 100-foot wide SCE easement (50 feet of which include the neighborhood edge, parkway, and sidewalk, and the remaining 50 feet includes a portion of Mill Creek Avenue).

The Policy Plan (Policy PR1-6) requires new developments to provide a minimum of 2 acres of private park per 1,000 residents. The proposed project is required to provide a 1.58-acre park to meet the minimum Policy Plan private park requirement (see Table 3: Summary of Parkland Requirement). Approximately 1.5 acres of the Project site will be

dedicated to recreational facilities, including a linear walking path and larger park with recreational facilities for a pool and spa, and picnic/play equipment amenities (see Exhibit D—Conceptual Landscape Plan and Exhibit E—Conceptual Park Plan, attached). The remaining 0.08-acre deficit will be addressed through the Development Agreement process as an in-lieu fee, which will be used for the creation of other parkland facilities throughout the City.

*Table 3: Summary of Parkland Requirement*

<i>Product Type</i>	<i>Dwelling Occupancy Factor</i>	<i>Number of Units</i>	<i>Total Required</i>	<i>Total Provided</i>	<i>+/- Parkland</i>
Cluster (Single-Family Product)	3.806	87	0.66 ac	1.5 ac	-0.08 ac
Rowtown (Multiple-Family Product)	3.373	137	0.92 ac		

(6) Signage — All future signage at the project site will be reviewed and approved through the Sign Plan Application process and will meet all standards as set forth in the Ontario Development Code and the Rich-Haven Specific Plan.

(7) Utilities (drainage, sewer) — As the first parcel to develop within the related A-Map areas, the Project site will be required to install all major backbone improvements in addition to the internal improvements, as set forth in the related Development Agreement (File No. PDA16-003). The project will be required to undergo a more extensive Preliminary Water Quality Management Plan (“PWQMP”) review as part of the Development Plan process. The PWQMP establishes project compliance with storm water discharge/water quality requirements and 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.

**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.

- Operate in a Businesslike Manner
- Focus Resources in Ontario’s Commercial and Residential Neighborhoods
- Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(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.

- H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

- H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.

- Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.

### **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.

➤ CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

➤ 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;
- 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.

➤ 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.

➤ CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.



➤ 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 CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

➤ CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.

➤ CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.

➤ CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.

➤ CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

▪ 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. The project site is 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, and with approval of the related Specific Plan Amendment (File No. PSPA19-006) the proposed project will be consistent with the number of dwelling units and density (minimum 14 dwelling units per acre) within Planning Area 8A, as specified in the Available Land Inventory.

**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 previously reviewed in conjunction with File No. PSP05-004, the Rich-Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007. 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. The previously adopted mitigation measures shall be a condition of project approval, and are incorporated herein by this 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>	<i>Specific Plan Land Use</i>
Site	Vacant	Mixed Use (MU-NMC East) and Open Space Non-Recreational (OS-NR)	Rich-Haven Specific Plan	Standalone Residential Overlay
North	Vacant	Mixed Use (MU-NMC East) and Open Space Non-Recreational (OS-NR)	Rich-Haven Specific Plan	Mixed-Use Overlay
South	Agriculture/Dairy	Medium-Density Residential (MDR)	Esperanza Specific Plan	Planning Area 1 (RD-7, SFR 50' -wide lots)
East	Vacant	Mixed Use (MU-NMC East)	Rich-Haven Specific Plan	Standalone Residential Overlay
West	Vacant	Mixed Use (MU-NMC East) and Open Space Non-Recreational (OS-NR)	Rich-Haven Specific Plan	Standalone Residential Overlay

**General Site & Building Statistics**

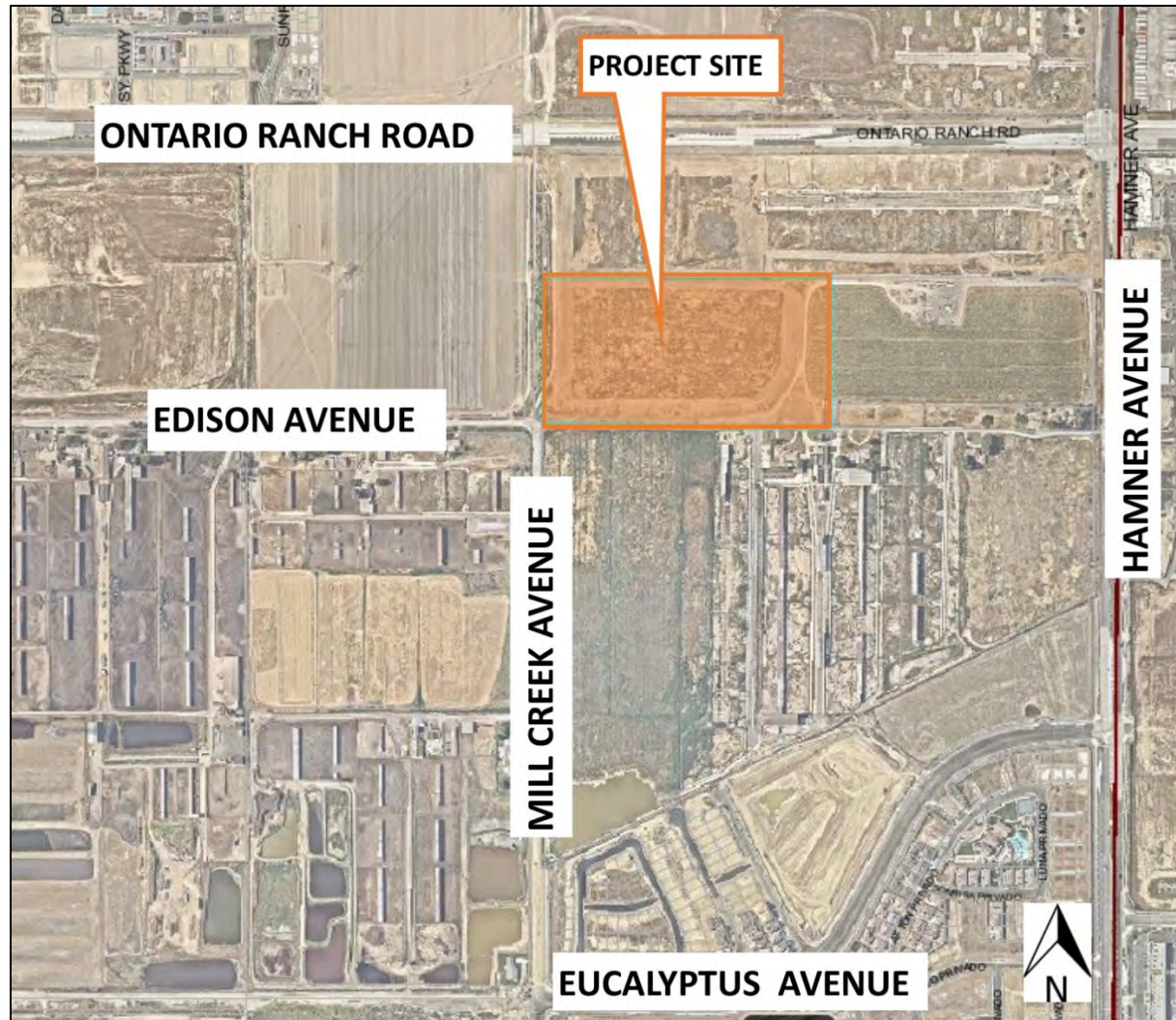
<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Project area (in acres):</i>	N/A	21.10	Y
<i>Maximum project density (dwelling units/ac):</i>	14 du/ac	10.6 du/ac	N
<i>Maximum coverage:</i>	60% Rowtown / 65% Cluster SFD	47% - 56% Rowtown / 37% - 53% Cluster SFD	Y
<i>Minimum lot size:</i>	1,800 SF per unit Rowtown / 2,000 SF Cluster SFD	1,855 – 2,223 SF per unit Rowtown / 2,700 – 3,610 SF Cluster SFD	Y
<i>Minimum lot depth:</i>	N/A Rowtown / 60 FT Cluster SFD	N/A Rowtown / 60 FT Cluster SFD	Y
<i>Minimum lot width:</i>	N/A Rowtown / 42 FT interior, 47 FT street-adjacent Cluster SFD	N/A Rowtown / 45 FT interior, 50 FT street-adjacent Cluster SFD	Y
<i>Front yard setback:</i>	Living Area: 10 FT street, 5 FT common drive, 25 FT front to front; 5 FT porch Rowtown / 10 FT street, 5 FT common drive, 40 FT front to front Cluster SFD	Living Area: 10 FT street, 5 FT common drive, 25 FT front to front; 5 FT porch Rowtown / 10 FT street, 5 FT common drive, 40 FT front to front Cluster SFD	Y
<i>Side yard setback:</i>	4 FT interior, 10 FT street-adjacent Rowtown / 5 FT interior, 10 FT street-adjacent Cluster SFD	4 FT interior, 10 FT street-adjacent Rowtown / 5' interior, 10 FT street-adjacent Cluster SFD	Y

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Rear yard setback:</i>	5 FT living area; 3 FT garage at alley or 18 FT at street Rowtown / 5 FT Cluster SFD	5 FT living area; 3 FT garage at alley or 18 FT at street Rowtown / 5 FT Cluster SFD	Y
<i>Maximum dwelling units/building:</i>	16 units/building Rowtown / one unit/building Cluster SFD	5-6 units/building Rowtown / one unit/building Cluster SFD	Y
<i>Maximum height:</i>	35 FT	25 FT to 32 FT	Y
<i>Parking – resident:</i>	517	848	Y
<i>Parking – guest:</i>	29	87	Y
<i>Open space – private:</i>	Cluster: Min 20% of project site (8.1 acres, includes private and common areas), total of 70,567 SF Row-Town: 200 SF per unit, 27,400 SF total	89,887 SF Total; each unit type contains personal private space in the form of private patios or yards.	Y
<i>Open space – common:</i>	Cluster: Included in “Open space – Private” above Row-Town: 300 SF per unit, 41,100 SF total	44,425 SF Active (Recreation amenities) 34,146 Passive (Walkable Paseos)	Y

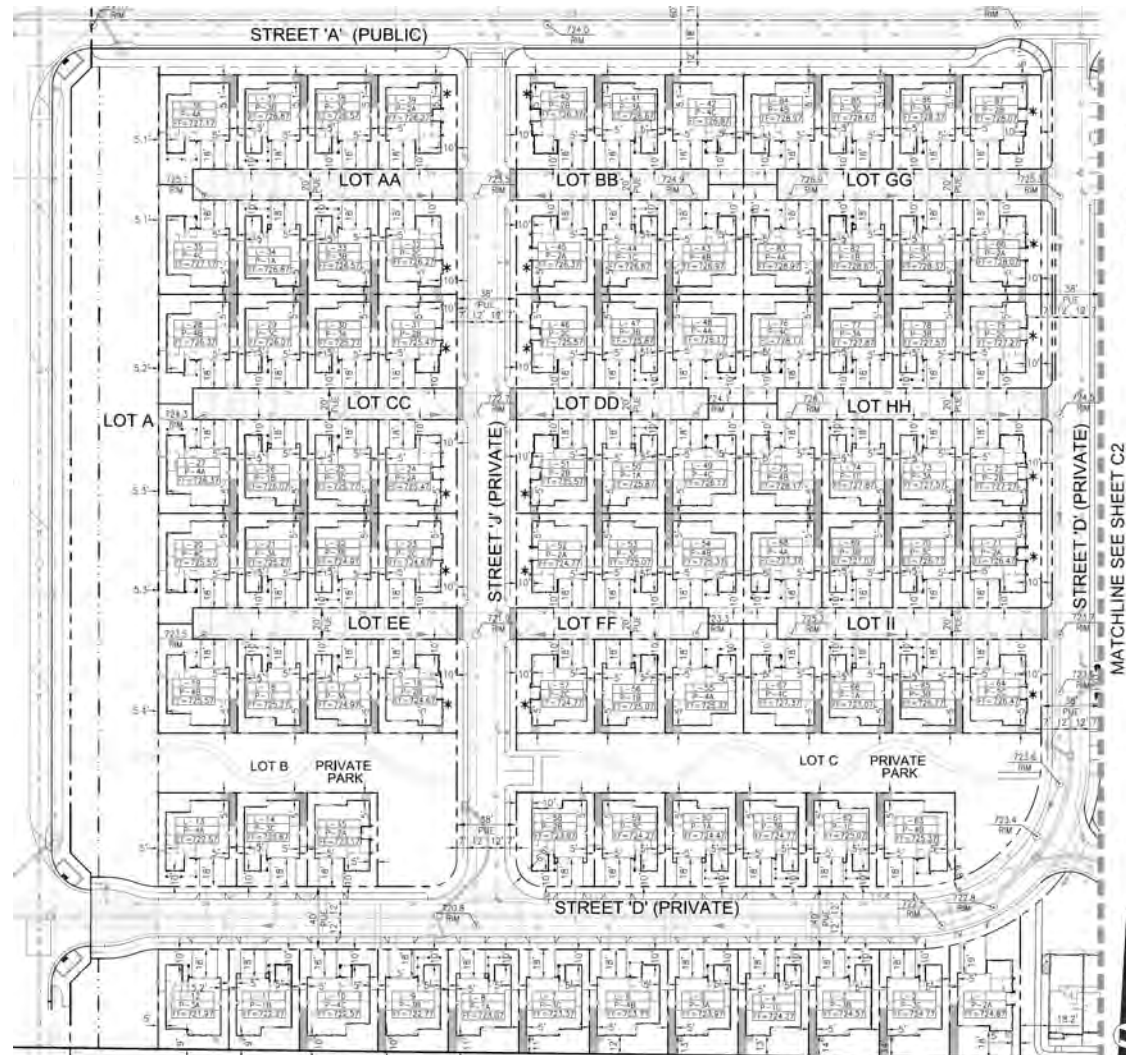
**Dwelling Unit Count:**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Total no. of units</i>	Minimum 295 units	224 units	N
<i>Total no. of buildings</i>	N/A	87 single-family, 23 multi-family buildings	N/A
<i>No. units per building</i>	Max 16 Rowtown / 1 Cluster SFD	6 Rowtown / 1 Cluster SFD	Y

Exhibit A—PROJECT LOCATION MAP

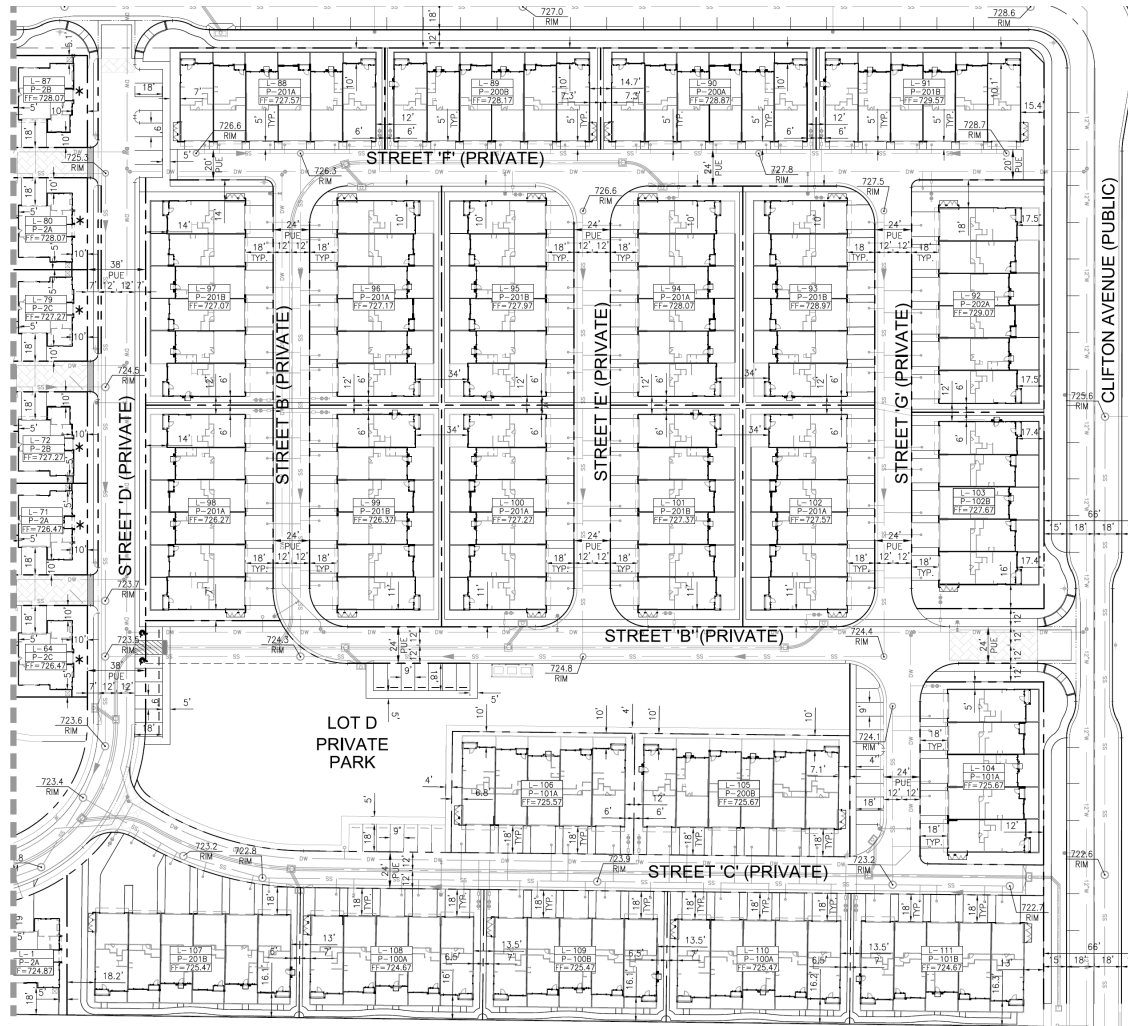


**Exhibit B—SITE PLAN**



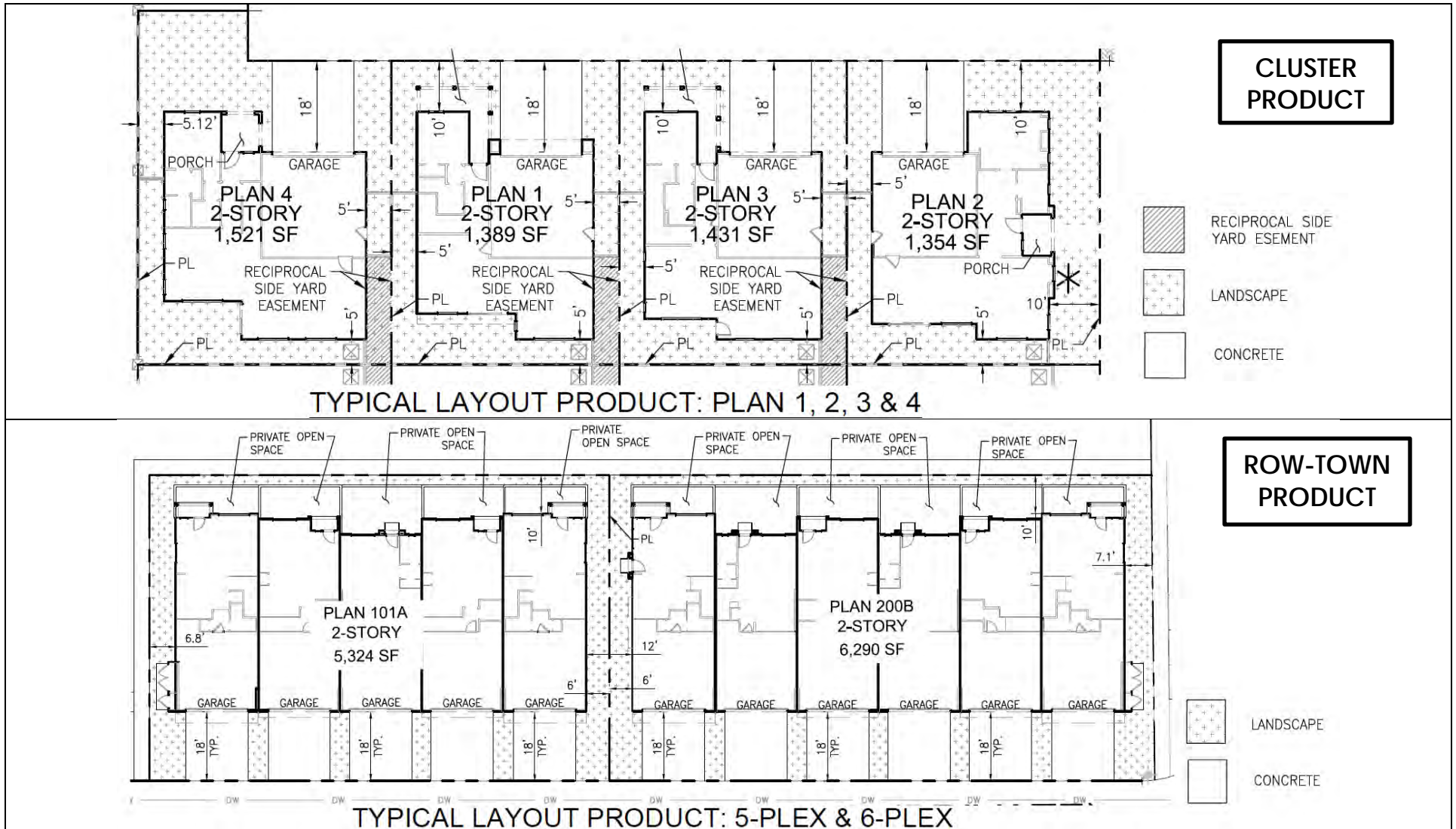
**Westerly Portion of the Tract – Cluster Product**

**Exhibit B—SITE PLAN CONTINUED**



**Easterly Portion of the Tract – Row-Town Product**

**Exhibit B—SITE PLAN CONTINUED – TYPICAL PRODUCT LAYOUTS**





***Exhibit C—SAMPLE ELEVATIONS (See Attachment A – Full Elevations Package for Additional)***



FARMHOUSE VARIATION 1



FARMHOUSE VARIATION 2



FARMHOUSE VARIATION 3

***Cluster Product***

**Exhibit C—SAMPLE ELEVATIONS CONTINUED (See Attachment A – Full Elevations Package for Additional)**



PLAN 3AR

PLAN 2A

PLAN 1A

PLAN 2A

PLAN 1A

PLAN 3A

**Row-Town Product – California Ranch**



PLAN 3AR

PLAN 2A

PLAN 1B

PLAN 2A

PLAN 1B

PLAN 3A

**Row-Town Product – Farmhouse**

*Exhibit C—SAMPLE ELEVATIONS CONTINUED (See Attachment A – Full Elevations Package for Additional)*



*Row-Town Product - Renderings*

**Exhibit D—CONCEPTUAL LANDSCAPE PLAN**

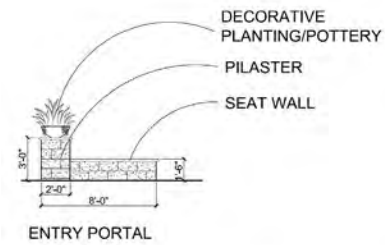
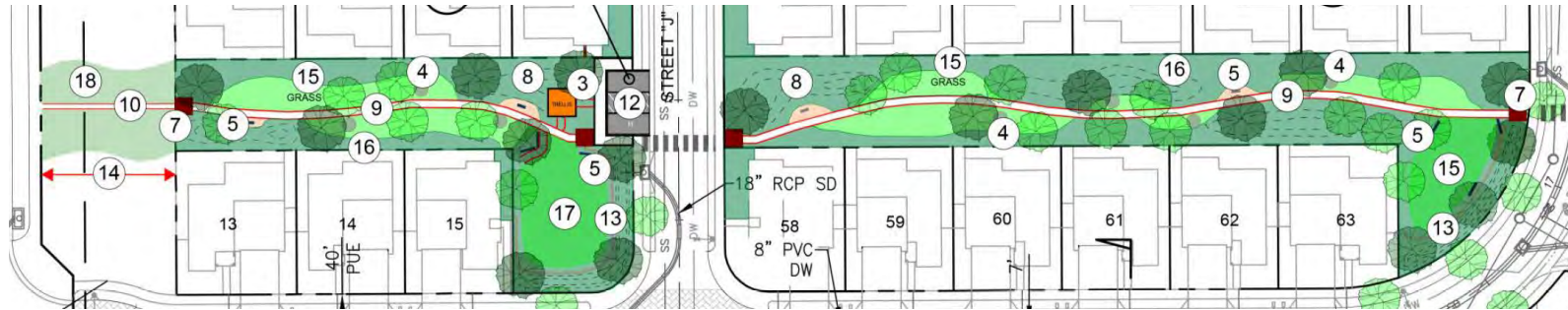


**Exhibit E – CONCEPTUAL PARK PLAN**

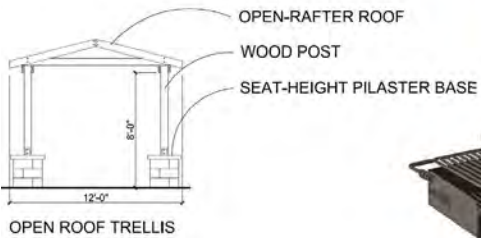


**Linear Park**

**Exhibit E – CONCEPTUAL PARK PLAN (CONTINUED)**



ENTRY PORTAL



OPEN ROOF TRELLIS



SEATING OUTCROP WITH DECOMPOSED GRANITE



ADIRONDACK SEATING W/ SMALL TABLE



DOG WASTE STATION



CHARCOAL GRILL (SURFACE MOUNT)



HOT COAL BIN



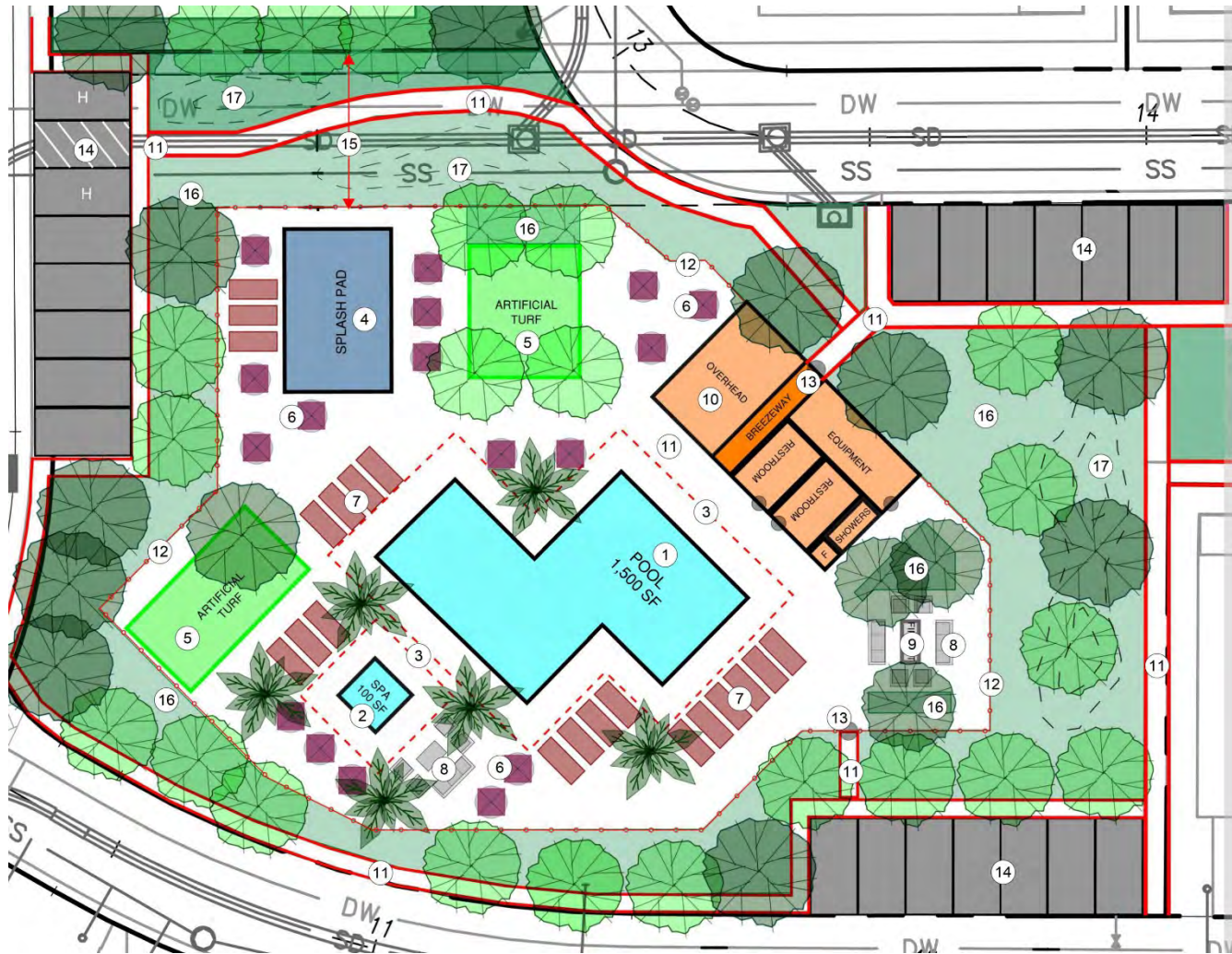
32 GAL TRASH RECEPTACLE



TABLE UNDER TRELLIS

**Proposed Amenities – Westerly Paseos**

**Exhibit E—CONCEPTUAL PARK PLAN (CONTINUED)**



**Main Amenity – Central Park Area**

**Exhibit E—CONCEPTUAL PARK PLAN (CONTINUED)**



UMBRELLA FOR TABLE



TABLE WITH UMBRELLA HOLE



SPLASH PAD: WATER BLOOM (UP-SPRAYS)

DECOMPOSED GRANITE - MULCH IN PASSIVE LINEAR PARK
DOG WASTE STATION - POSSIBLE
TRASH RECEPTACLE
BIKE RACK
BOULDERS/SEAT BOULDERS



SPLASH PAD: FLOWER (DOWN-FALLS)



SPLASH PAD: WATER TUNNEL



POOL FENCING AND GATE - AMERISTAR



FIRE TABLE AT LOUNGE SEATING AREA

STREET C



BUILT IN GAS BBQ

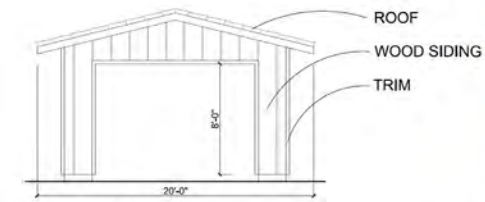


SPLASH PAD: EXAMPLE OF WATER SPRAY VOLUME

**Main Amenity – Central Park Area and Pool Building Details**



**Exhibit E—CONCEPTUAL PARK PLAN (CONTINUED)**



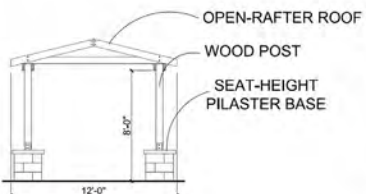
**COVERED ROOF TRELLIS**  
 \*MATERIALS AND COLORS TO MATCH POOL BUILDING



TABLE AND BENCH UNDER OVERHEADS



BIKE RACK



**OPEN ROOF TRELLIS**



TRASH ENCLOSURE



TABLE TENNIS



TOT LOT PLAY EQUIPMENT



**Proposed Amenities - Easterly Playground Area**

## **Attachment A to the Agenda Report— Full Elevations Package**

*(Full Elevations Package to follow this page)*



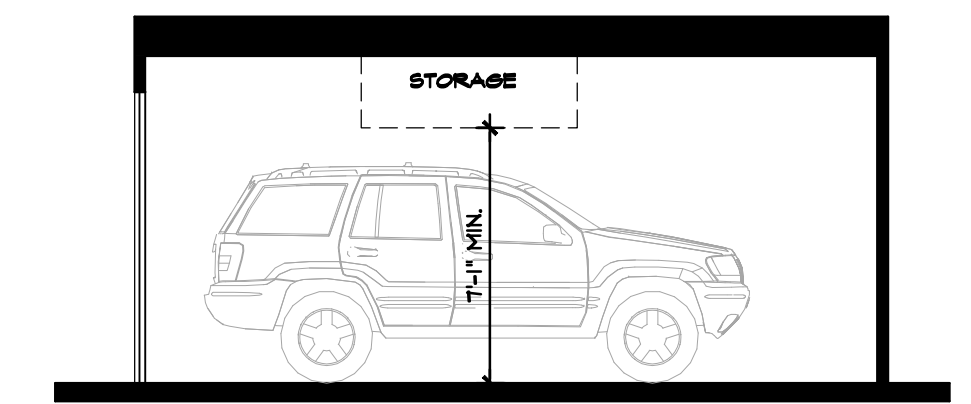
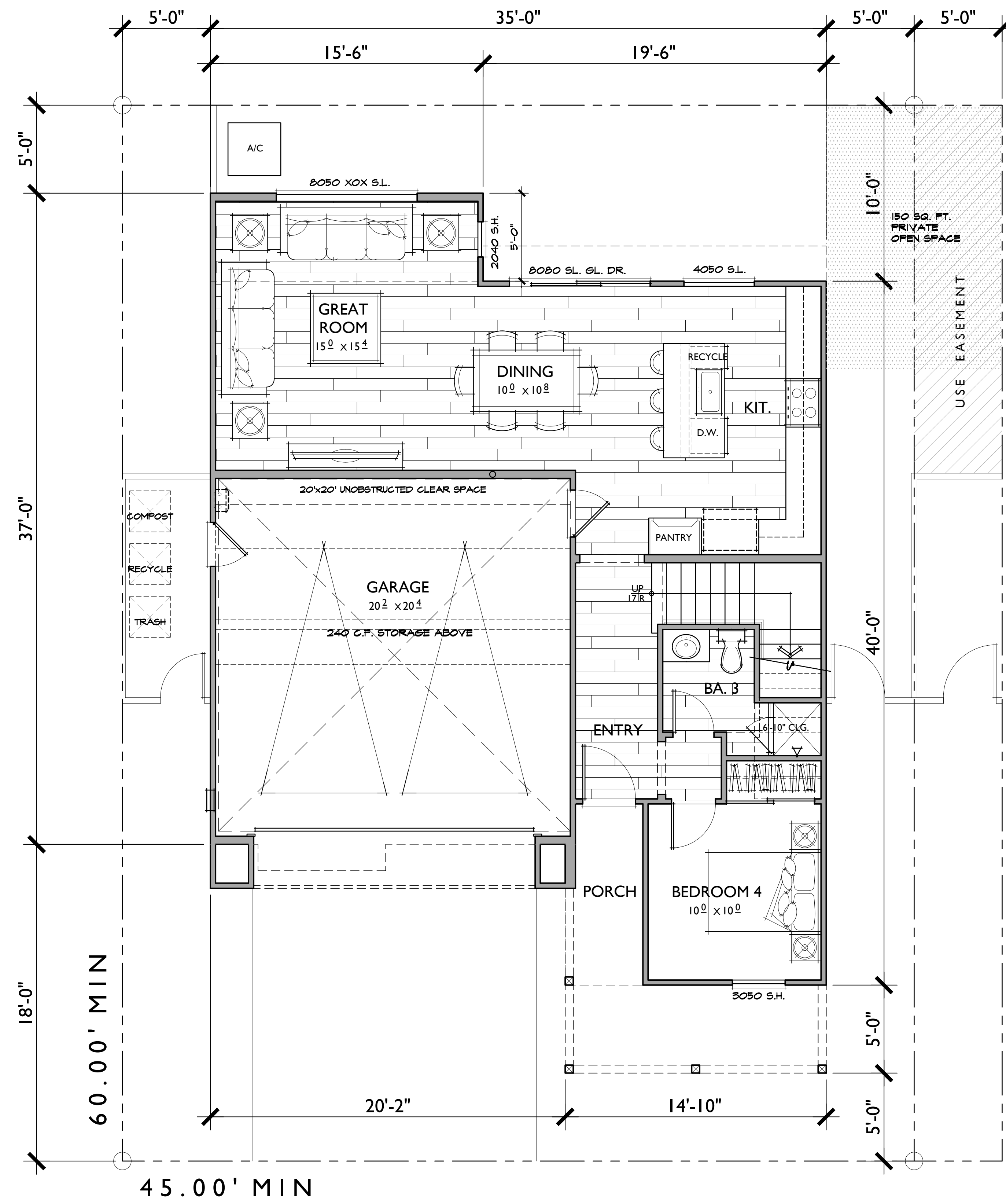
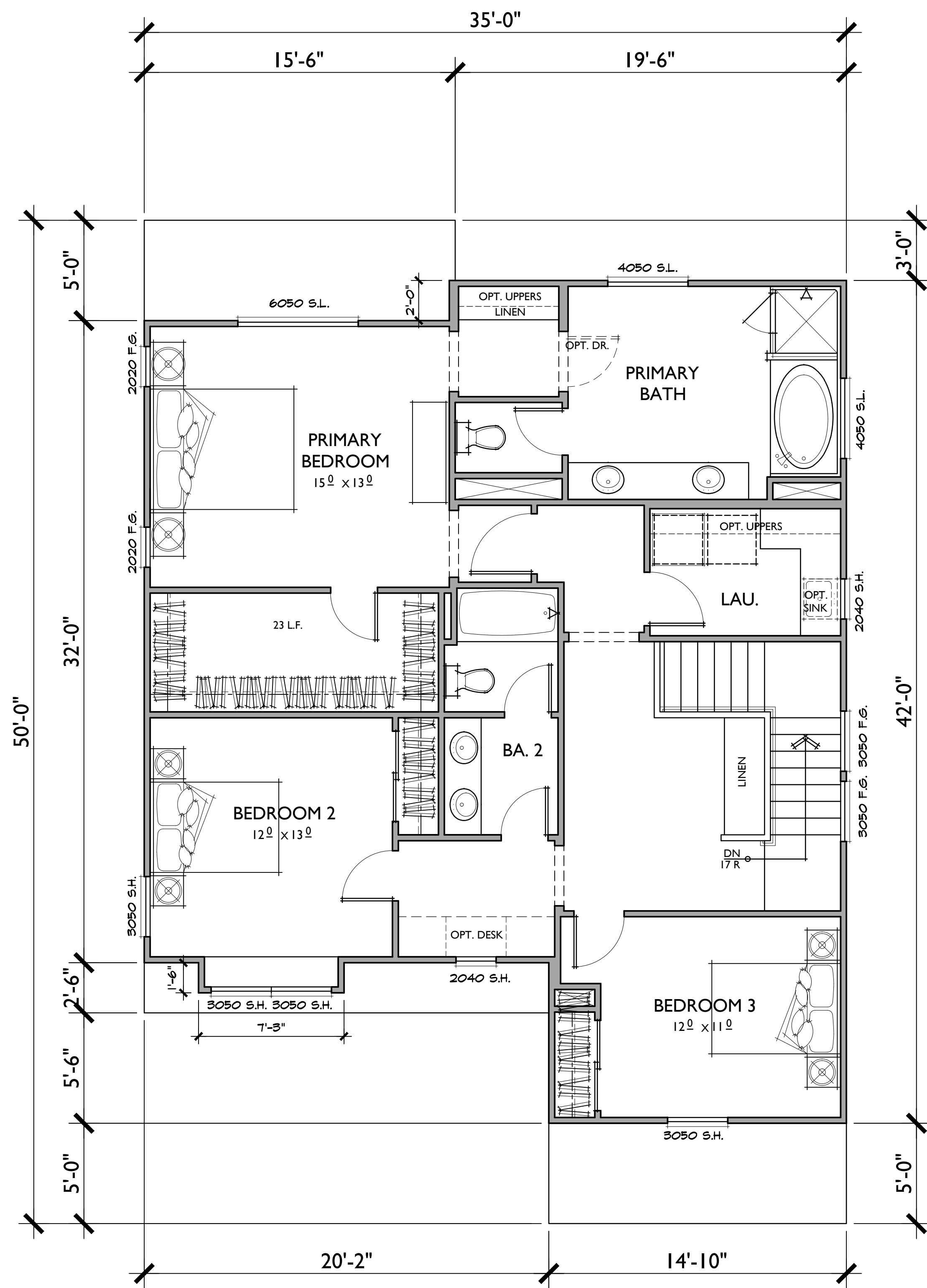
FARMHOUSE VARIATION 1



FARMHOUSE VARIATION 2



FARMHOUSE VARIATION 3



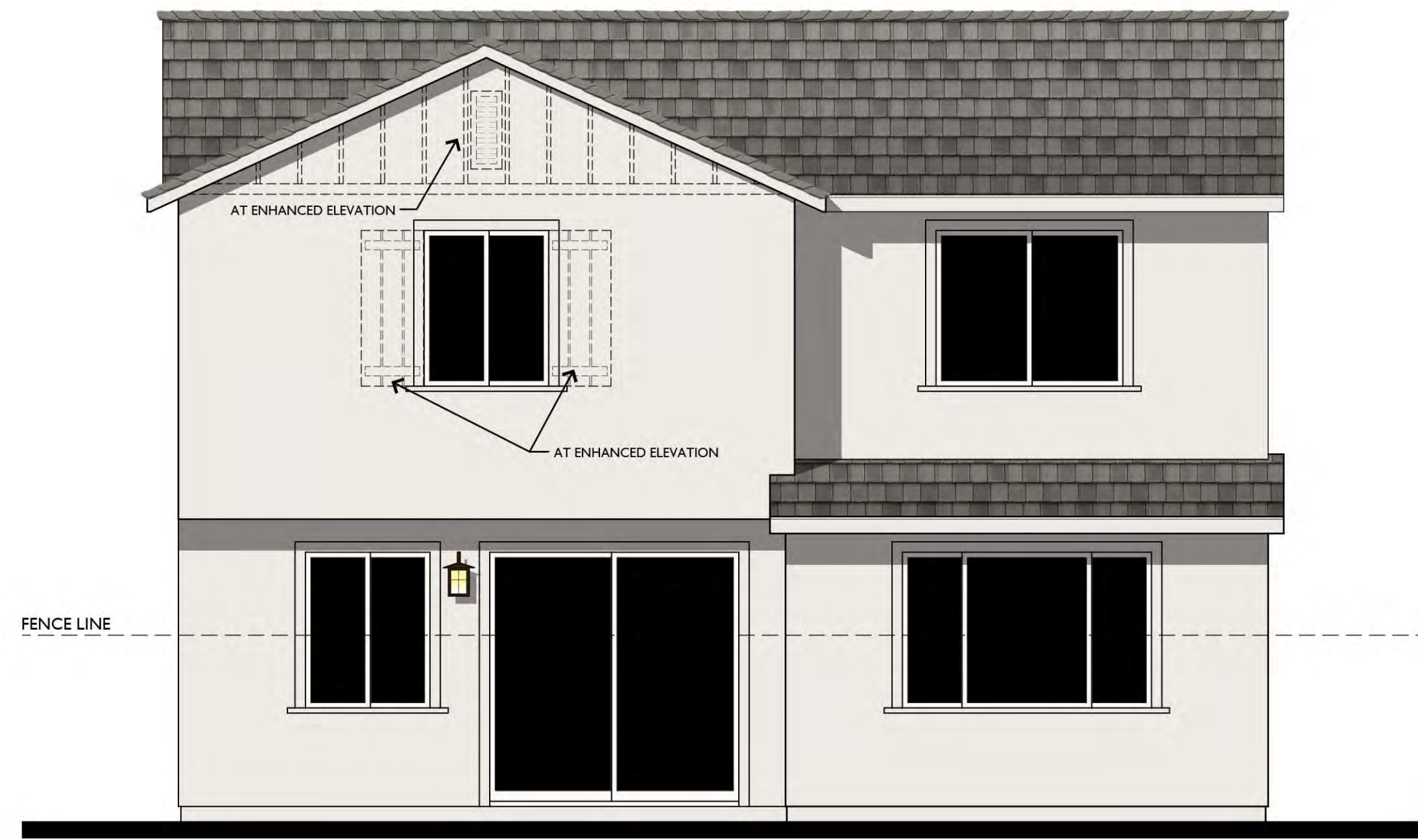
TYPICAL GARAGE SECTION  
240 CUBIC FEET OF STORAGE ABOVE CARS  
SCALE: 3/16" = 1'-0"

**PLAN I**  
4 BEDROOMS / 3 BATHS  
2 - CAR GARAGE

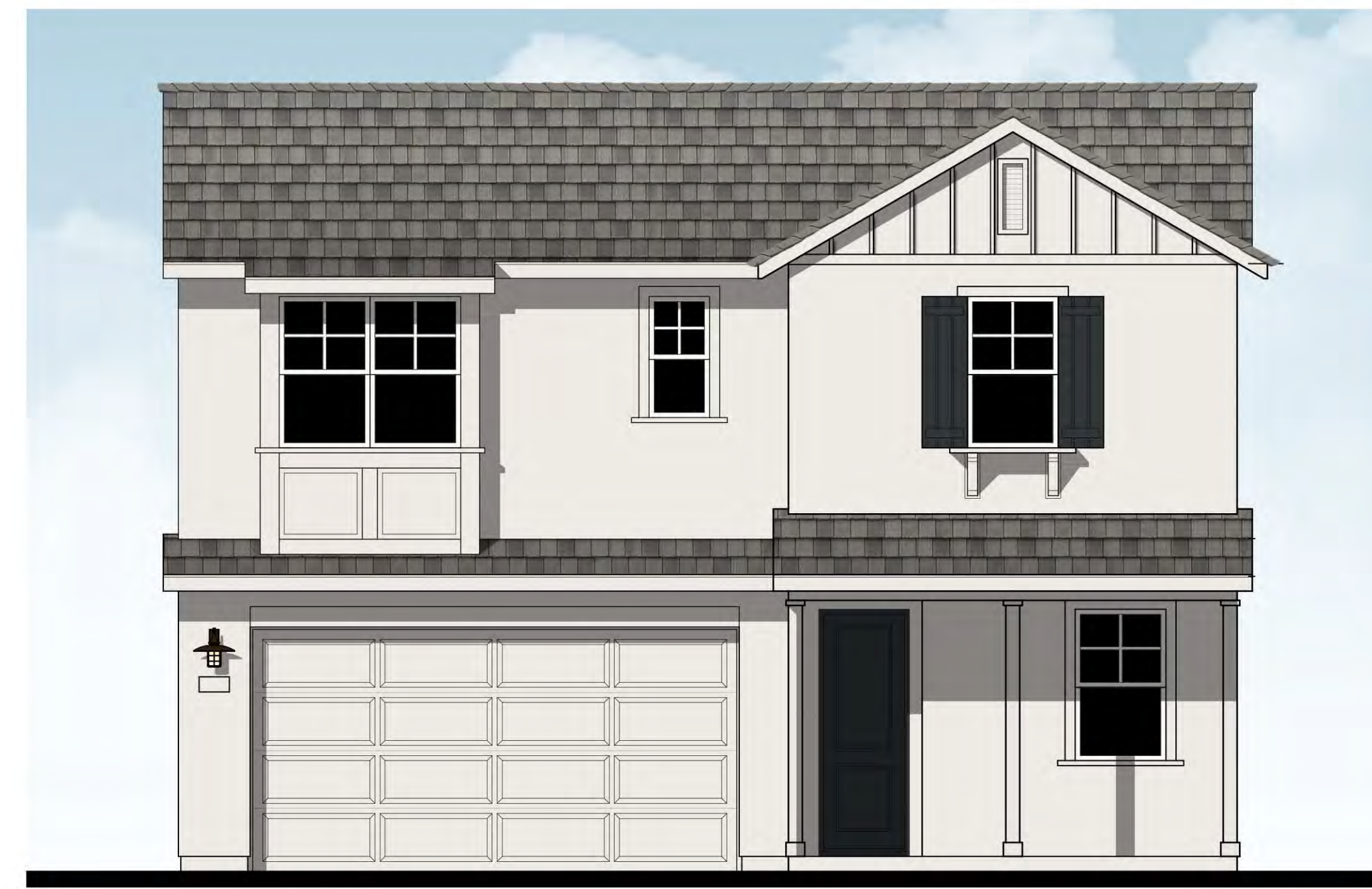
FLOOR AREA TABLE	
1ST FLOOR	846 SQ. FT.
2ND FLOOR	1,207 SQ. FT.
<b>TOTAL LIVING</b>	<b>2,049 SQ. FT.</b>
2 - CAR GARAGE	425 SQ. FT.
PORCH	118 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

04.16.21

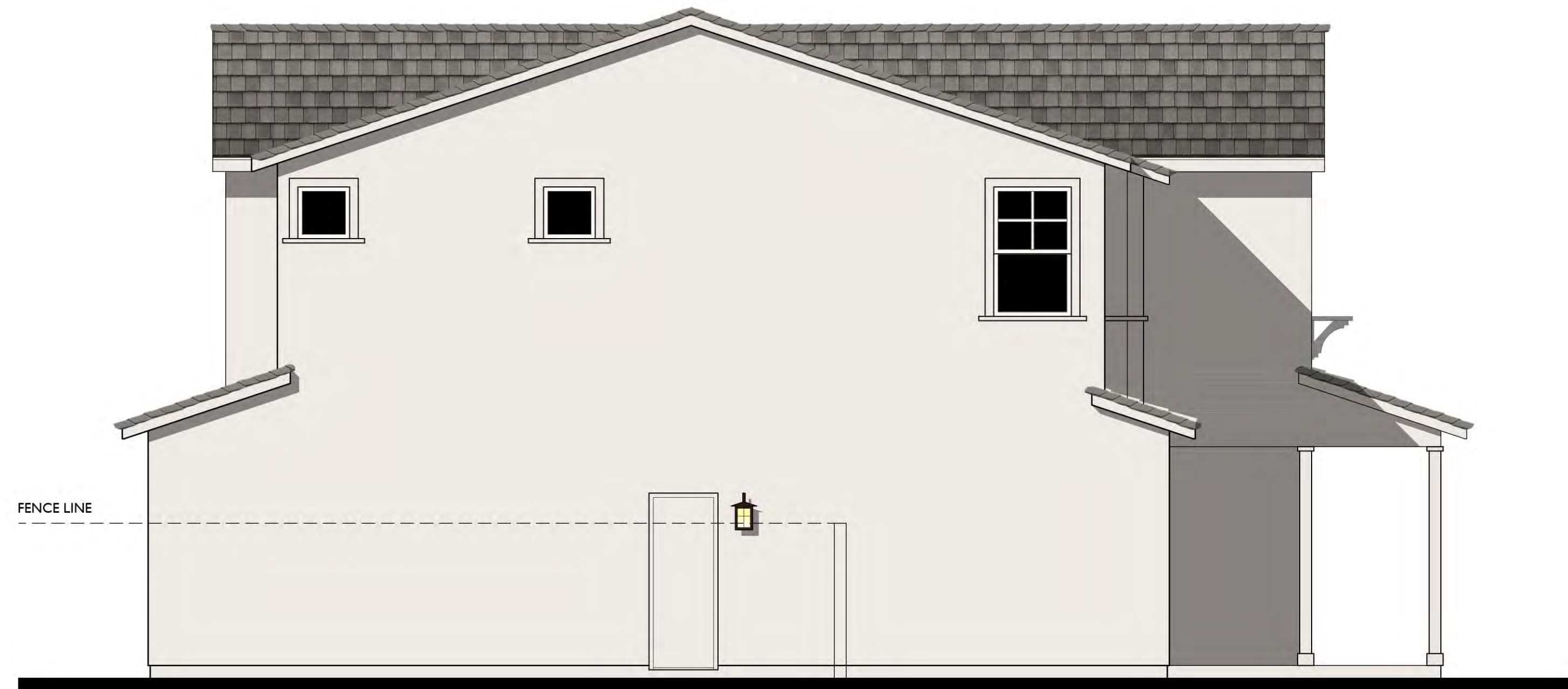


REAR

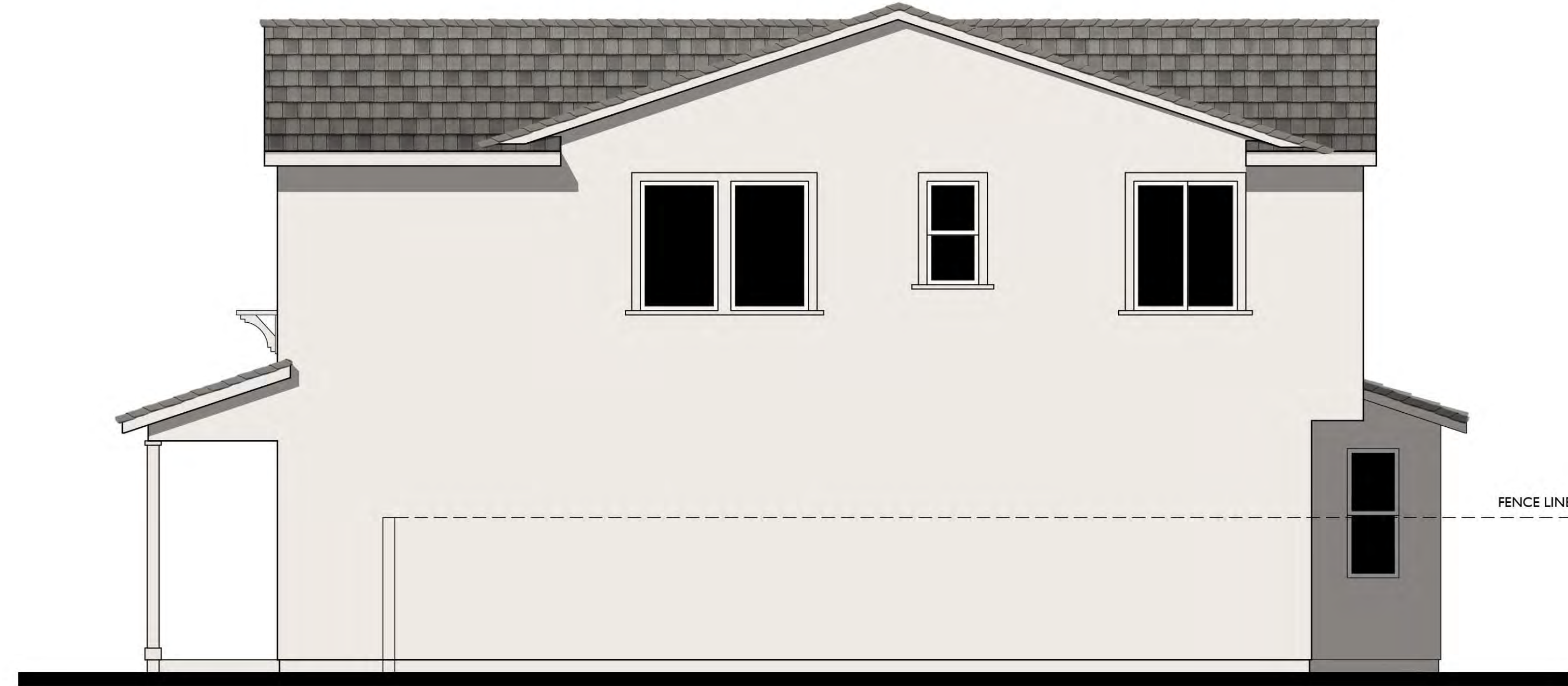


FRONT

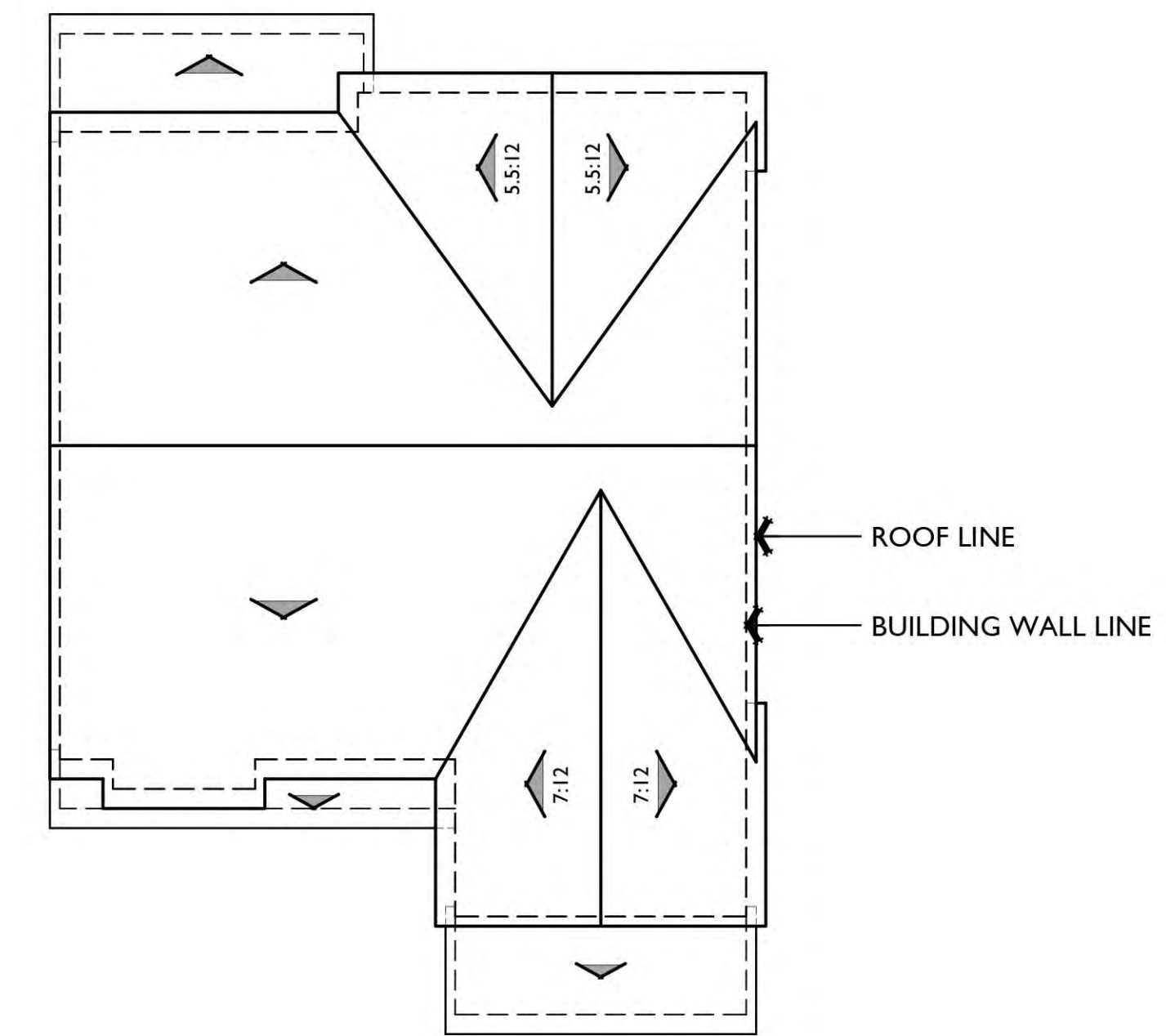
A  
1/4"=1'-0"



LEFT



RIGHT



ROOF PLAN A  
1/8"=1'-0"

PITCH: 4:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

- MATERIAL LEGEND**
- A. CONCRETE FLAT TILE
  - B. GABLE VENT DETAIL
  - C. ROLL UP GARAGE DOOR
  - D. LIGHT FIXTURE
  - E. SAND FINISH STUCCO
  - F. STUCCO OVER FOAM TRIM
  - G. COMPOSITE SHUTTER
  - H. WOOD POST
  - I. WOOD CORBEL
  - J. WOOD / CEMENTITIOUS TRIM
  - K. HORIZONTAL SIDING
  - L. VERTICAL SIDING
  - M. POTSHELF

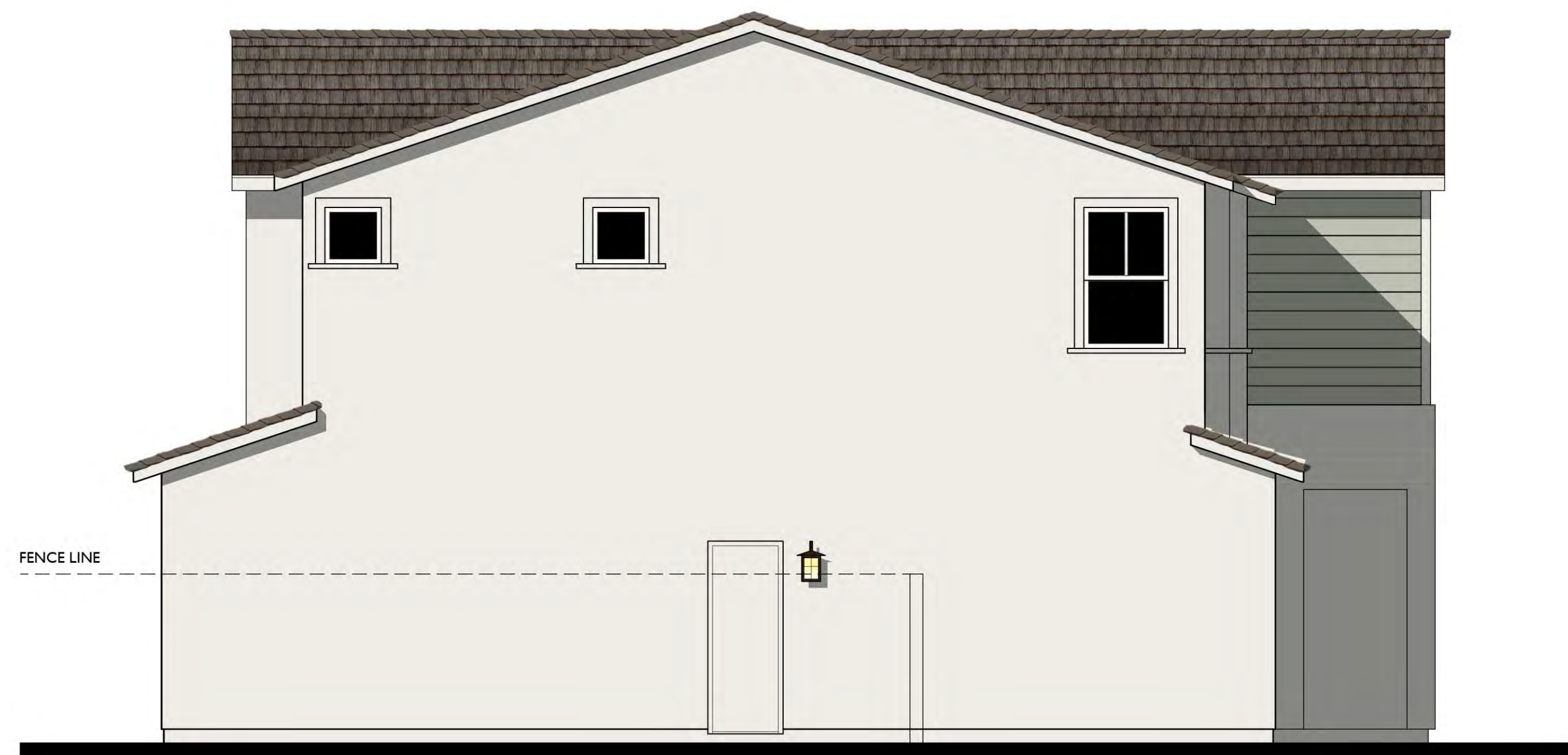


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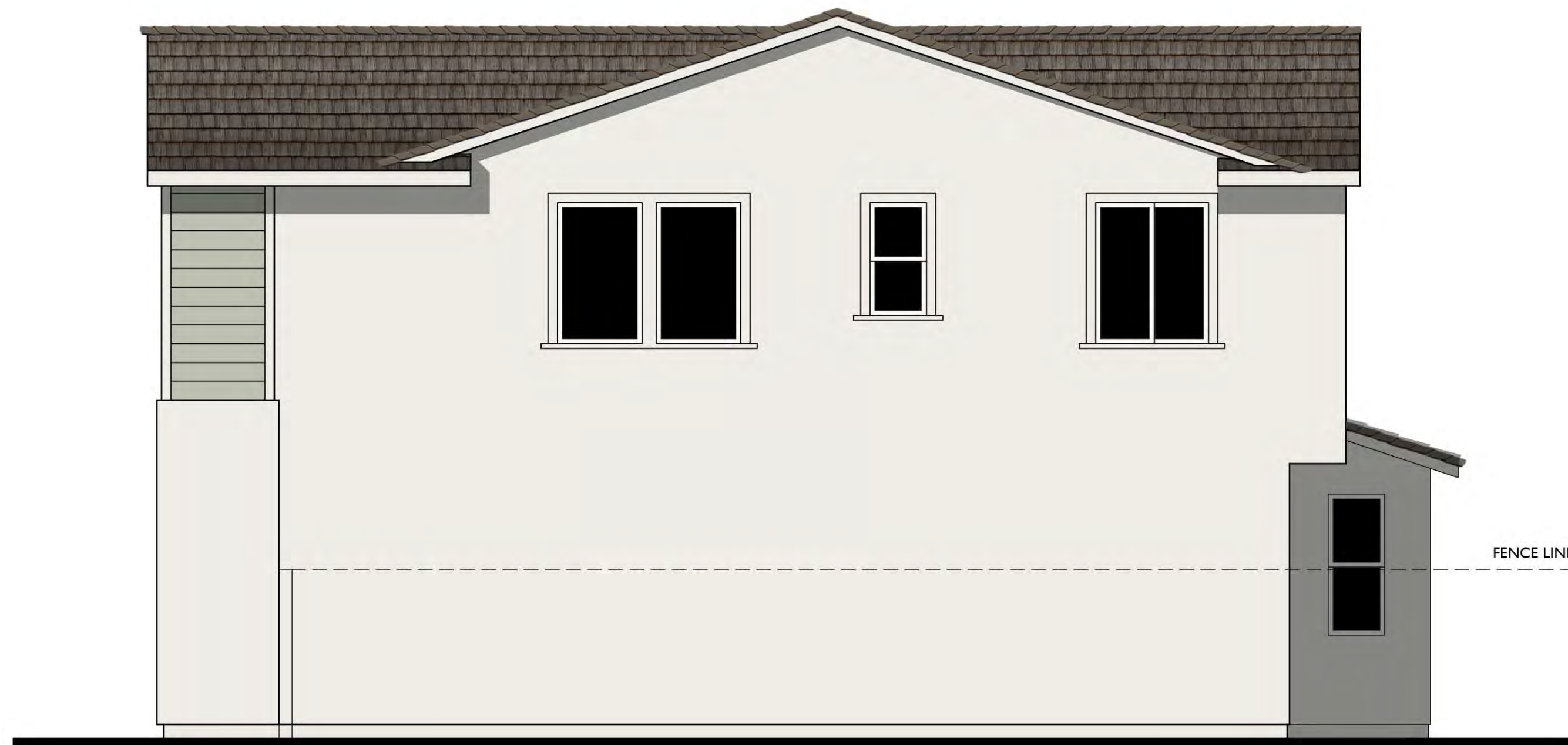


FRONT

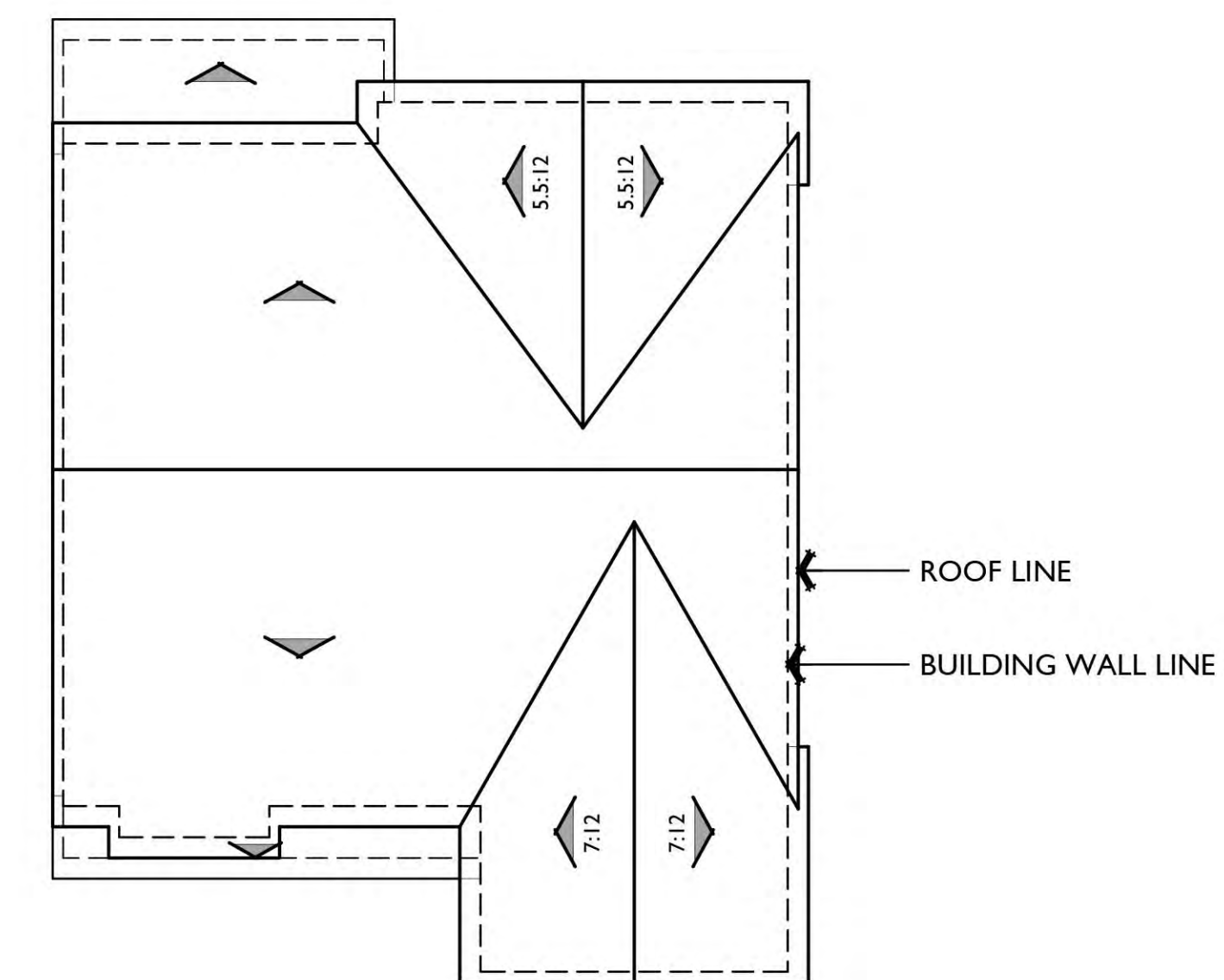
B  
1/4"=1'-0"



LEFT



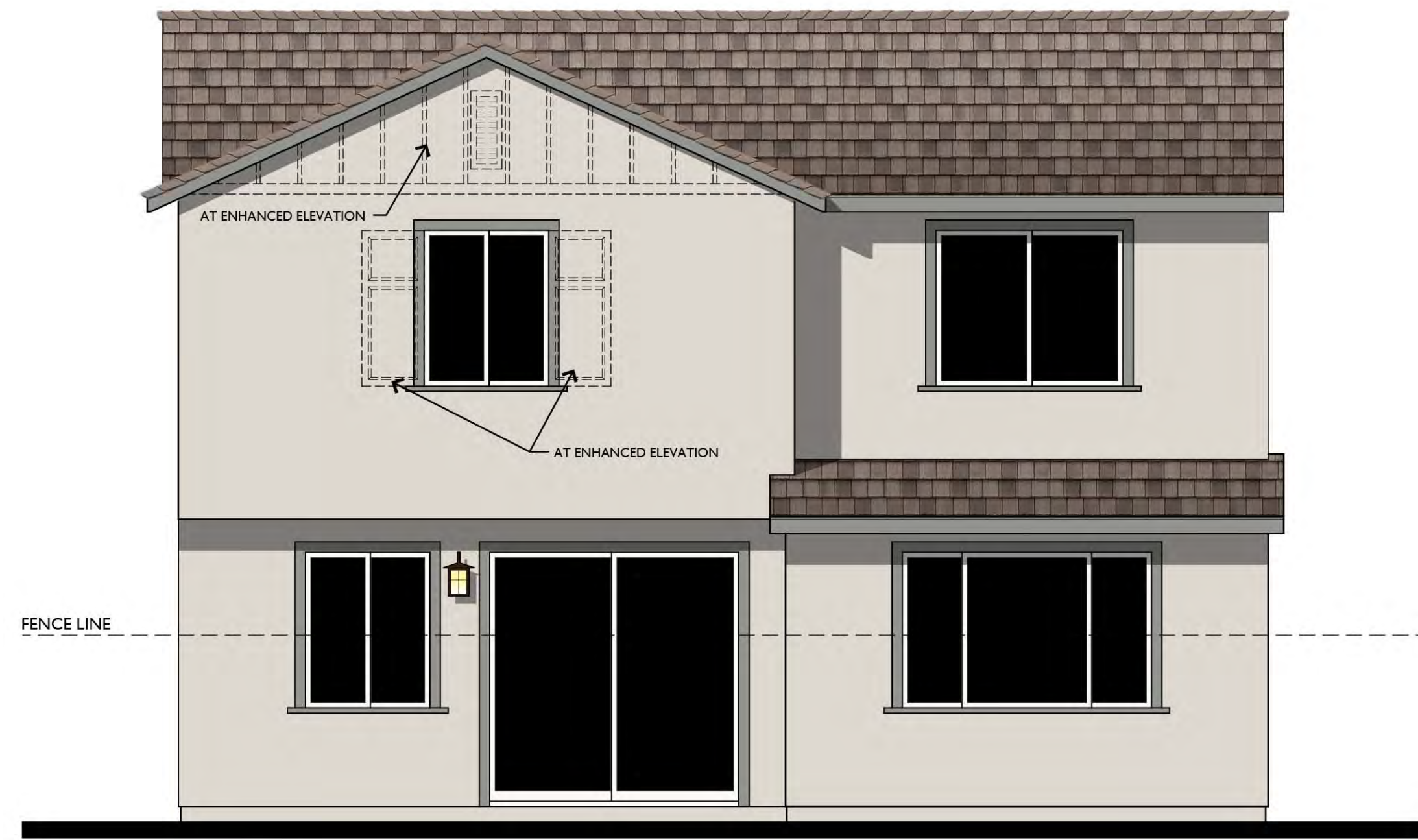
RIGHT



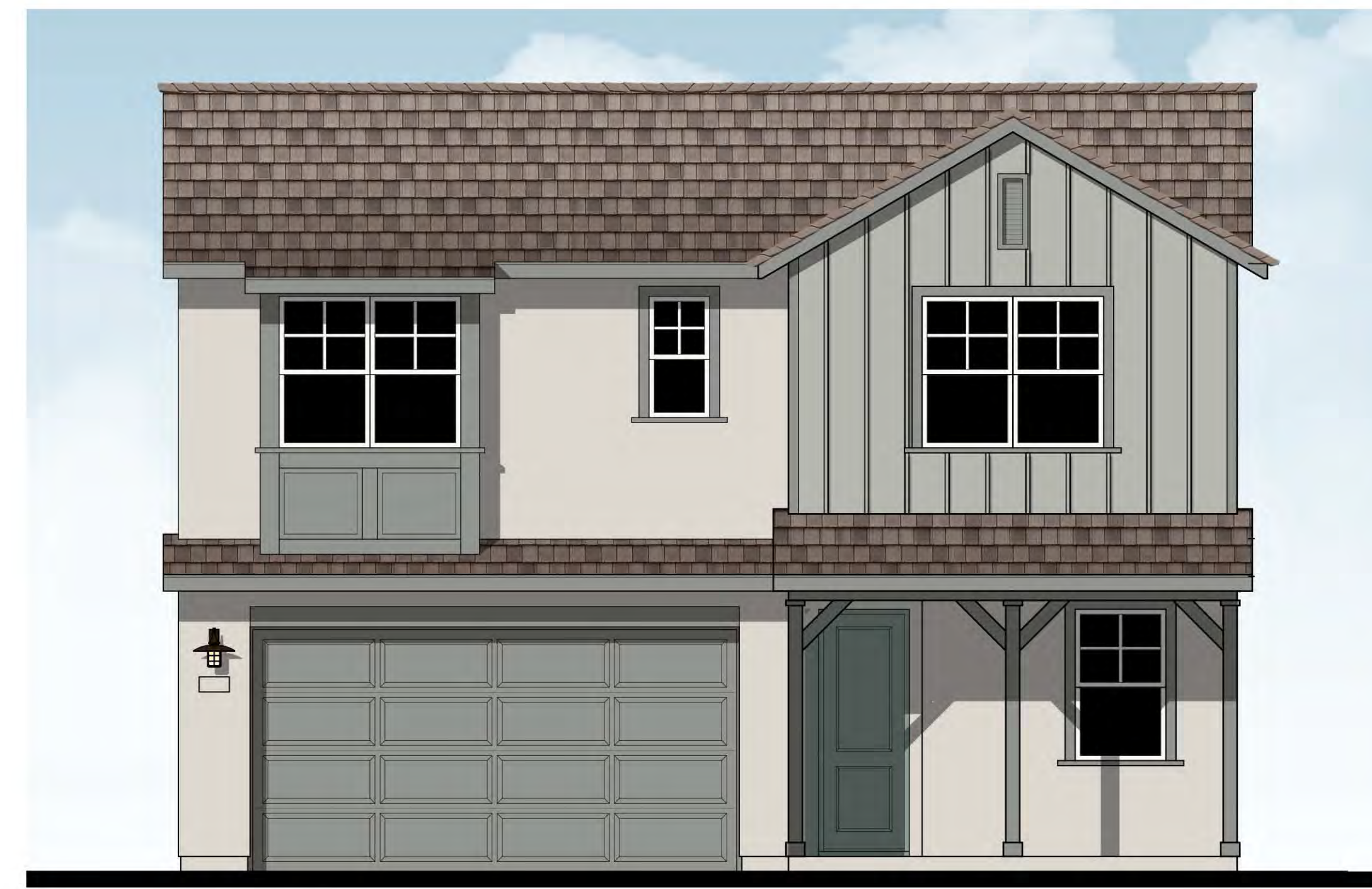
ROOF PLAN B

PITCH: 4:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

- MATERIAL LEGEND**
- A. CONCRETE FLAT TILE
  - B. GABLE VENT DETAIL
  - C. ROLL UP GARAGE DOOR
  - D. LIGHT FIXTURE
  - E. SAND FINISH STUCCO
  - F. STUCCO OVER FOAM TRIM
  - G. COMPOSITE SHUTTER
  - H. WOOD POST
  - I. WOOD CORBEL
  - J. WOOD / CEMENTITIOUS TRIM
  - K. HORIZONTAL SIDING
  - L. VERTICAL SIDING
  - M. POTSHELF

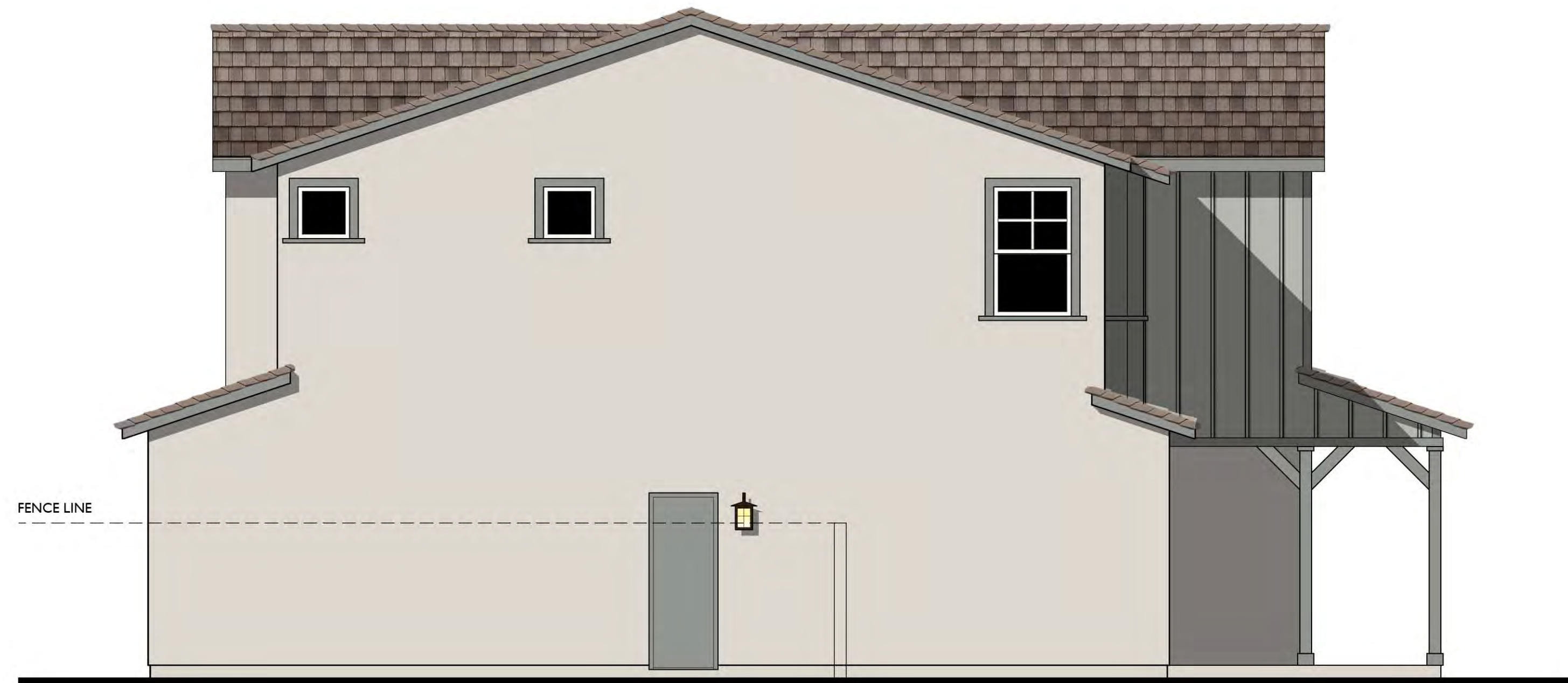


REAR

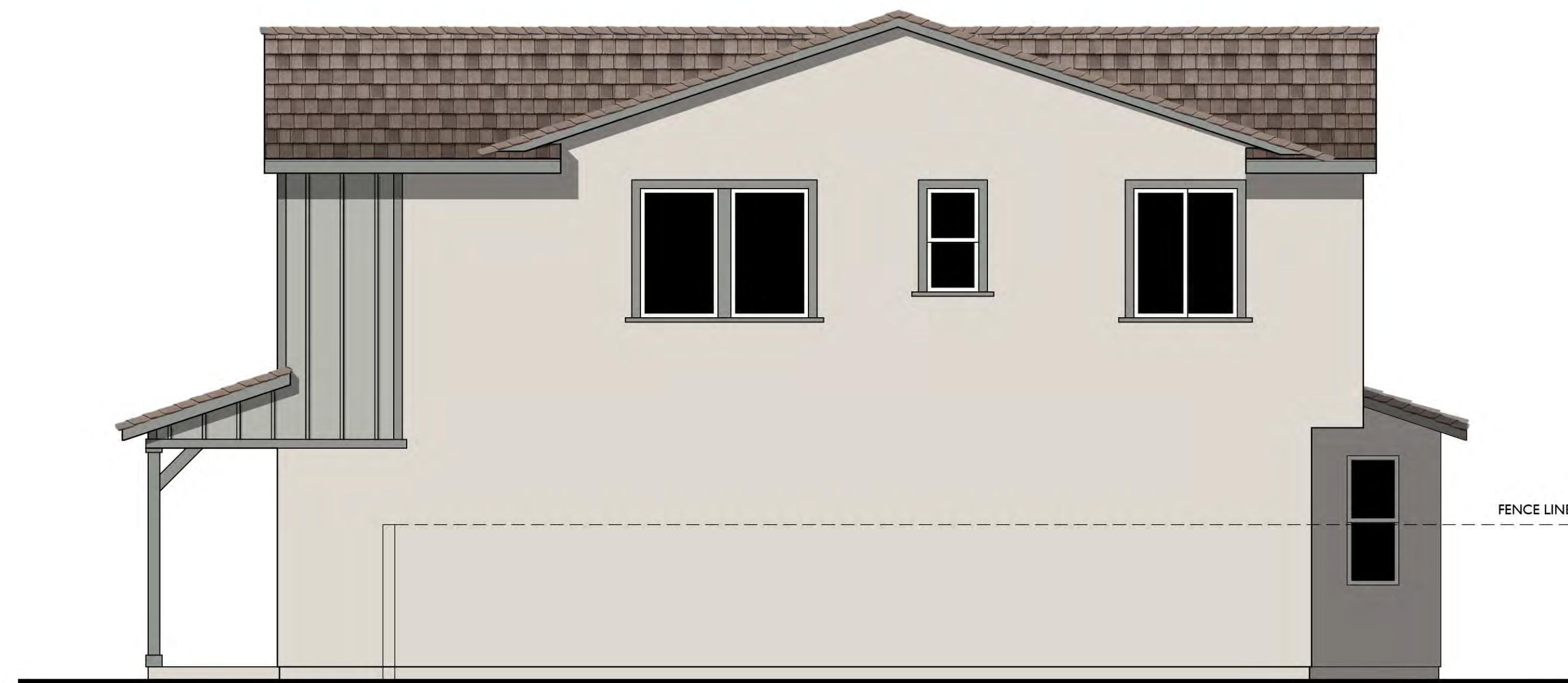


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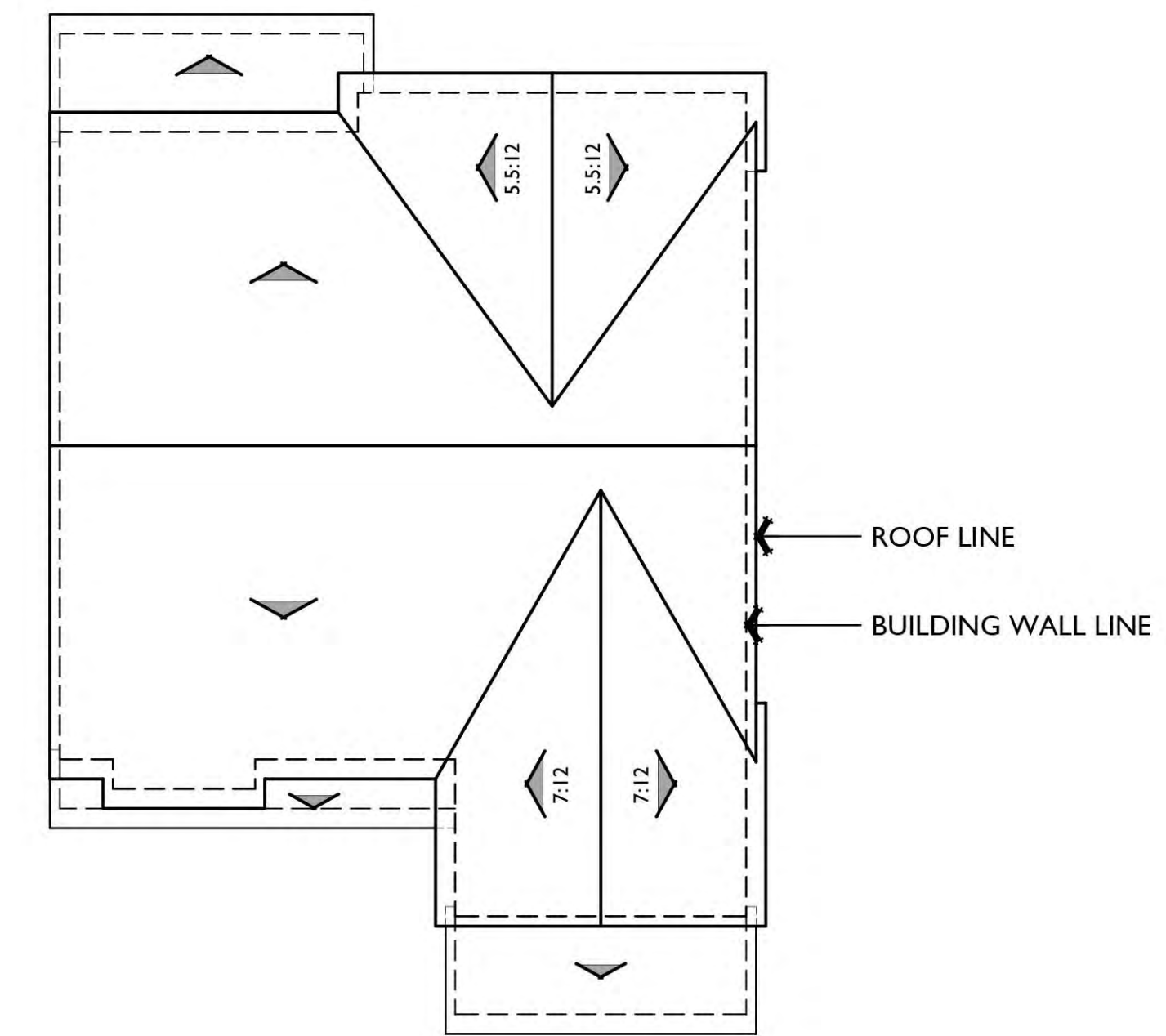
C  
1/4"=1'-0"



LEFT



RIGHT



ROOF PLAN C  
1/8"=1'-0"

PITCH: 4:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

- MATERIAL LEGEND**
- A. CONCRETE FLAT TILE
  - B. GABLE VENT DETAIL
  - C. ROLL UP GARAGE DOOR
  - D. LIGHT FIXTURE
  - E. SAND FINISH STUCCO
  - F. STUCCO OVER FOAM TRIM
  - G. COMPOSITE SHUTTER
  - H. WOOD POST
  - I. WOOD CORBEL
  - J. WOOD / CEMENTITIOUS TRIM
  - K. HORIZONTAL SIDING
  - L. VERTICAL SIDING
  - M. POTSHELF



FARMHOUSE VARIATION 1



FARMHOUSE VARIATION 2



FARMHOUSE VARIATION 3





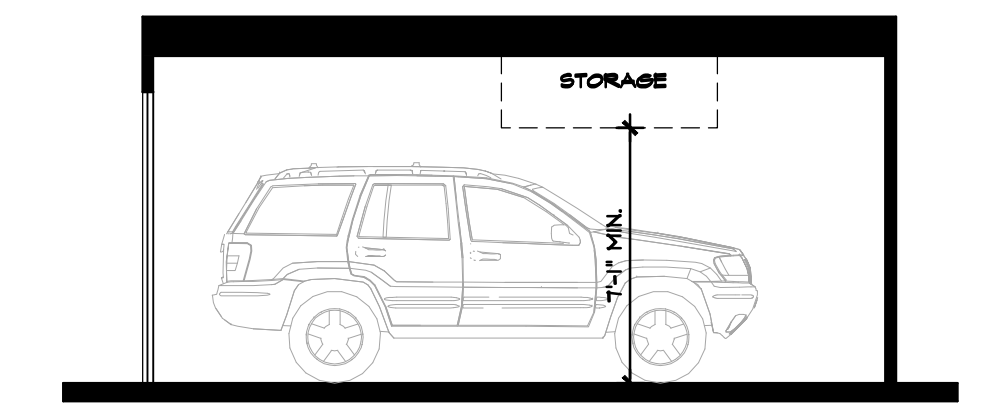
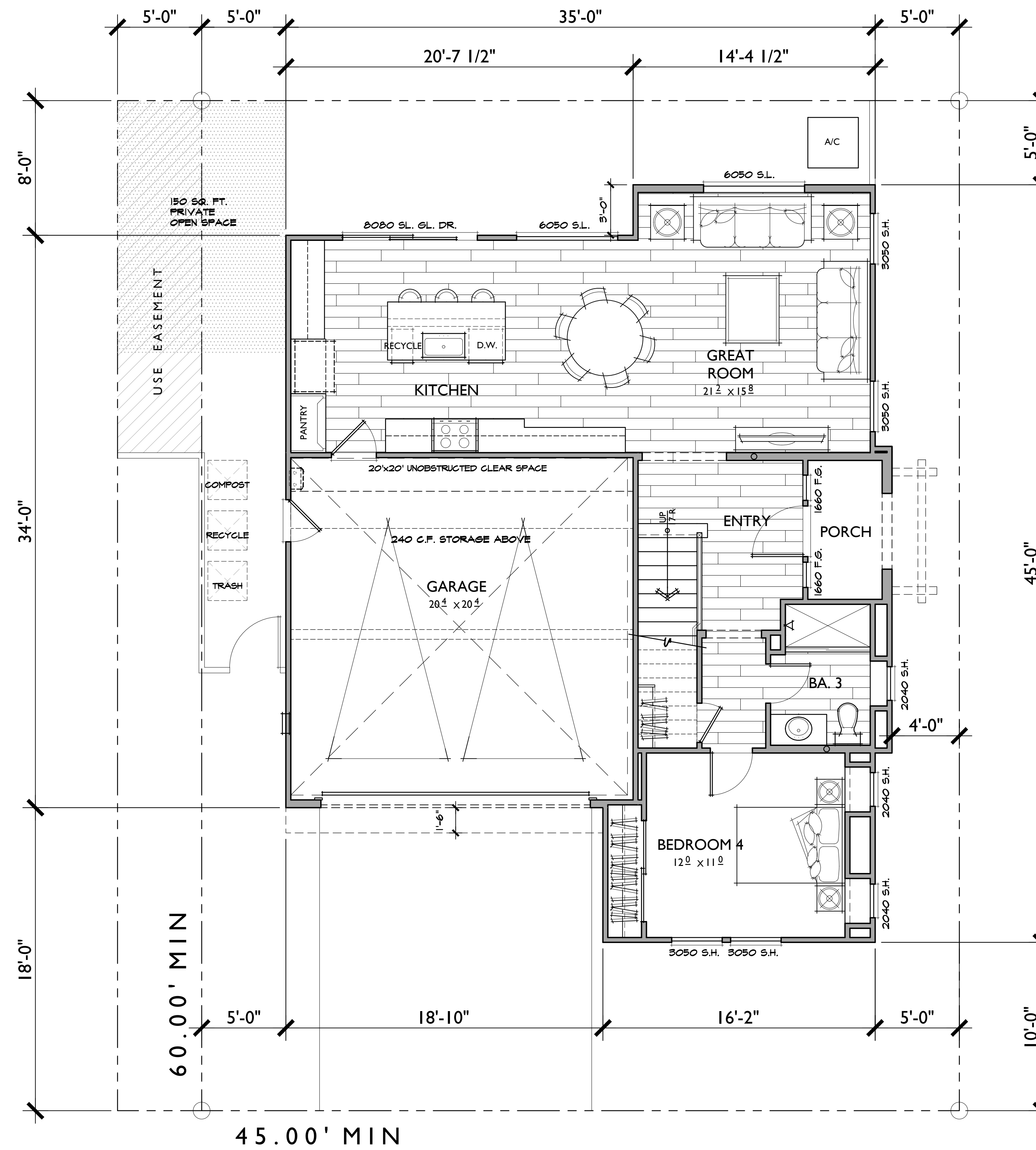
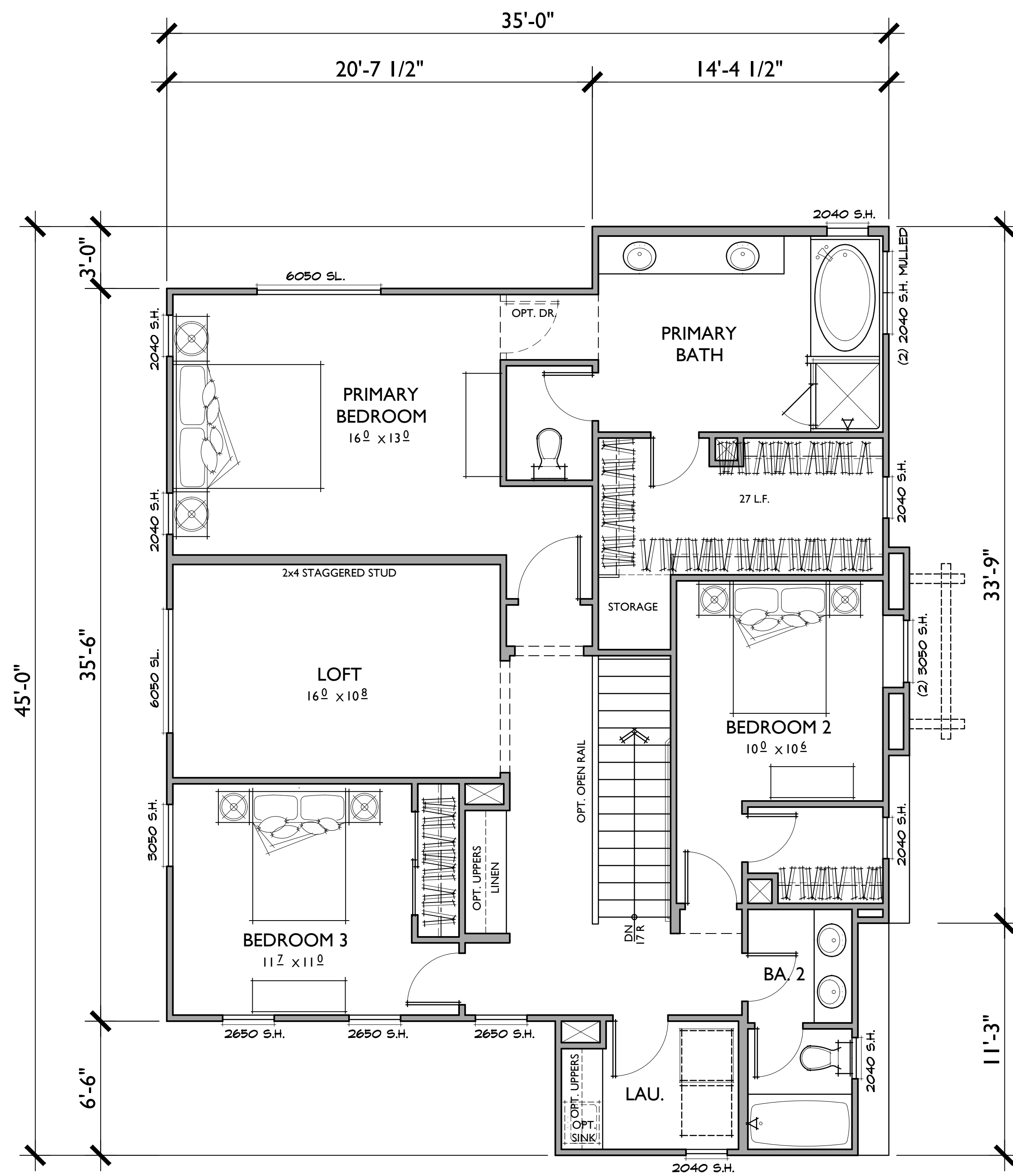
FARMHOUSE VARIATION 1



FARMHOUSE VARIATION 2



FARMHOUSE VARIATION 3



TYPICAL GARAGE SECTION  
240 CUBIC FEET OF STORAGE ABOVE CARS  
SCALE: 3/16" = 1'-0"

**PLAN 2**  
4 BEDROOMS / 3 BATHS + LOFT  
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	885 SQ. FT.
2ND FLOOR	1,328 SQ. FT.
<b>TOTAL LIVING</b>	<b>2,213 SQ. FT.</b>
2 - CAR GARAGE	428 SQ. FT.
PORCH	41 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

04.16.21

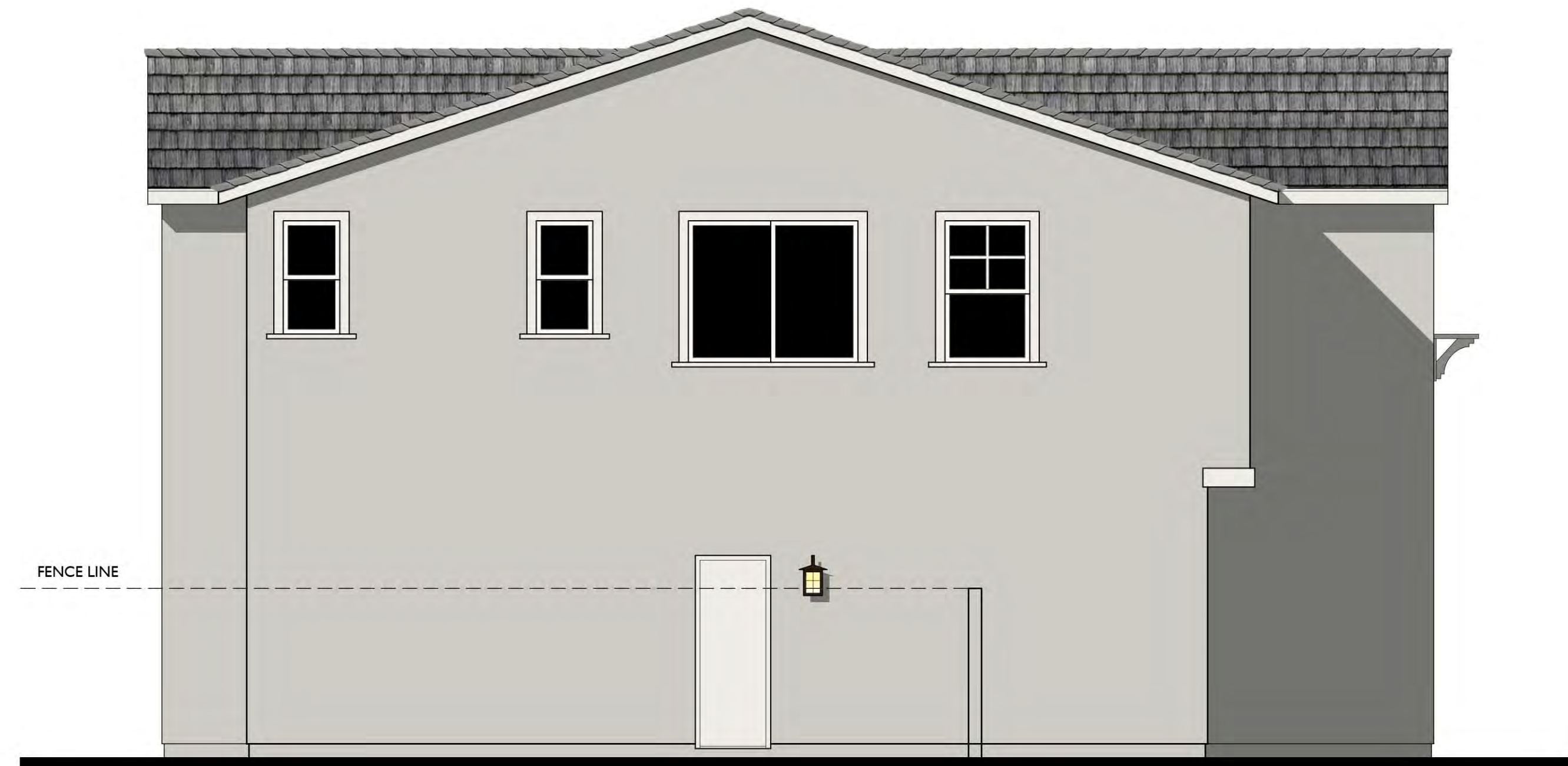


REAR



FRONT

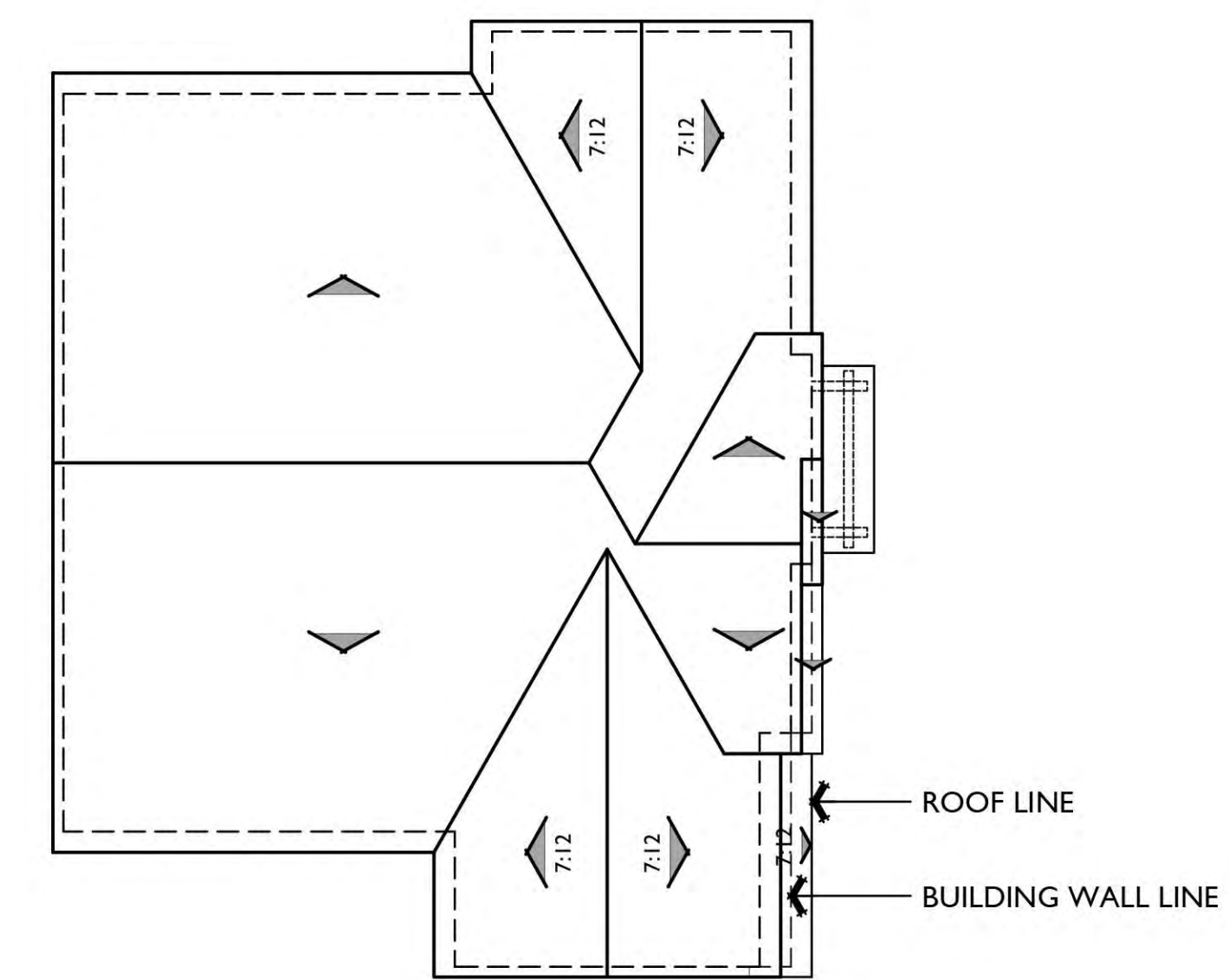
A  
1/4"=1'-0"



LEFT



RIGHT



ROOF PLAN

A

PITCH: 4:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

- MATERIAL LEGEND**
- A. CONCRETE FLAT TILE
  - B. GABLE VENT DETAIL
  - C. ROLL UP GARAGE DOOR
  - D. LIGHT FIXTURE
  - E. SAND FINISH STUCCO
  - F. STUCCO OVER FOAM TRIM
  - G. COMPOSITE SHUTTER
  - H. WOOD POST
  - I. WOOD CORBEL
  - J. WOOD / CEMENTITIOUS TRIM
  - K. HORIZONTAL SIDING
  - L. VERTICAL SIDING
  - M. POTSHELF

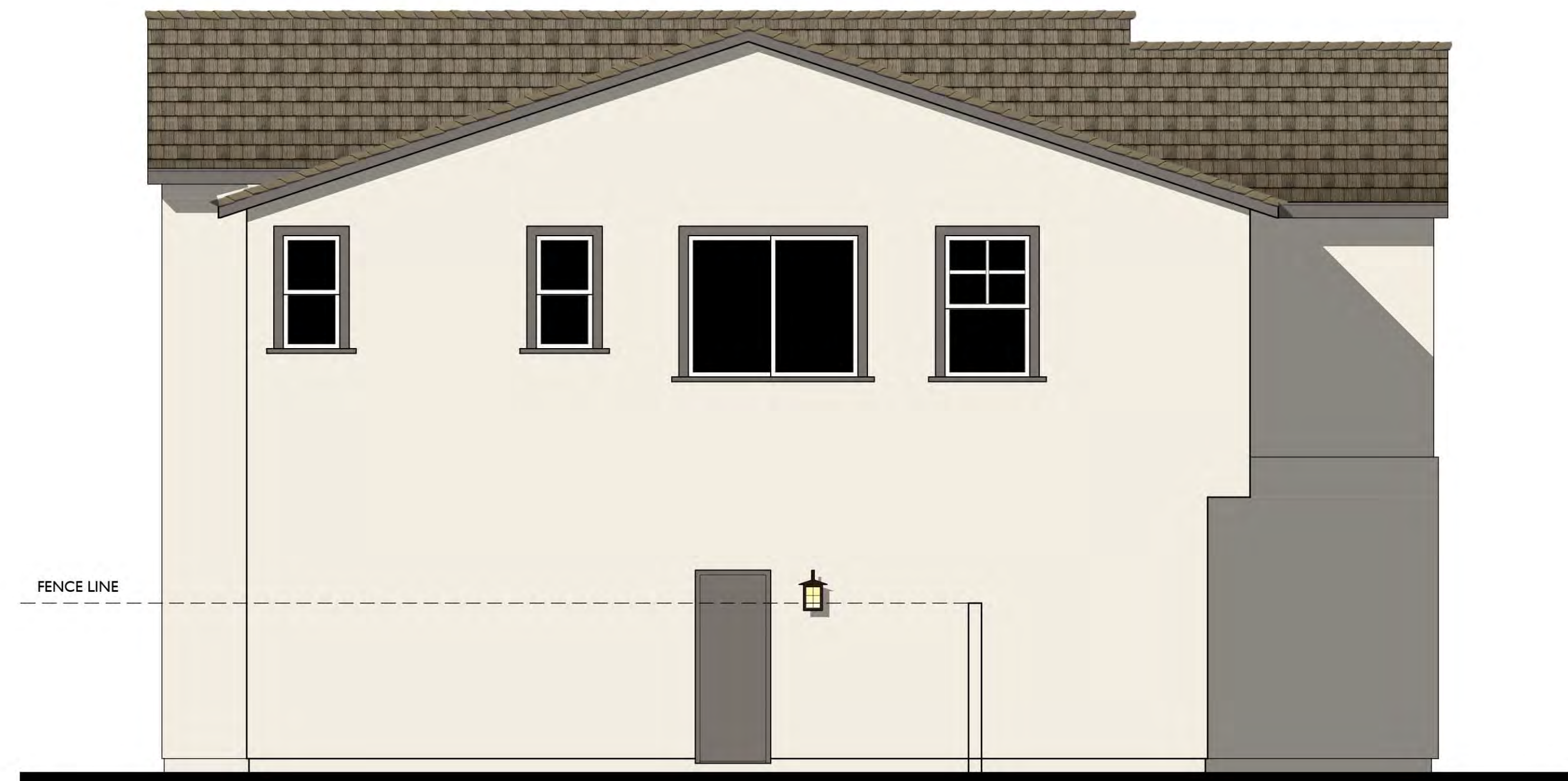


REAR



FRONT

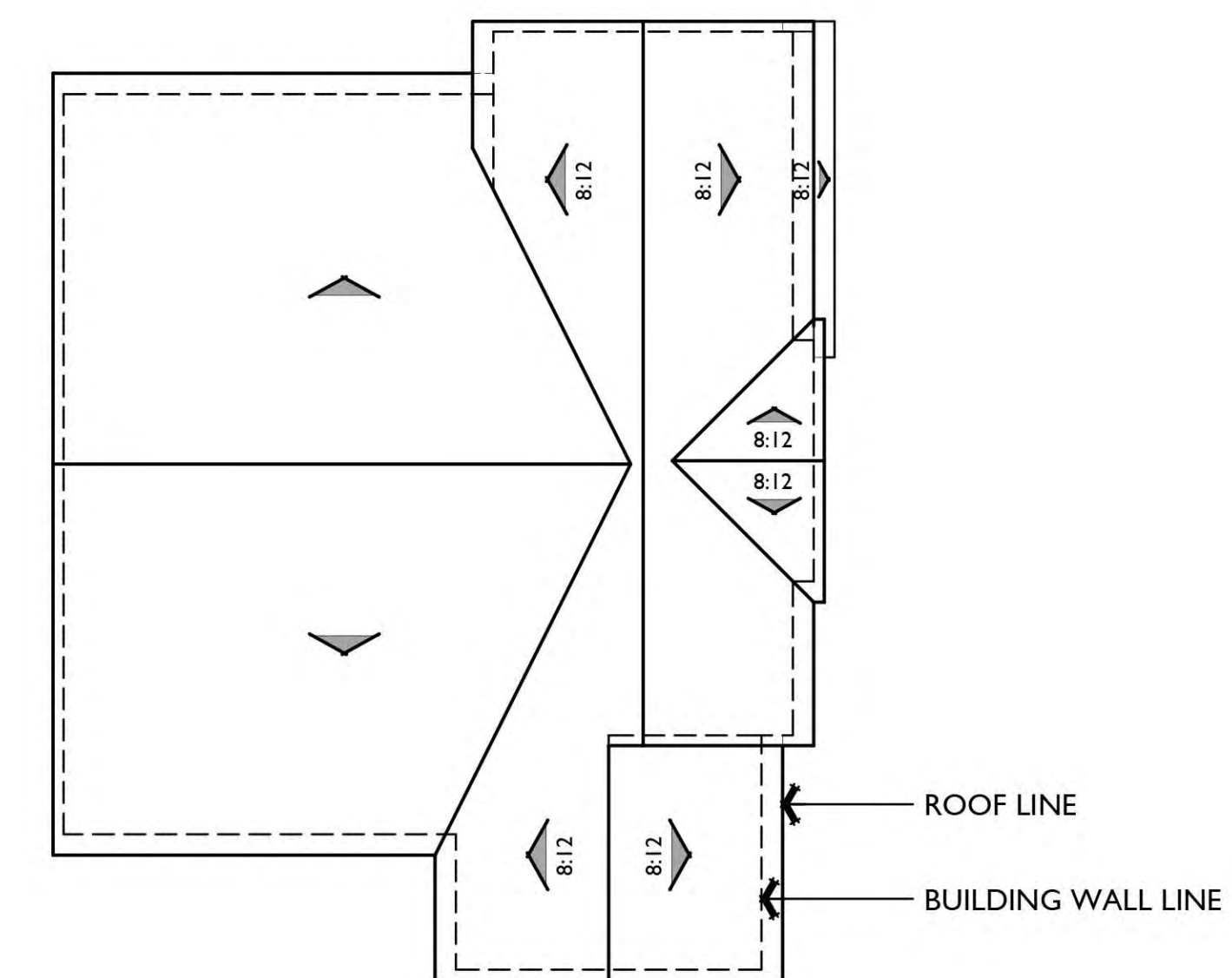
A  
1/4"=1'-0"



LEFT



RIGHT



ROOF PLAN B

PITCH: 4:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

- MATERIAL LEGEND**
- A. CONCRETE FLAT TILE
  - B. GABLE VENT DETAIL
  - C. ROLL UP GARAGE DOOR
  - D. LIGHT FIXTURE
  - E. SAND FINISH STUCCO
  - F. STUCCO OVER FOAM TRIM
  - G. COMPOSITE SHUTTER
  - H. WOOD POST
  - I. WOOD CORBEL
  - J. WOOD / CEMENTITIOUS TRIM
  - K. HORIZONTAL SIDING
  - L. VERTICAL SIDING
  - M. POTSHELF

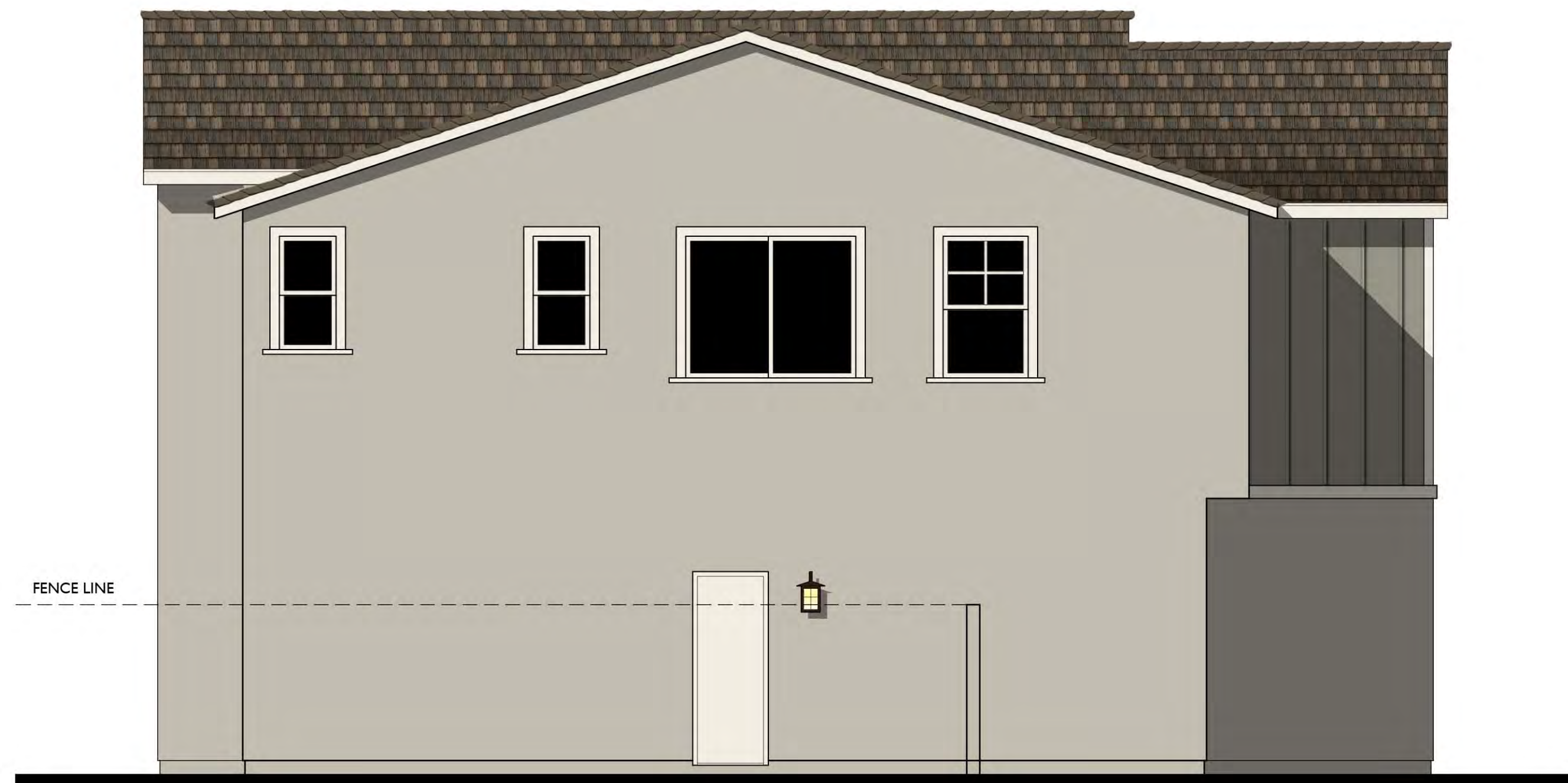


REAR



FRONT

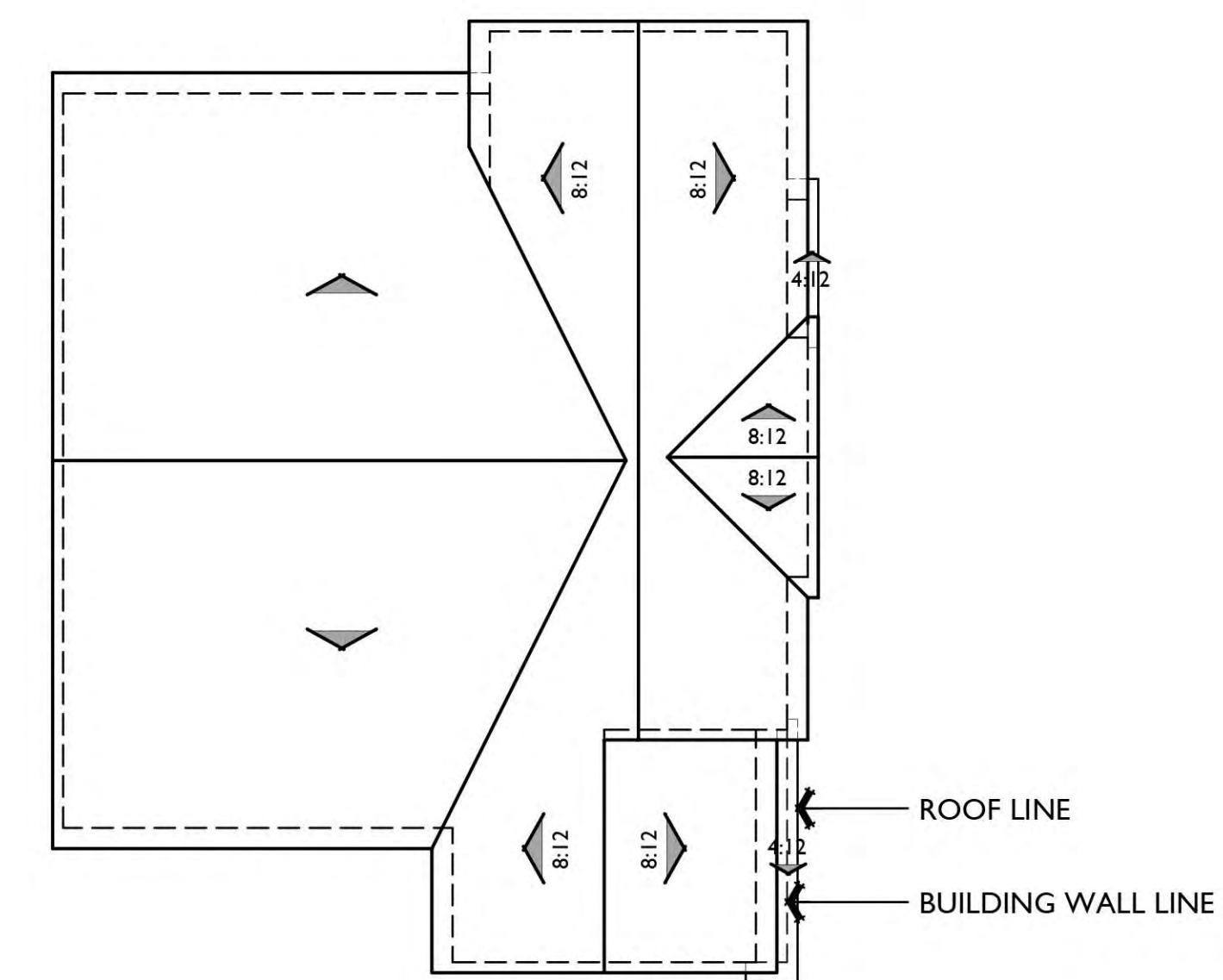
C  
1/4"=1'-0"



LEFT



RIGHT



ROOF PLAN

C

PITCH: 7:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

MATERIAL LEGEND

- A. CONCRETE FLAT TILE
- B. GABLE VENT DETAIL
- C. ROLL UP GARAGE DOOR
- D. LIGHT FIXTURE
- E. SAND FINISH STUCCO
- F. STUCCO OVER FOAM TRIM
- G. COMPOSITE SHUTTER
- H. WOOD POST
- I. WOOD CORBEL
- J. WOOD / CEMENTITIOUS TRIM
- K. HORIZONTAL SIDING
- L. VERTICAL SIDING
- M. POTSHELF



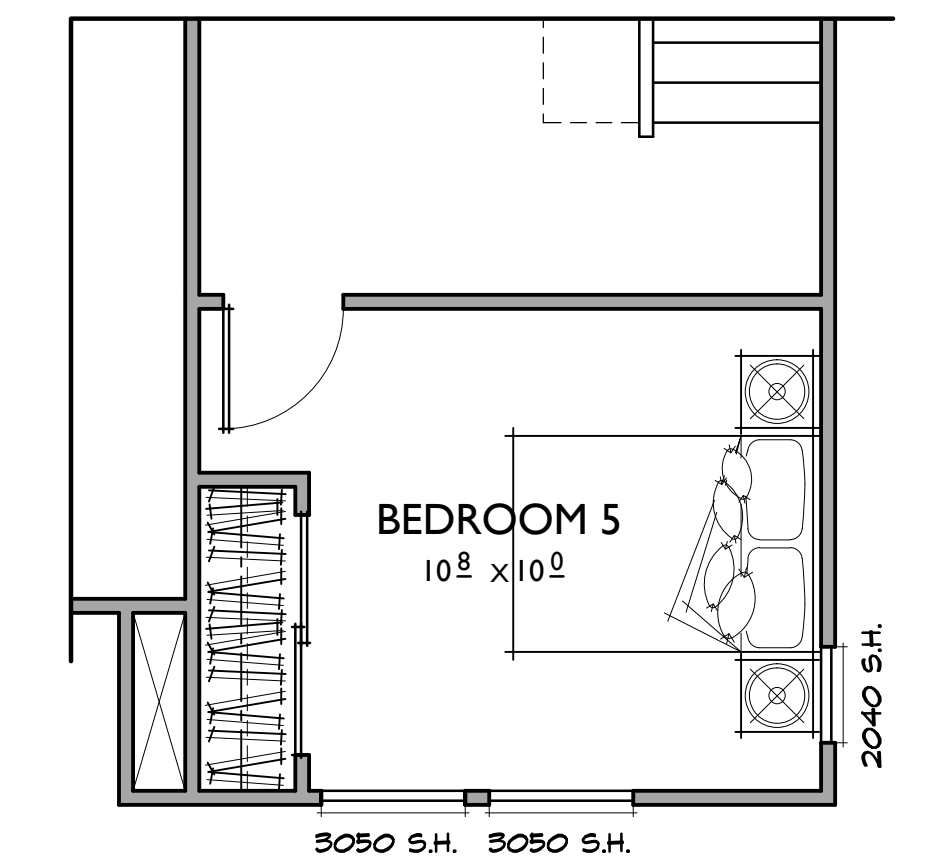
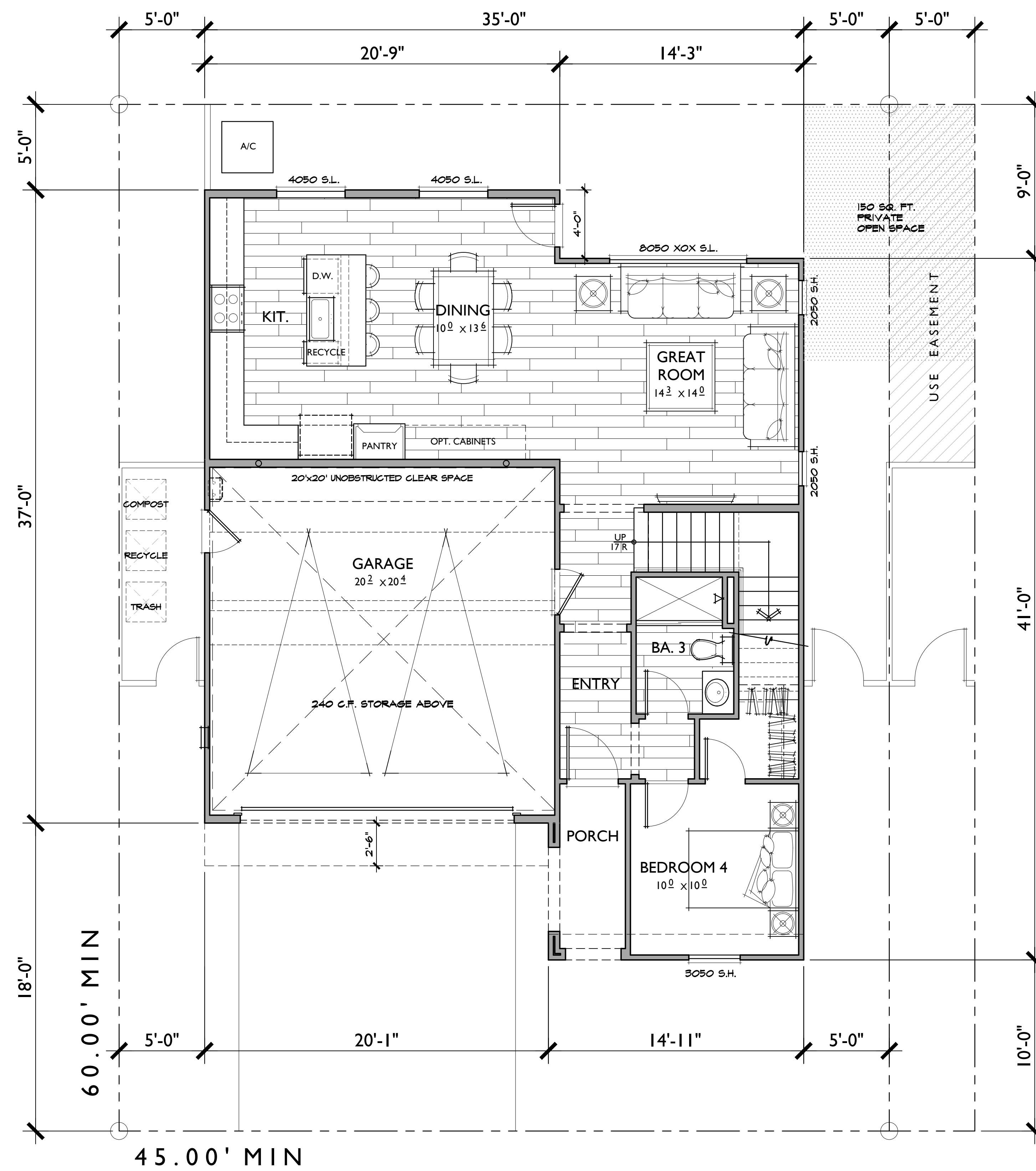
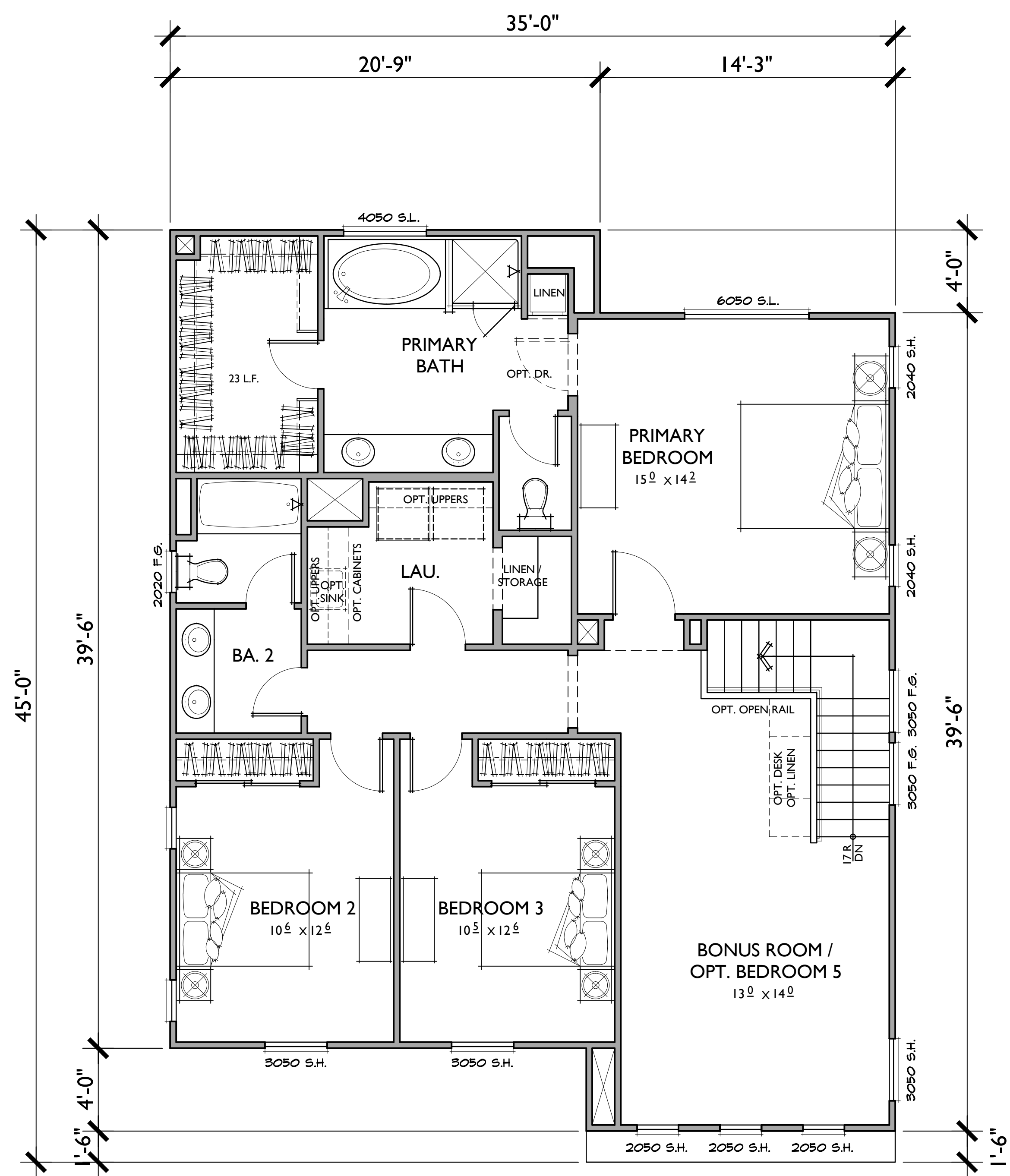
FARMHOUSE VARIATION 1



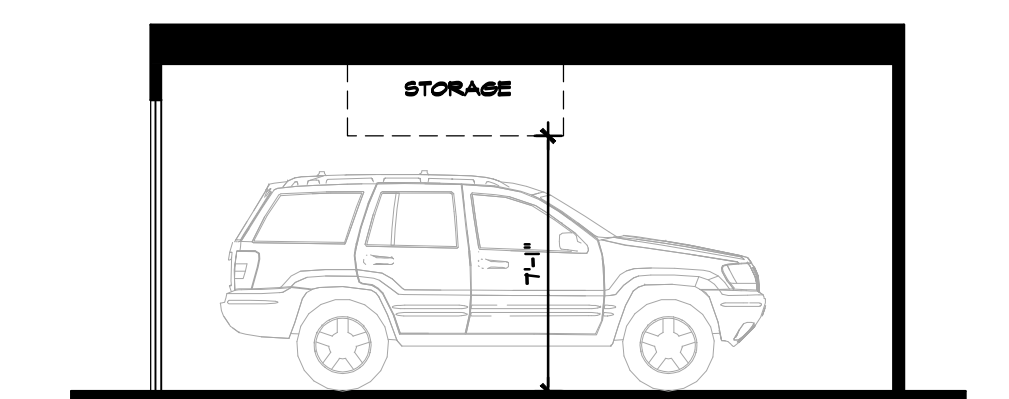
FARMHOUSE VARIATION 2



FARMHOUSE VARIATION 3



**OPT. BEDROOM 5**  
IN LIEU OF BONUS ROOM



**TYPICAL GARAGE SECTION**  
240 CUBIC FEET OF STORAGE ABOVE CARS SCALE: 3/16" = 1'-0"

**PLAN 3**  
4 BEDROOMS / 3 BATHS + BONUS ROOM  
2 - CAR GARAGE

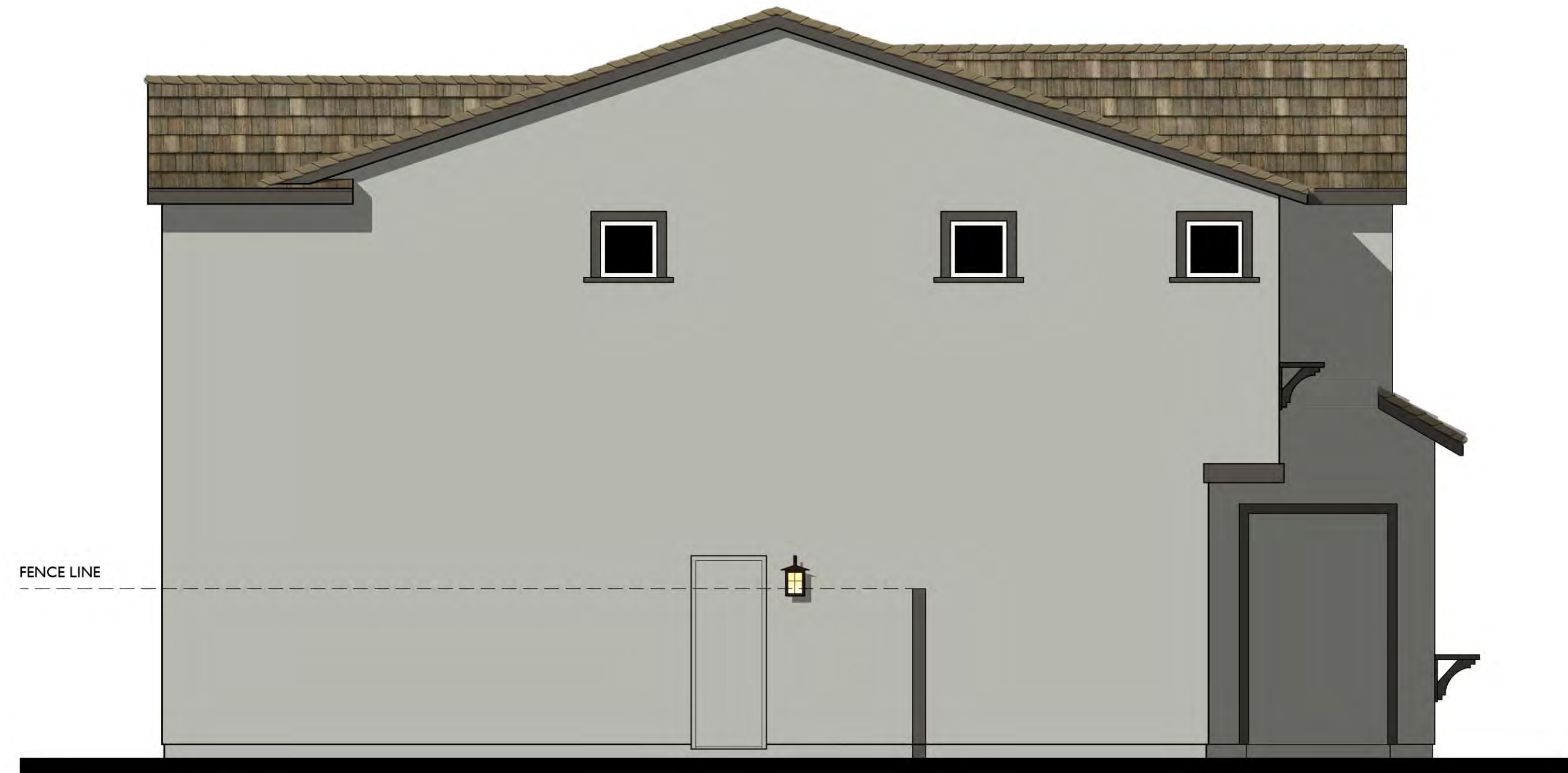
FLOOR AREA TABLE	
1ST FLOOR	887 SQ. FT.
2ND FLOOR	1,321 SQ. FT.
<b>TOTAL LIVING</b>	<b>2,208 SQ. FT.</b>
2 - CAR GARAGE	425 SQ. FT.
PORCH	45 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

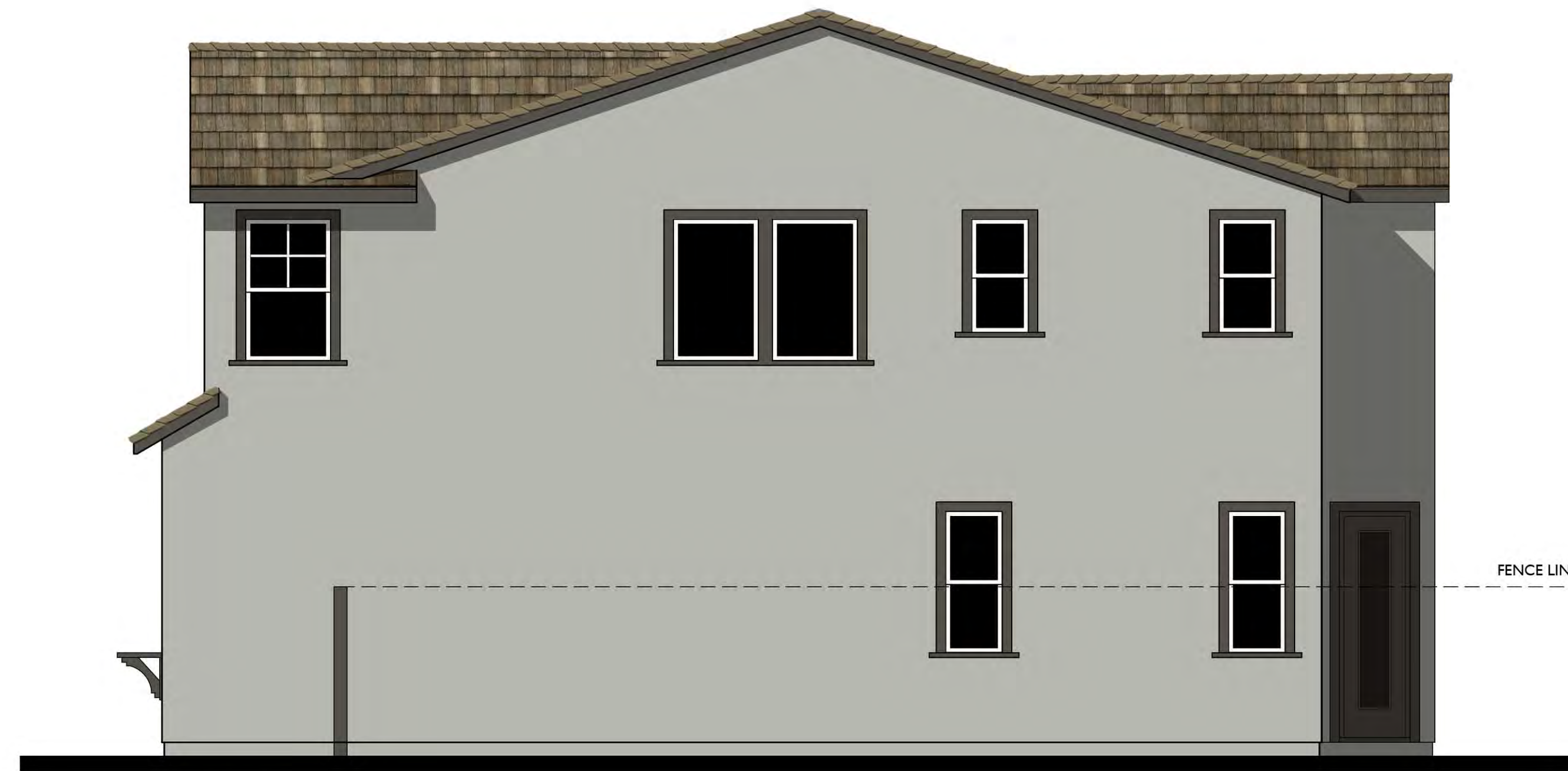
04.16.21



REAR



LEFT

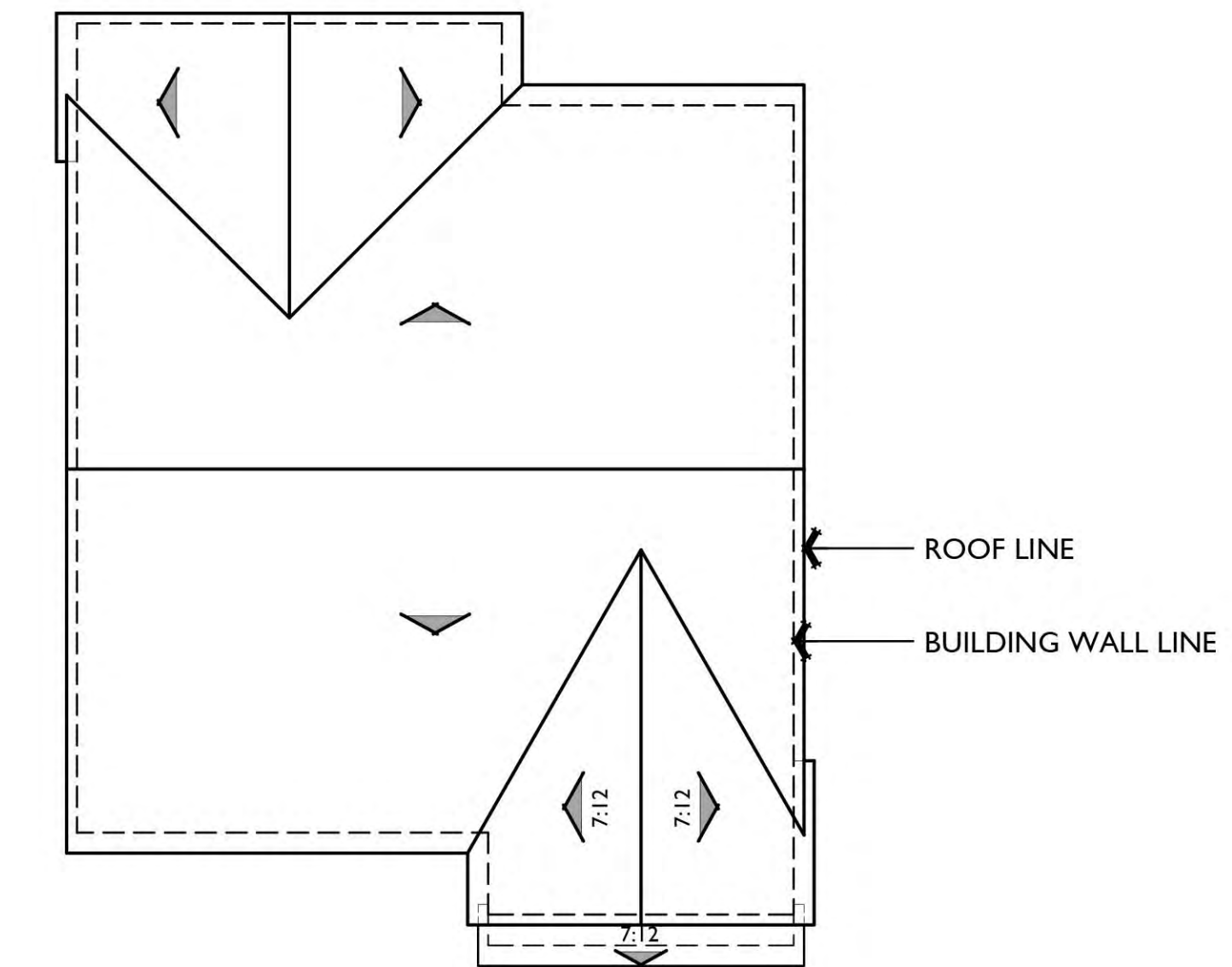


RIGHT



FRONT

A  
1/4"=1'-0"



ROOF PLAN

A

PITCH: 4:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

- MATERIAL LEGEND**
- A. CONCRETE FLAT TILE
  - B. GABLE VENT DETAIL
  - C. ROLL UP GARAGE DOOR
  - D. LIGHT FIXTURE
  - E. SAND FINISH STUCCO
  - F. STUCCO OVER FOAM TRIM
  - G. COMPOSITE SHUTTER
  - H. WOOD POST
  - I. WOOD CORBEL
  - J. WOOD / CEMENTITIOUS TRIM
  - K. HORIZONTAL SIDING
  - L. VERTICAL SIDING
  - M. POTSHELF





REAR



FRONT

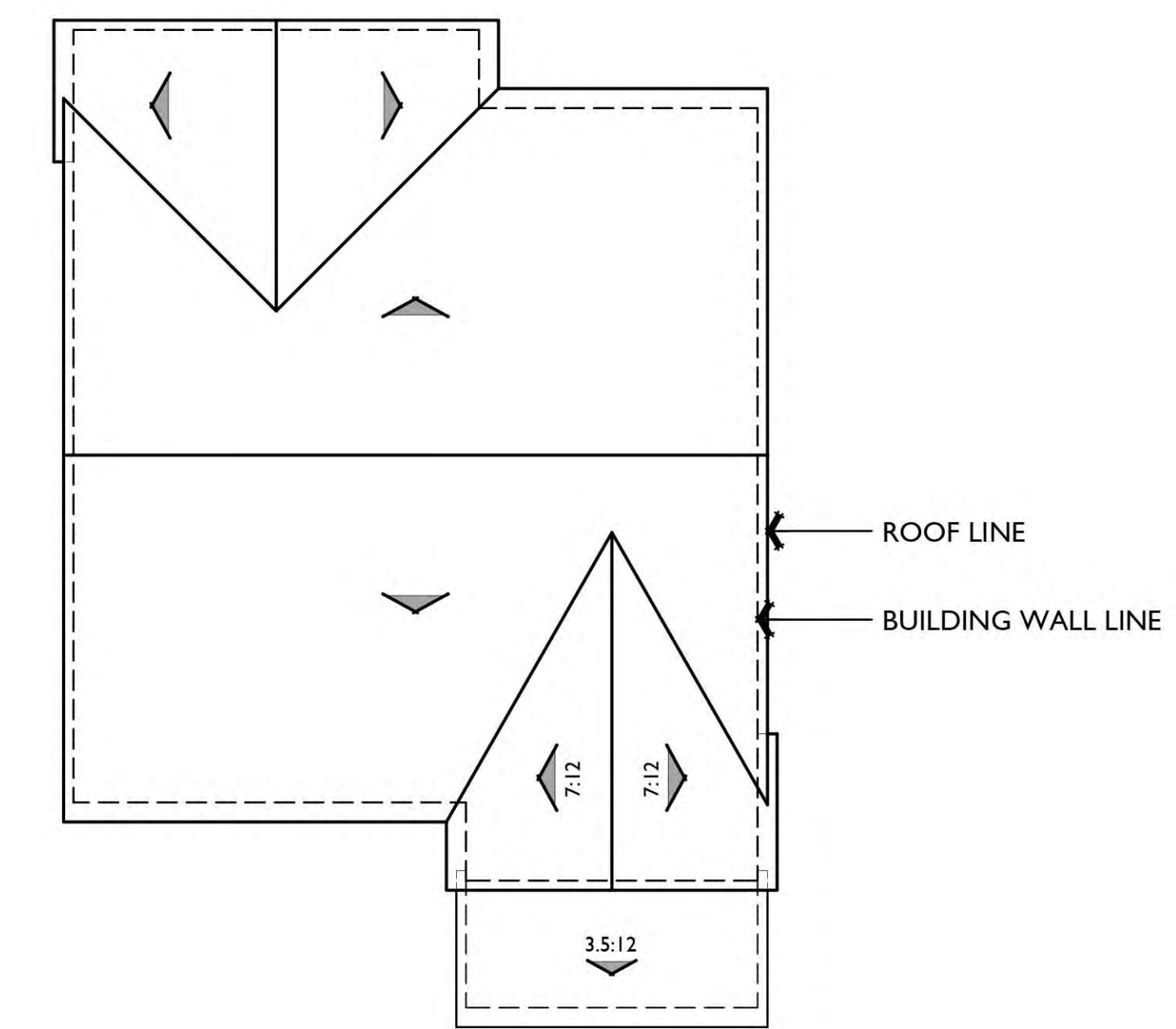
B  
1/4"=1'-0"



LEFT



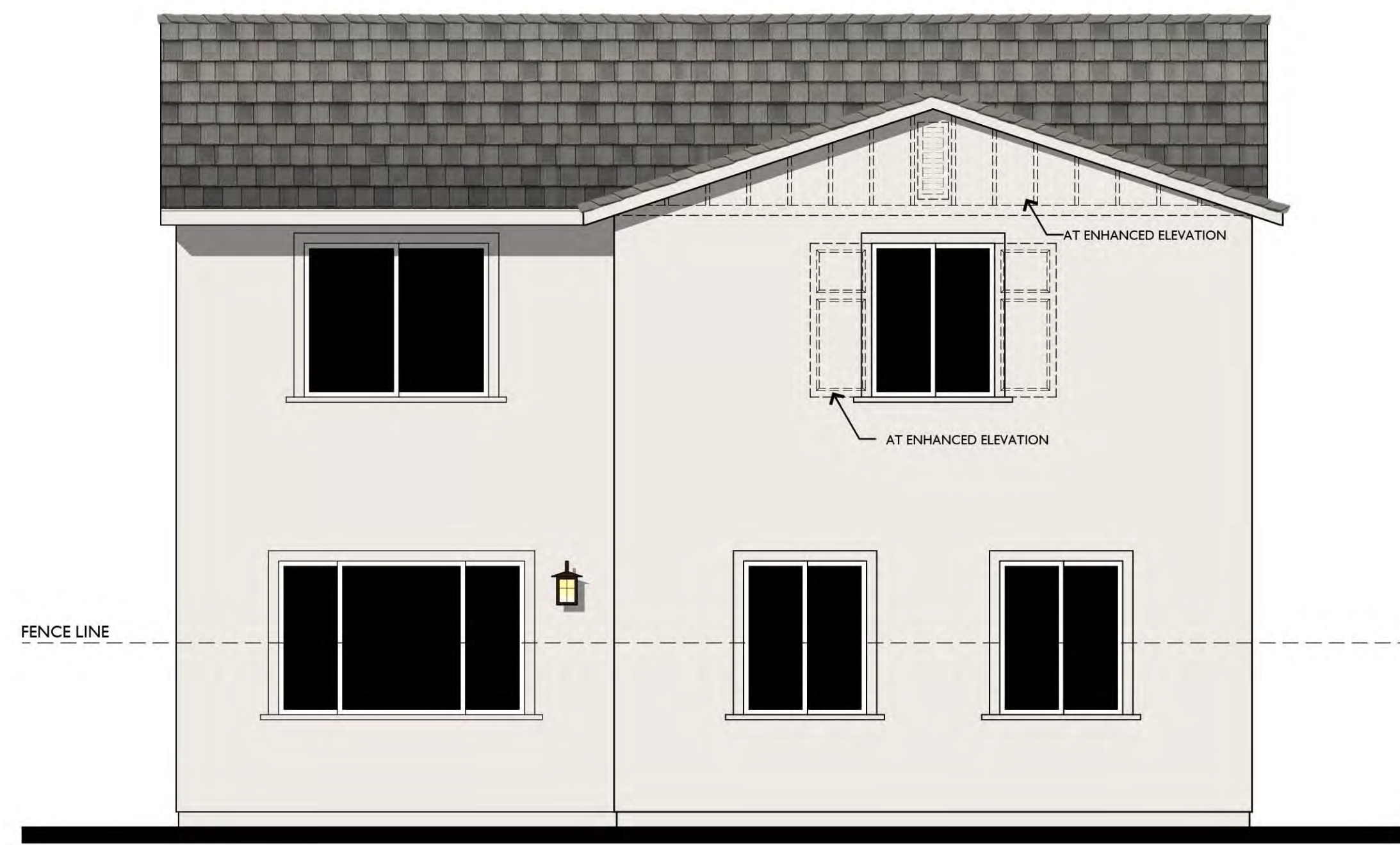
RIGHT



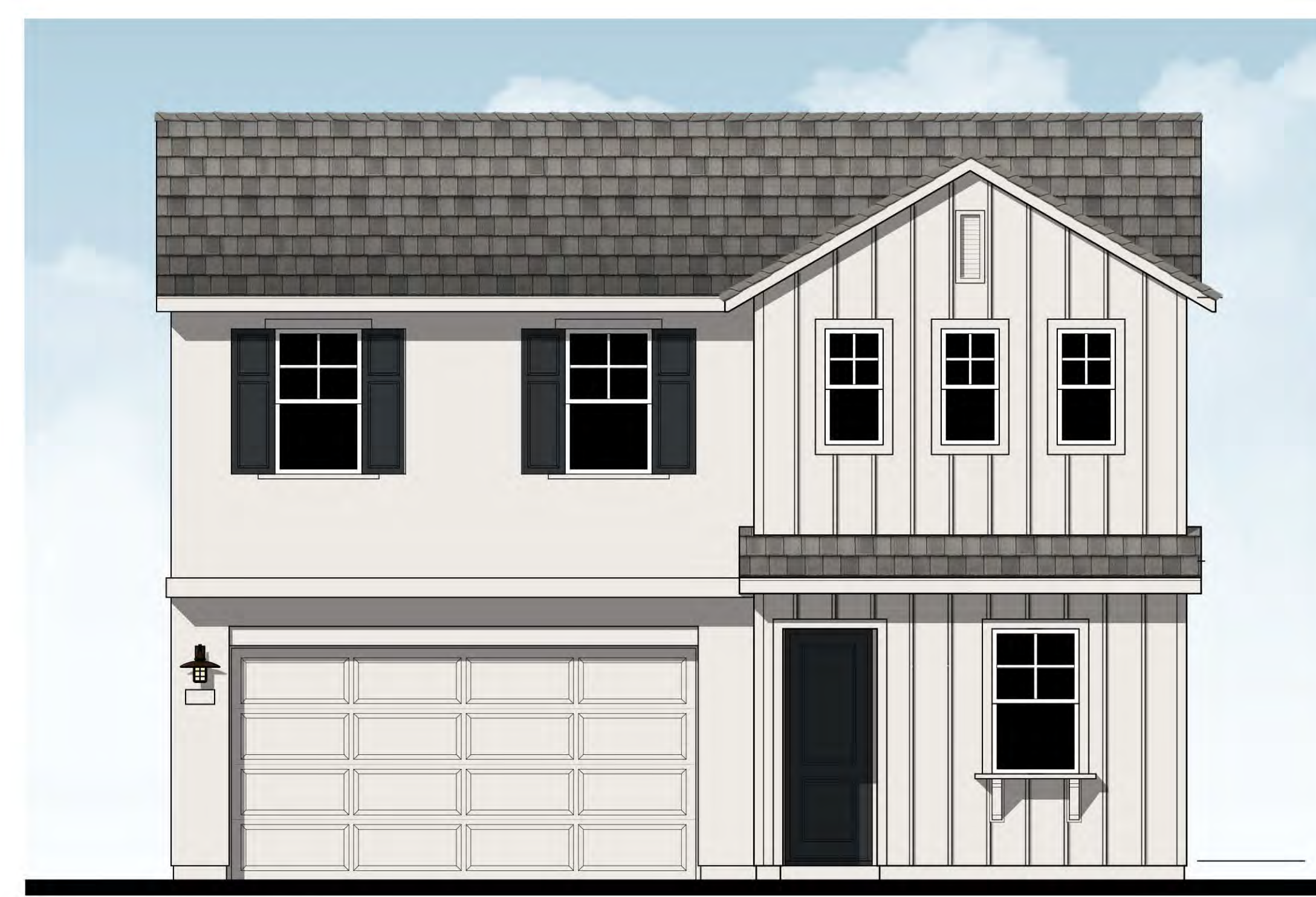
ROOF PLAN B

PITCH: 4:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

- MATERIAL LEGEND**
- A. CONCRETE FLAT TILE
  - B. GABLE VENT DETAIL
  - C. ROLL UP GARAGE DOOR
  - D. LIGHT FIXTURE
  - E. SAND FINISH STUCCO
  - F. STUCCO OVER FOAM TRIM
  - G. COMPOSITE SHUTTER
  - H. WOOD POST
  - I. WOOD CORBEL
  - J. WOOD / CEMENTITIOUS TRIM
  - K. HORIZONTAL SIDING
  - L. VERTICAL SIDING
  - M. POTSHELF

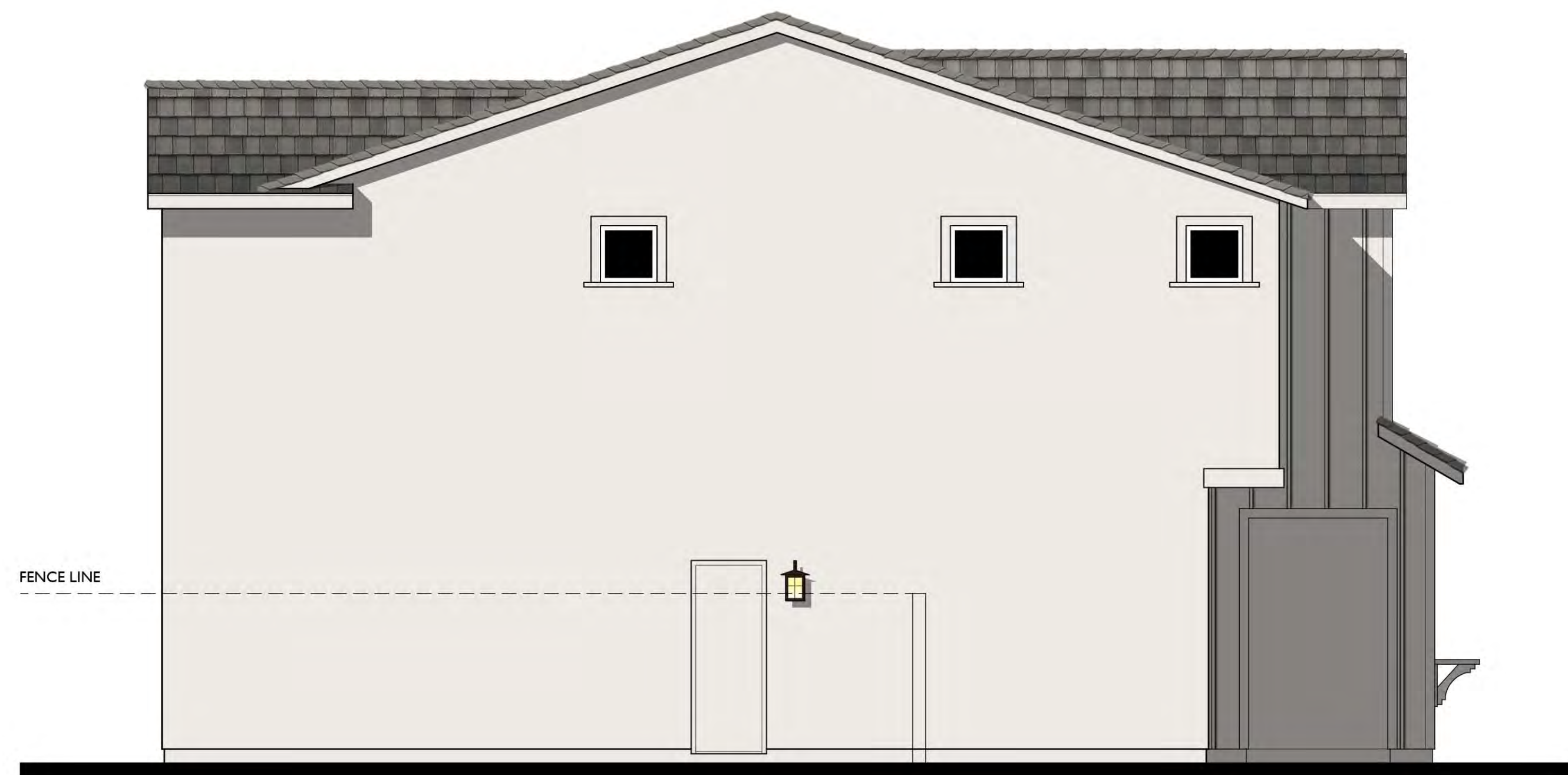


REAR

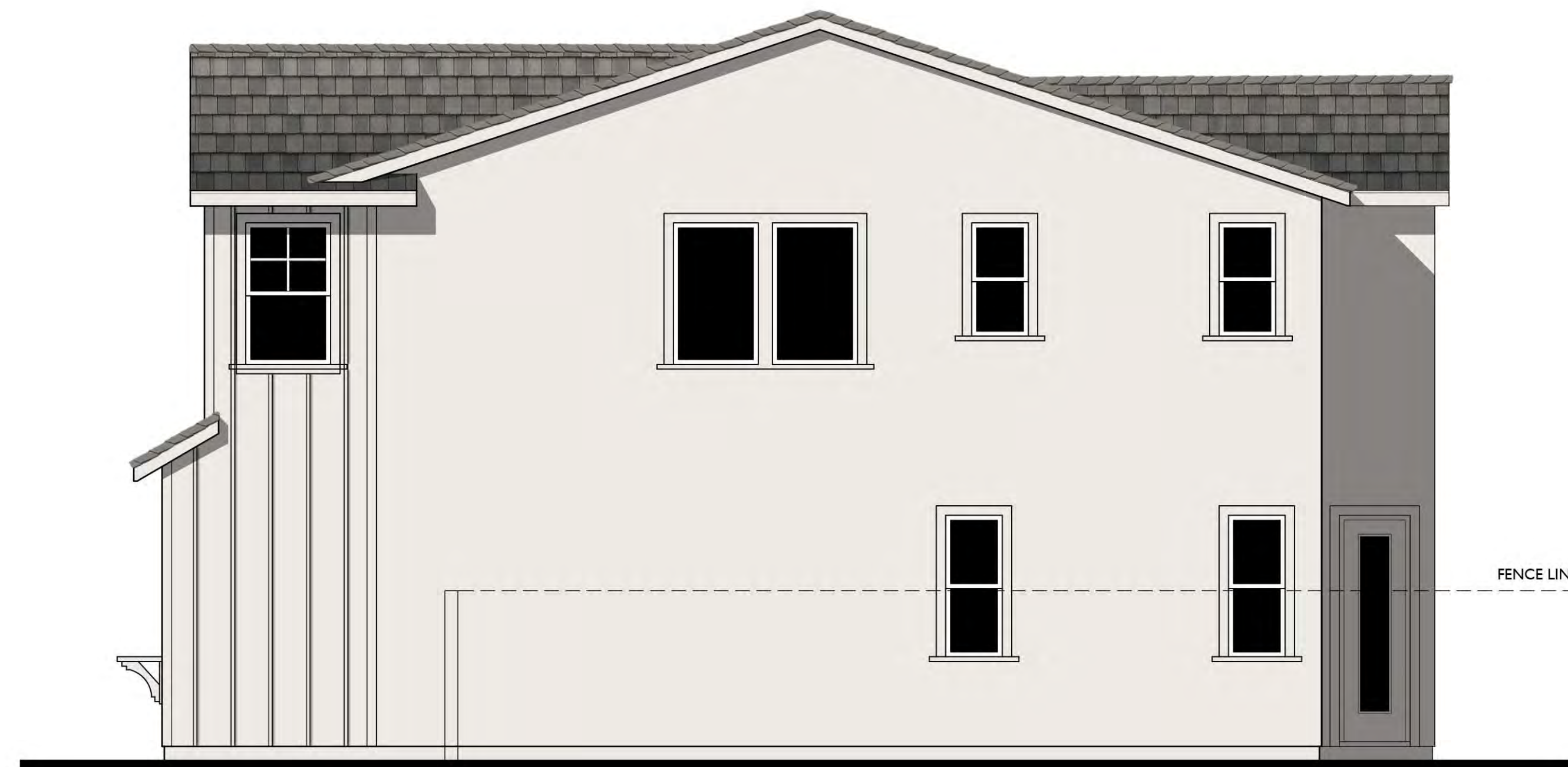


FRONT

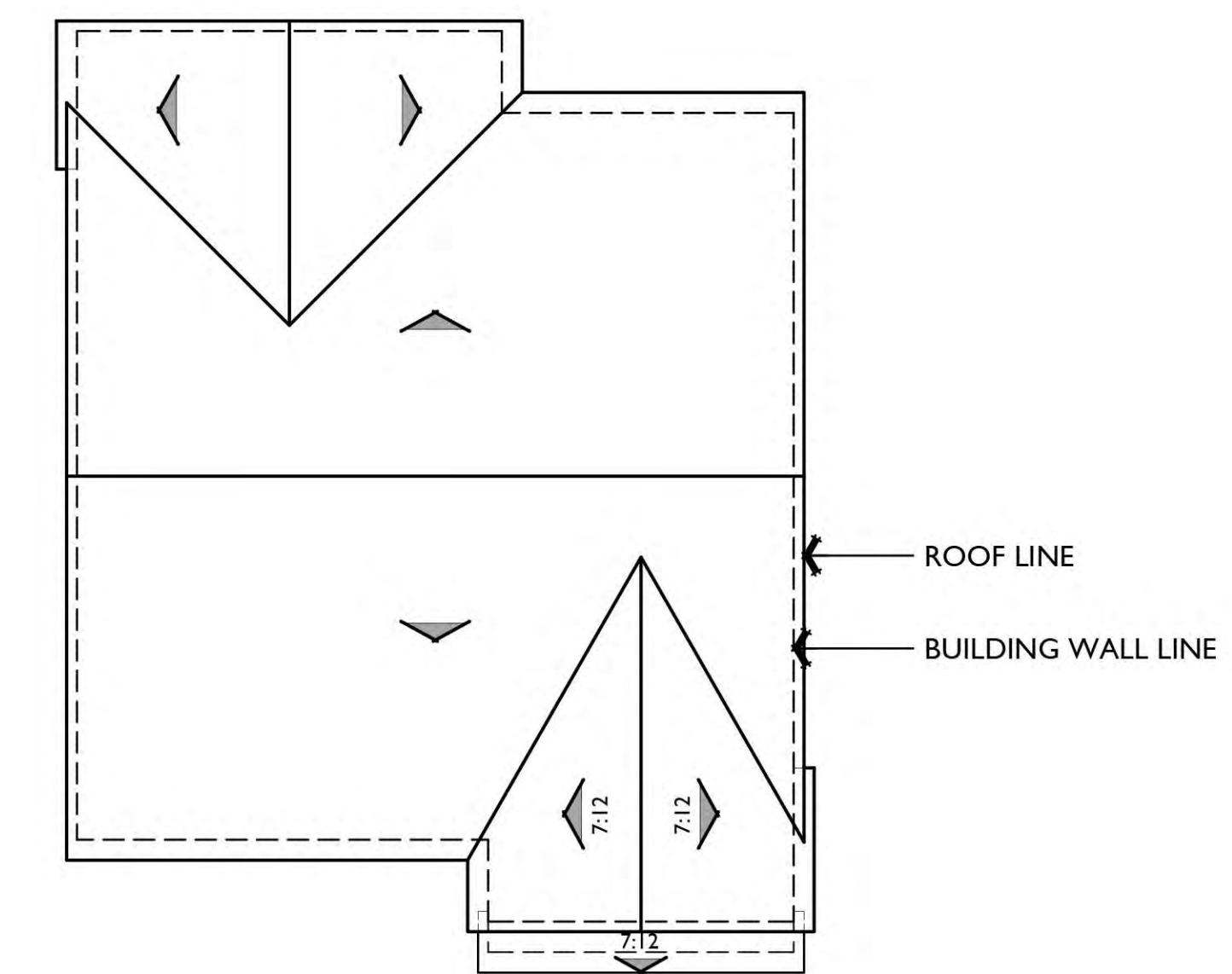
C  
1/4"=1'-0"



LEFT



RIGHT

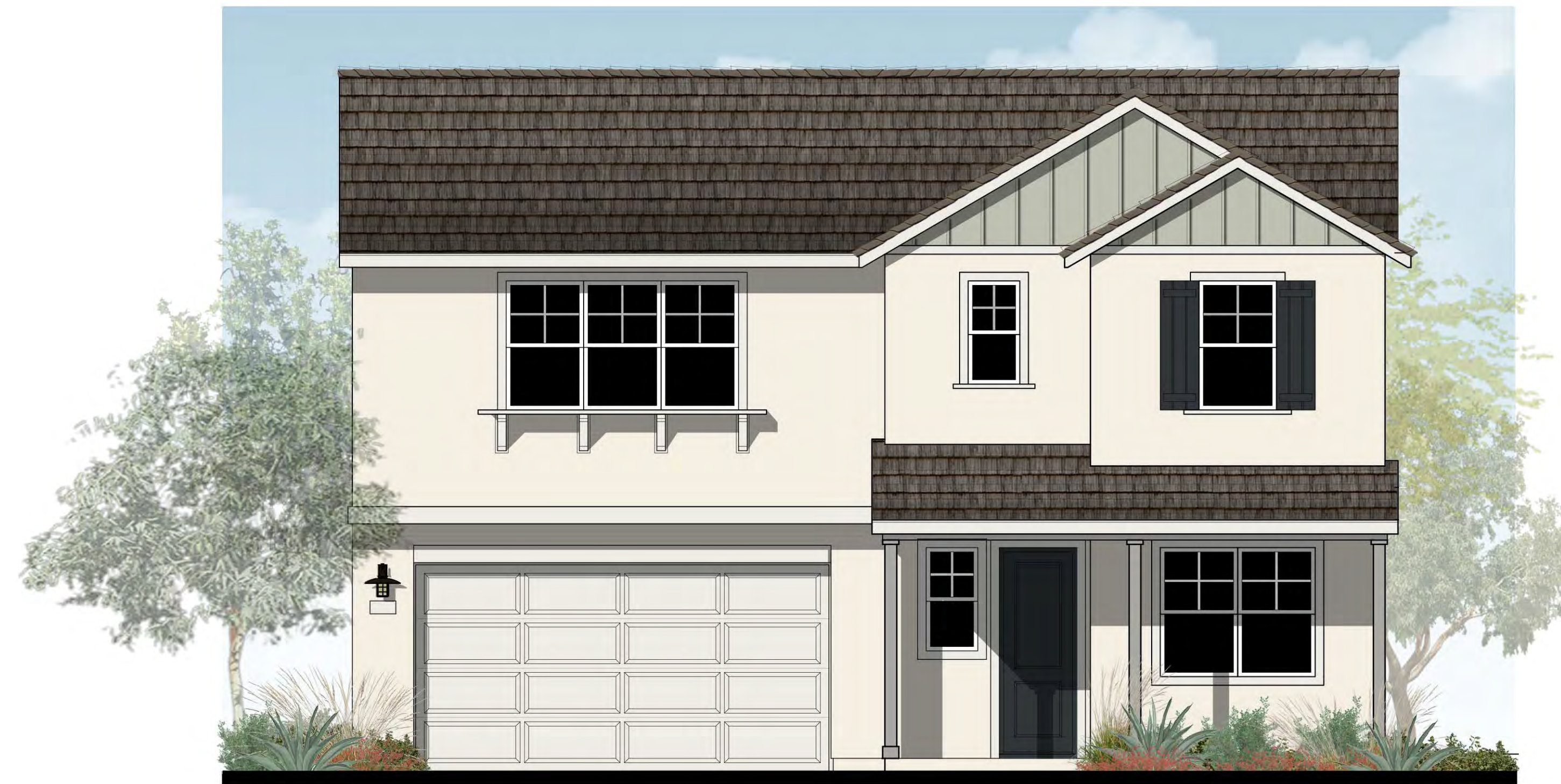


ROOF PLAN

C

PITCH: 4:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

- MATERIAL LEGEND**
- A. CONCRETE FLAT TILE
  - B. GABLE VENT DETAIL
  - C. ROLL UP GARAGE DOOR
  - D. LIGHT FIXTURE
  - E. SAND FINISH STUCCO
  - F. STUCCO OVER FOAM TRIM
  - G. COMPOSITE SHUTTER
  - H. WOOD POST
  - I. WOOD CORBEL
  - J. WOOD / CEMENTITIOUS TRIM
  - K. HORIZONTAL SIDING
  - L. VERTICAL SIDING
  - M. POTSHELF



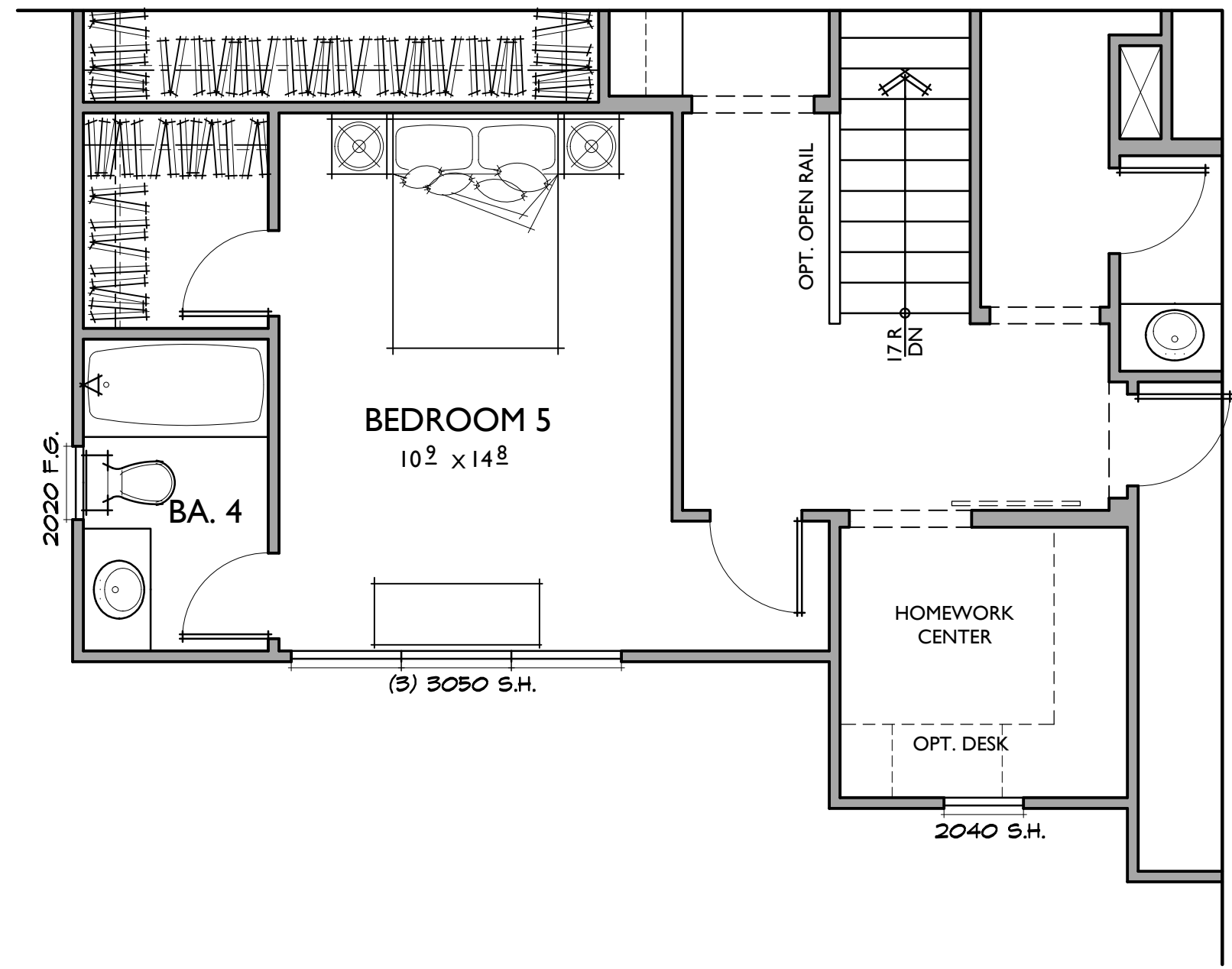
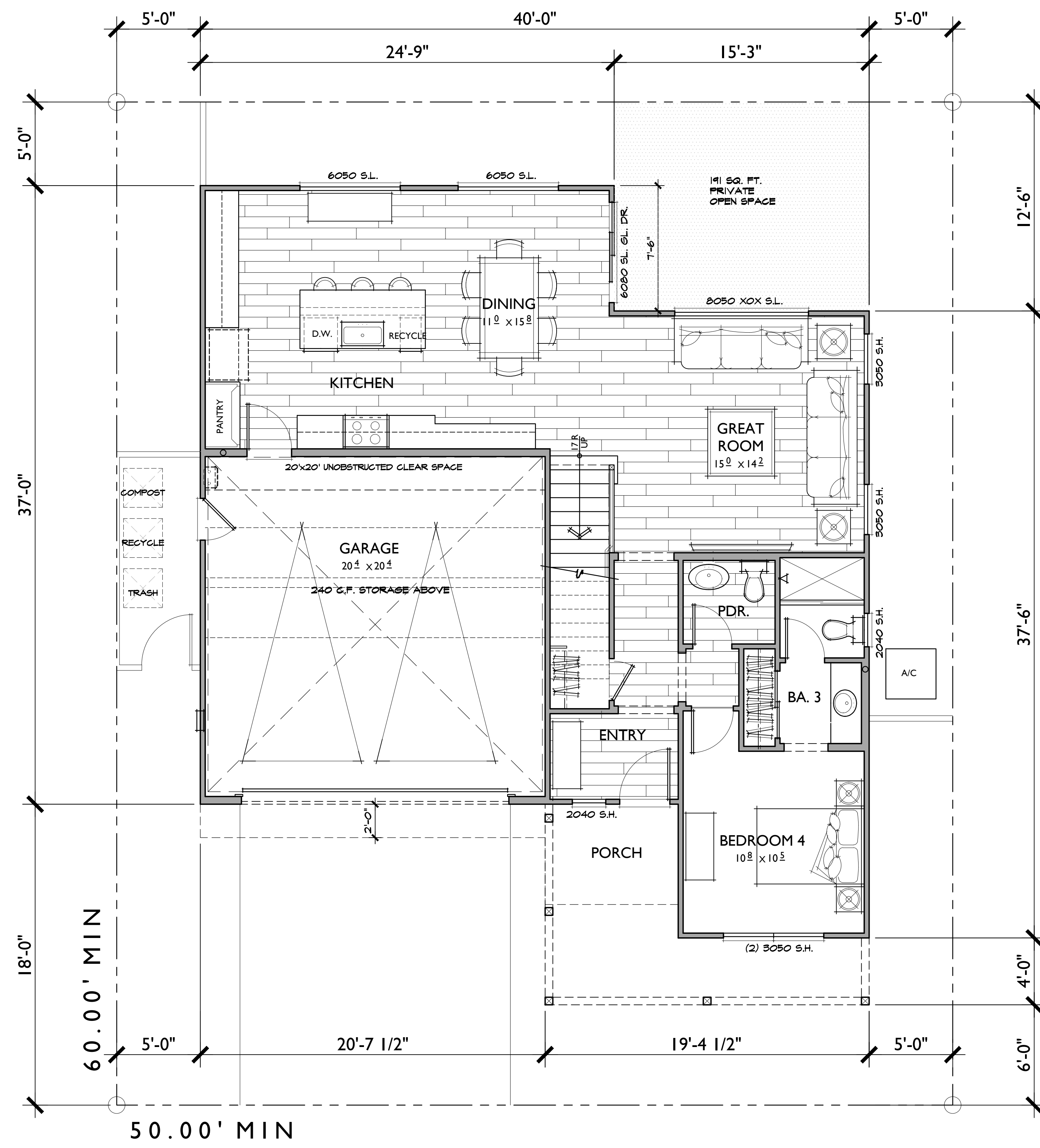
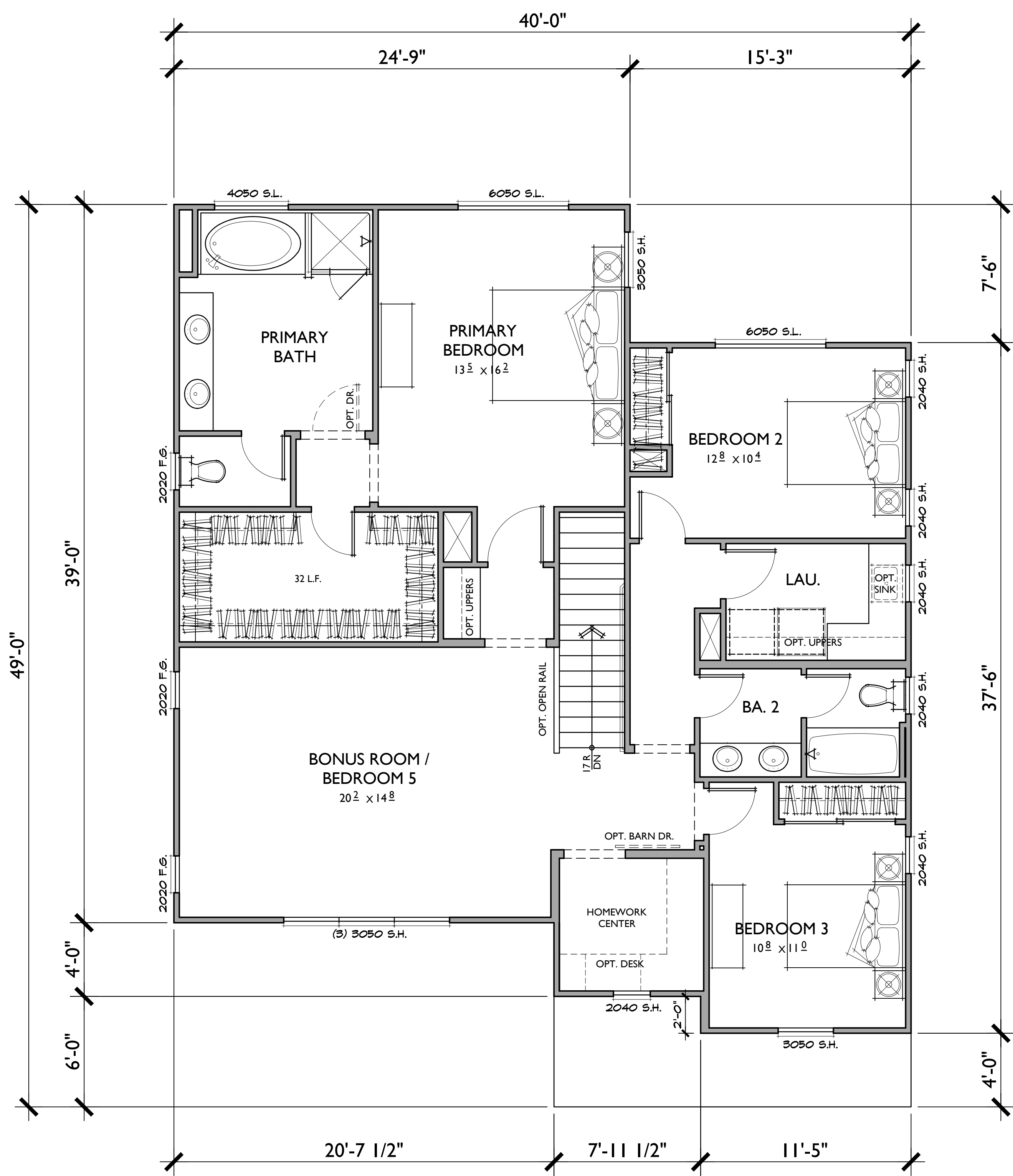
FARMHOUSE VARIATION 1



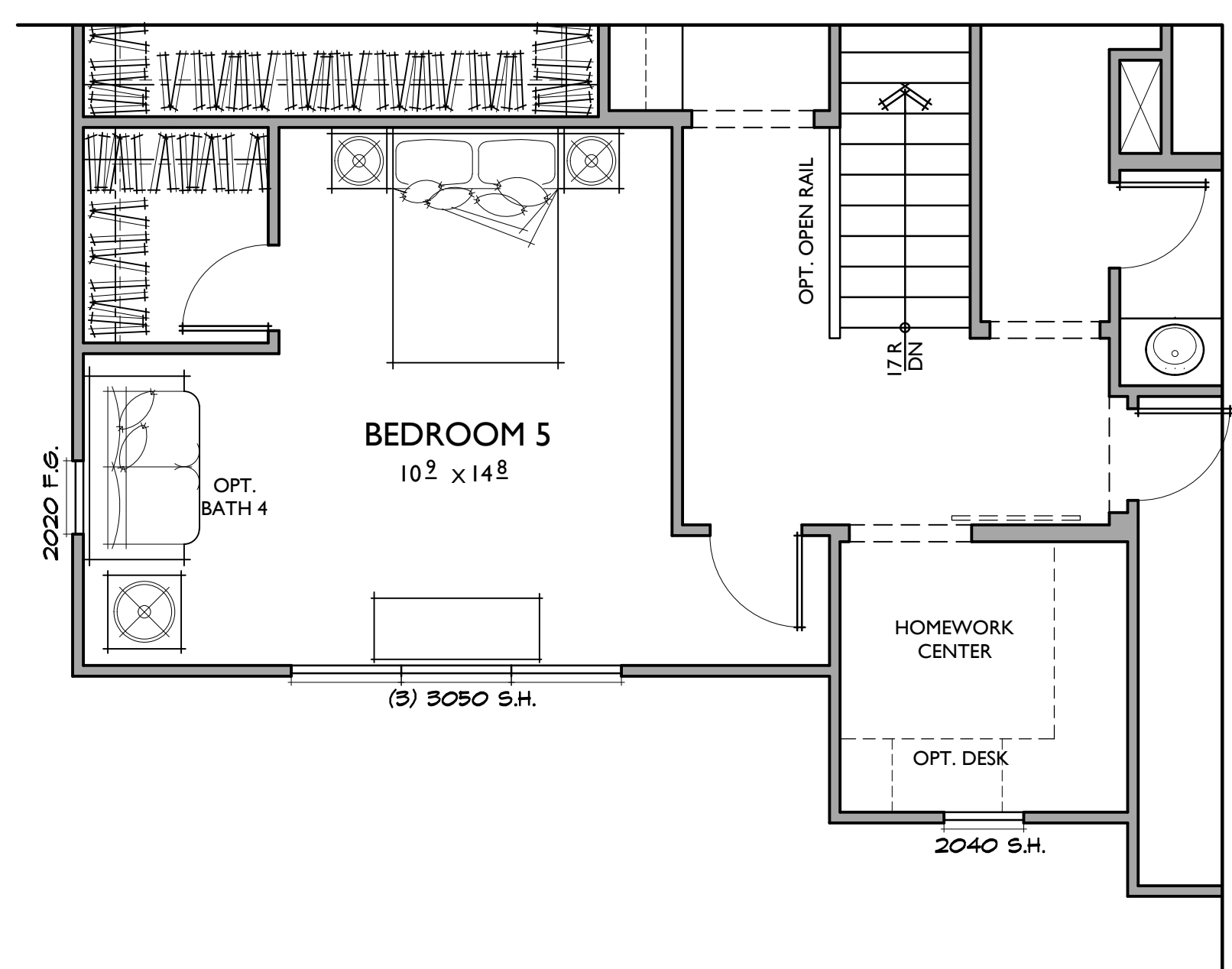
FARMHOUSE VARIATION 2



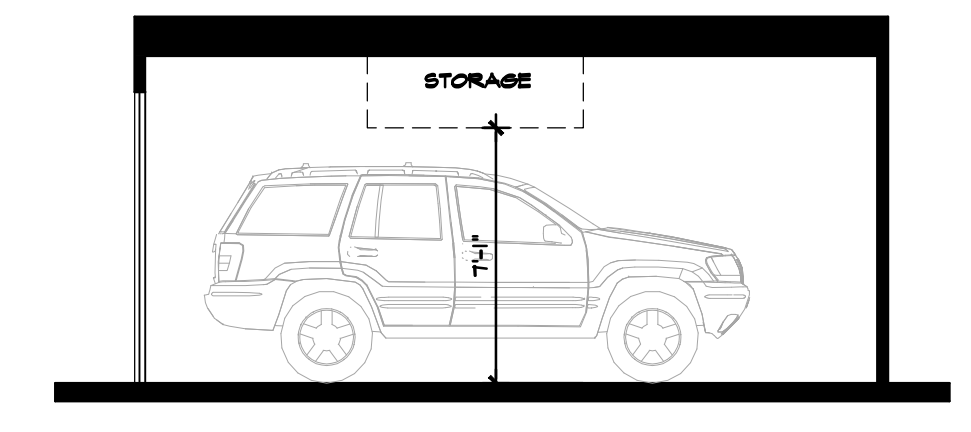
FARMHOUSE VARIATION 3



**OPT. BEDROOM 5 w/ BA. 4**  
IN LIEU OF BONUS ROOM



**OPT. BEDROOM 5**  
IN LIEU OF BONUS ROOM

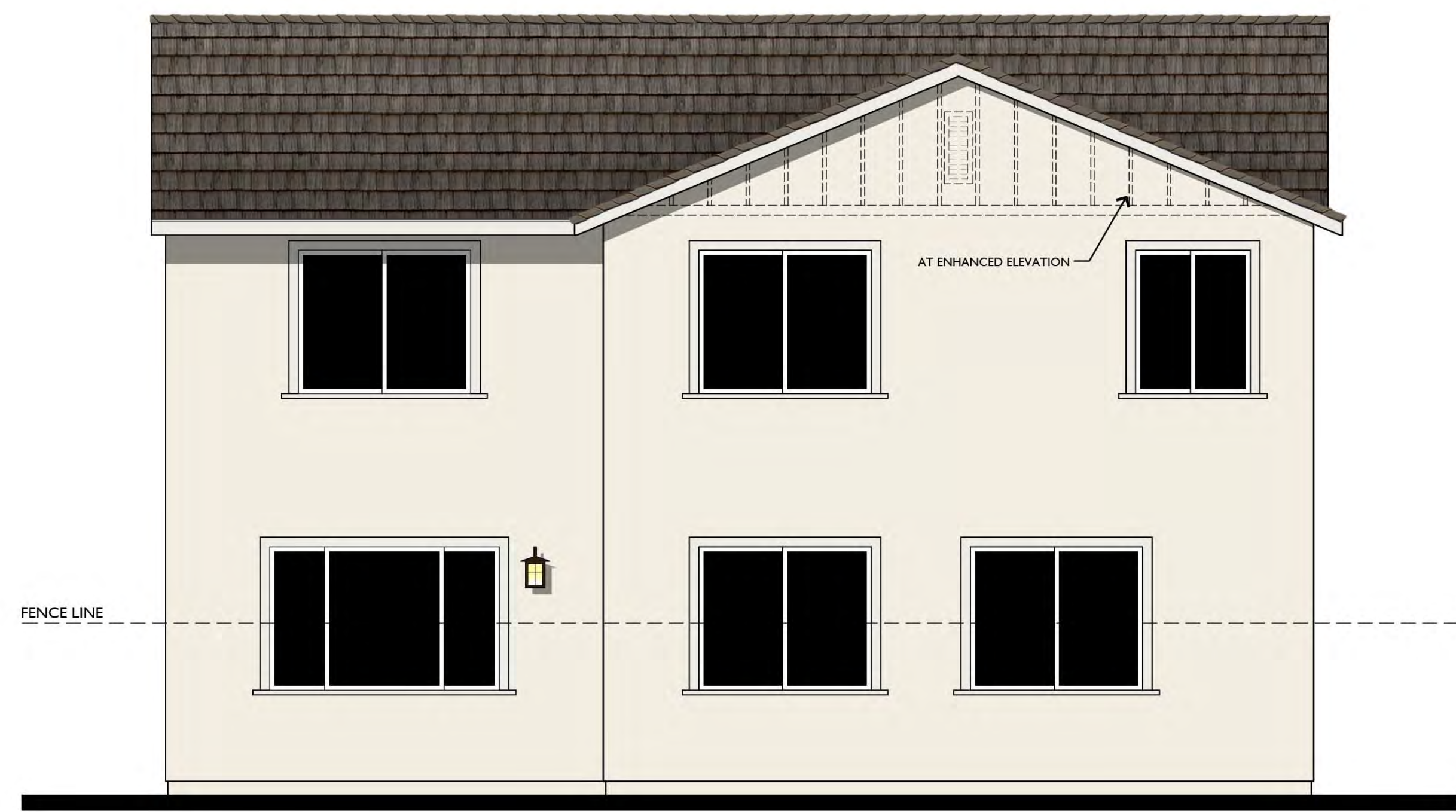


**TYPICAL GARAGE SECTION**  
240 CUBIC FEET OF STORAGE ABOVE CARS SCALE: 3/16" = 1'-0"

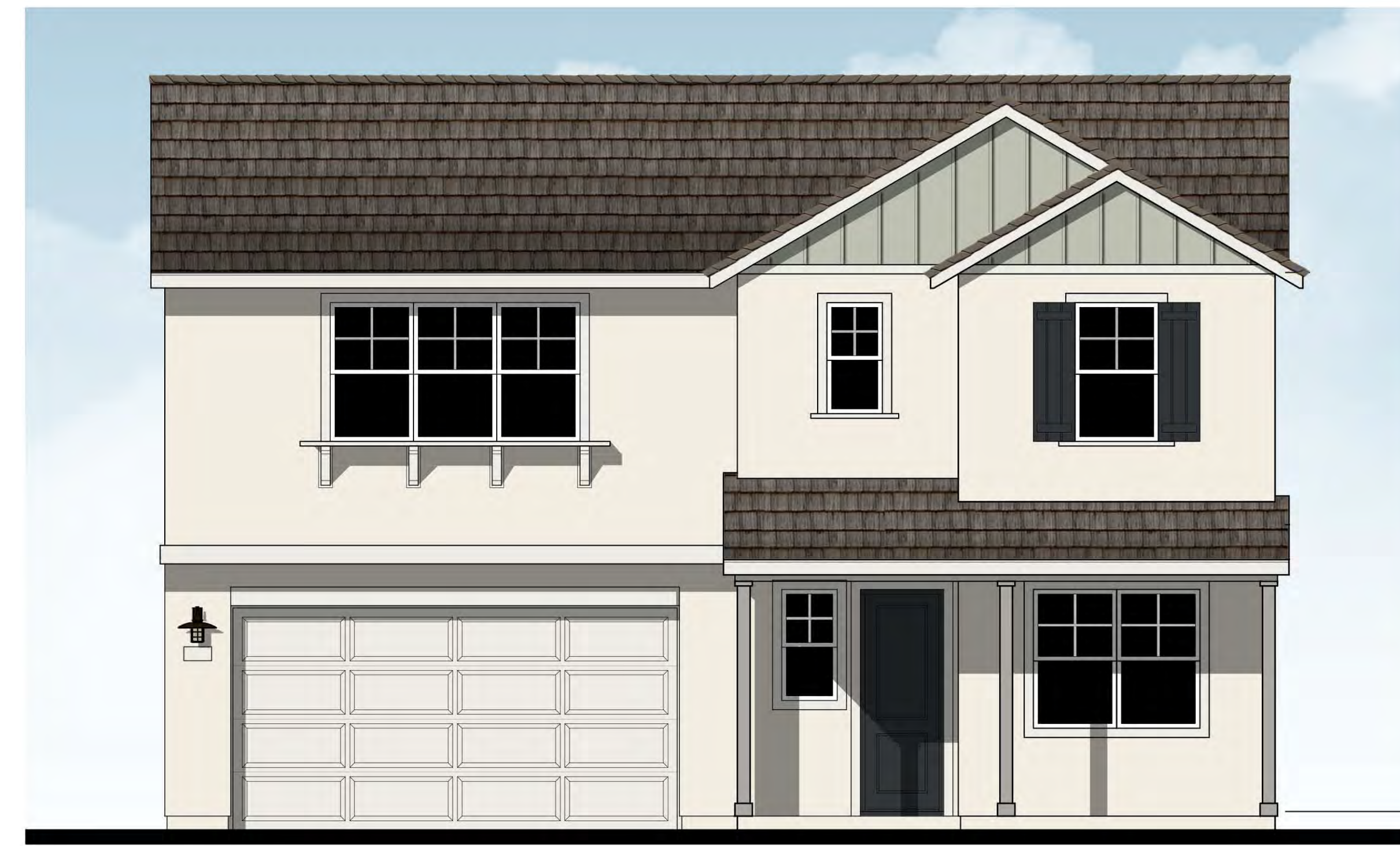
**PLAN 4**  
4 BEDROOMS / 3 BATHS + BONUS ROOM  
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,028 SQ. FT.
2ND FLOOR	1,500 SQ. FT.
<b>TOTAL LIVING</b>	<b>2,528 SQ. FT.</b>
2 - CAR GARAGE	429 SQ. FT.
PORCH	141 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

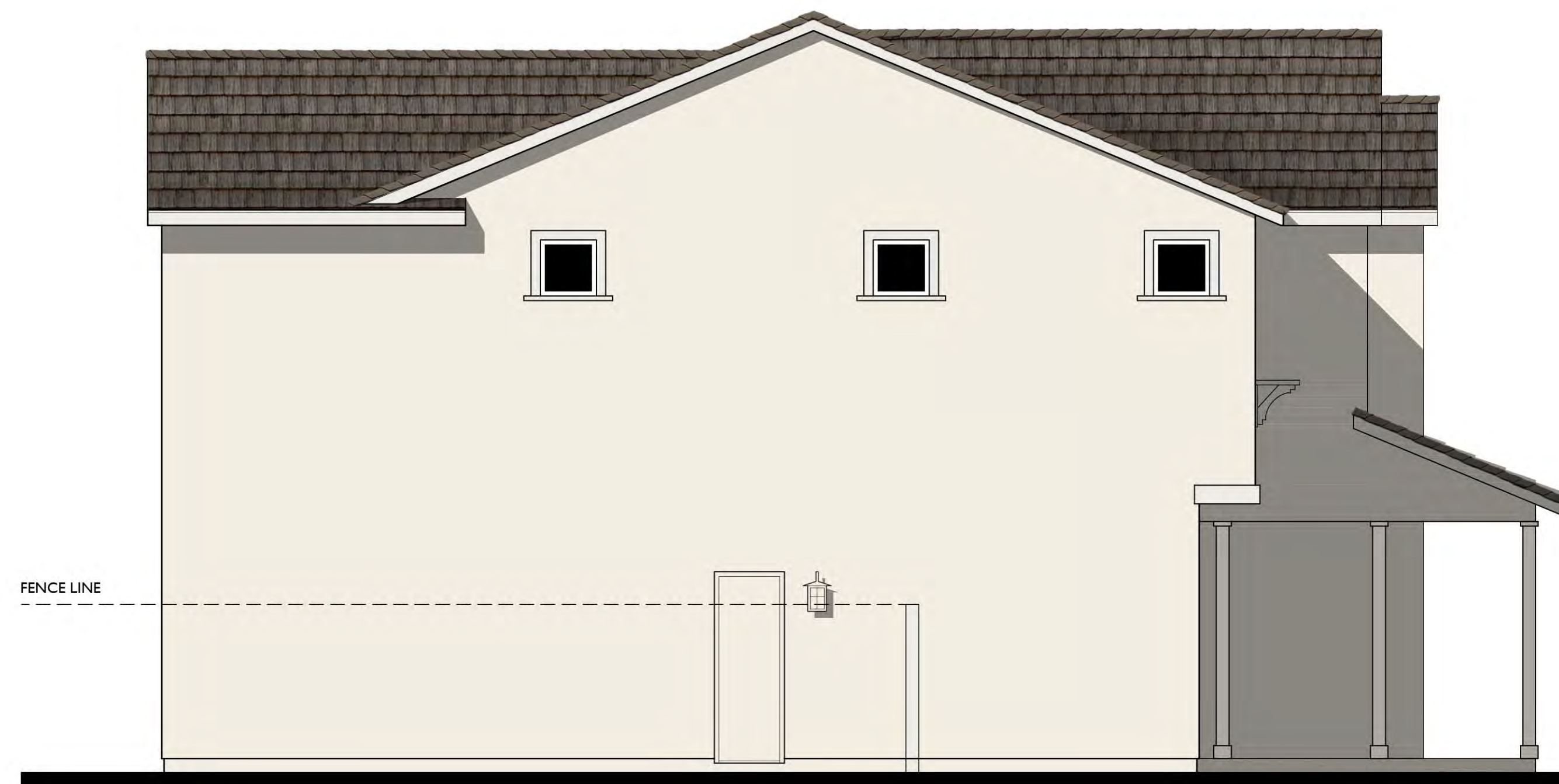


REAR



FRONT

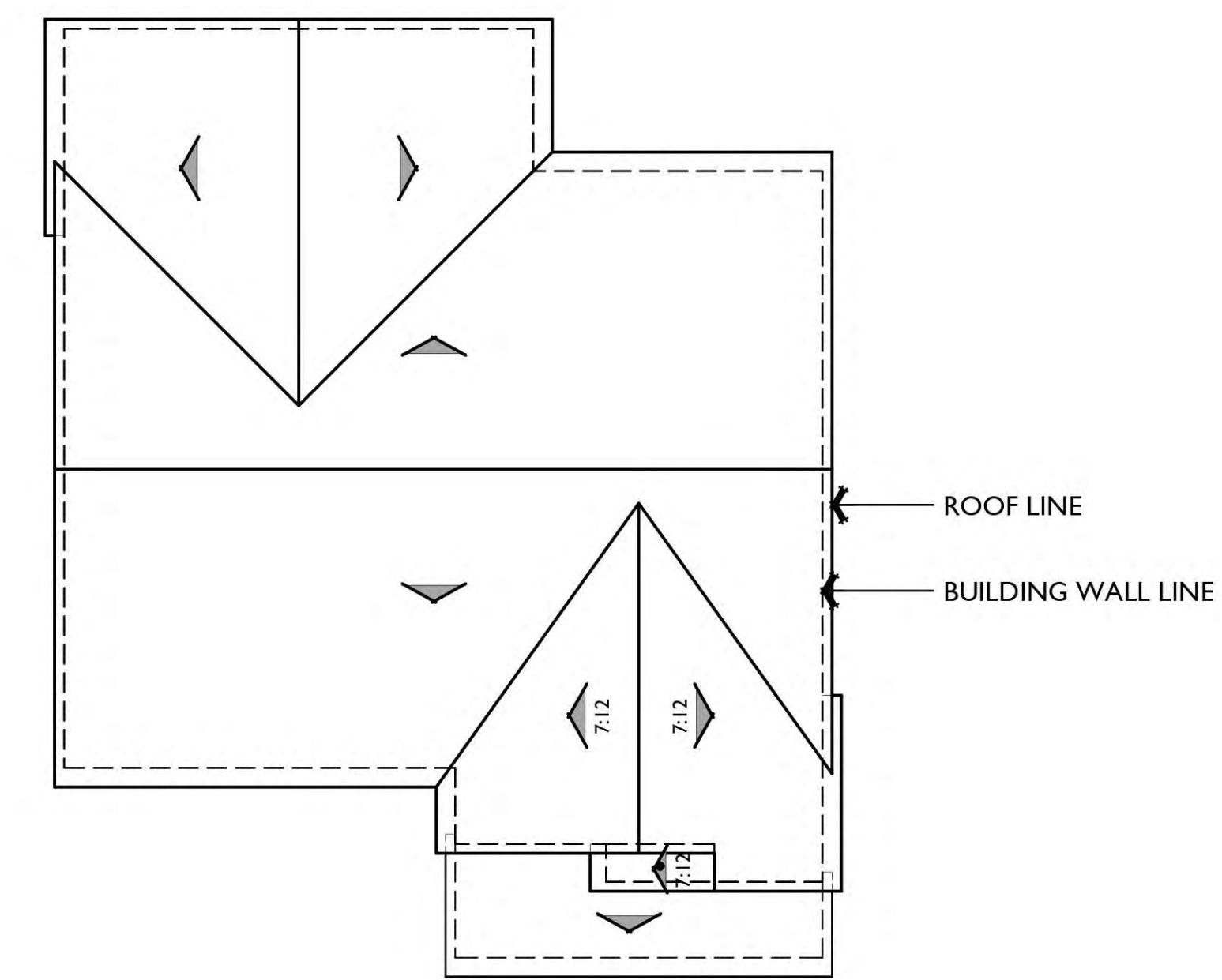
A  
1/4"=1'-0"



LEFT



RIGHT



ROOF PLAN

A

PITCH: 5:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

**MATERIAL LEGEND**

- A. CONCRETE FLAT TILE
- B. GABLE VENT DETAIL
- C. ROLL UP GARAGE DOOR
- D. LIGHT FIXTURE
- E. SAND FINISH STUCCO
- F. STUCCO OVER FOAM TRIM
- G. COMPOSITE SHUTTER
- H. WOOD POST
- I. WOOD CORBEL
- J. WOOD / CEMENTITIOUS TRIM
- K. HORIZONTAL SIDING
- L. VERTICAL SIDING
- M. POTSHELF

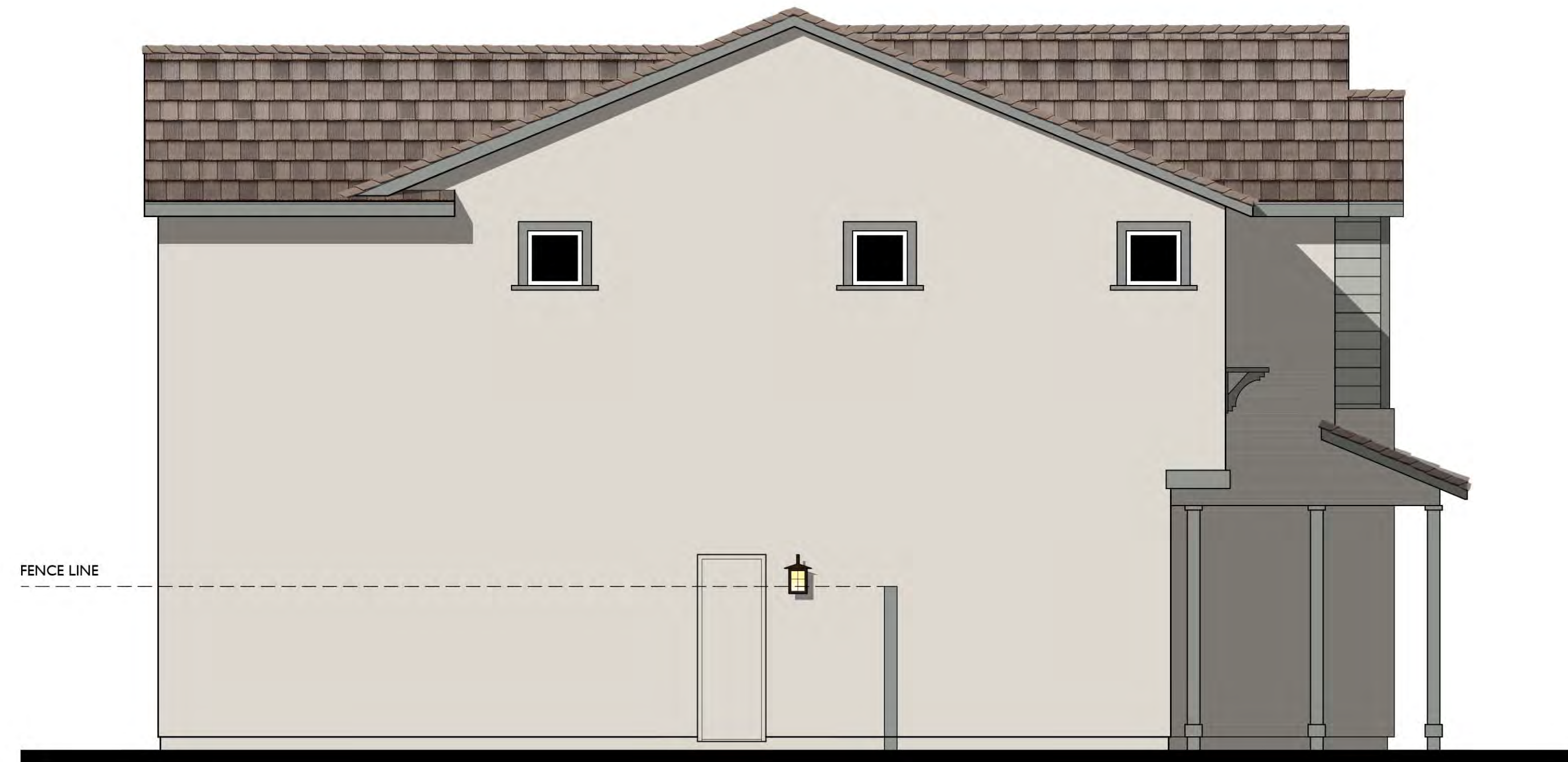


REAR

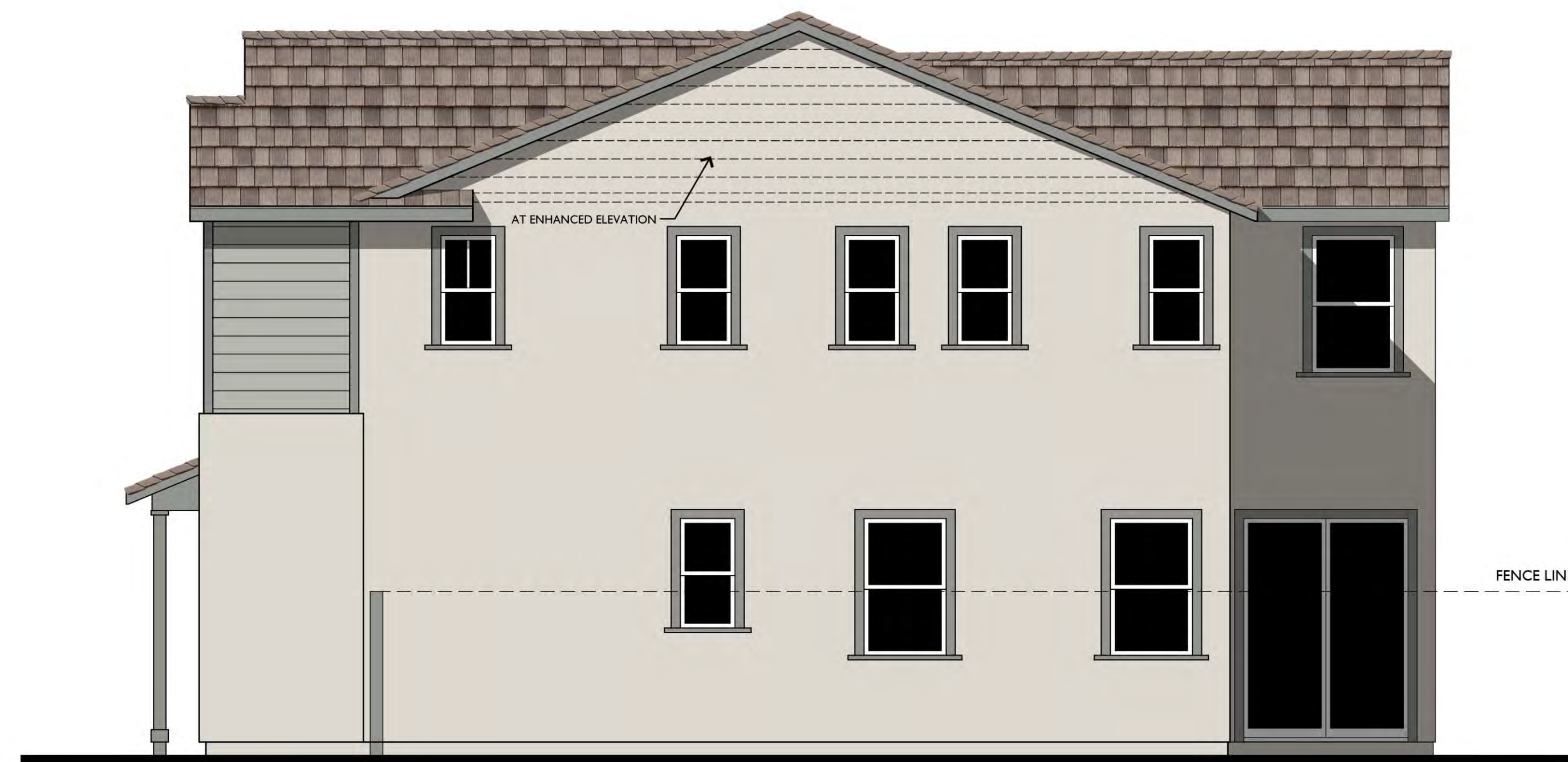


FRONT

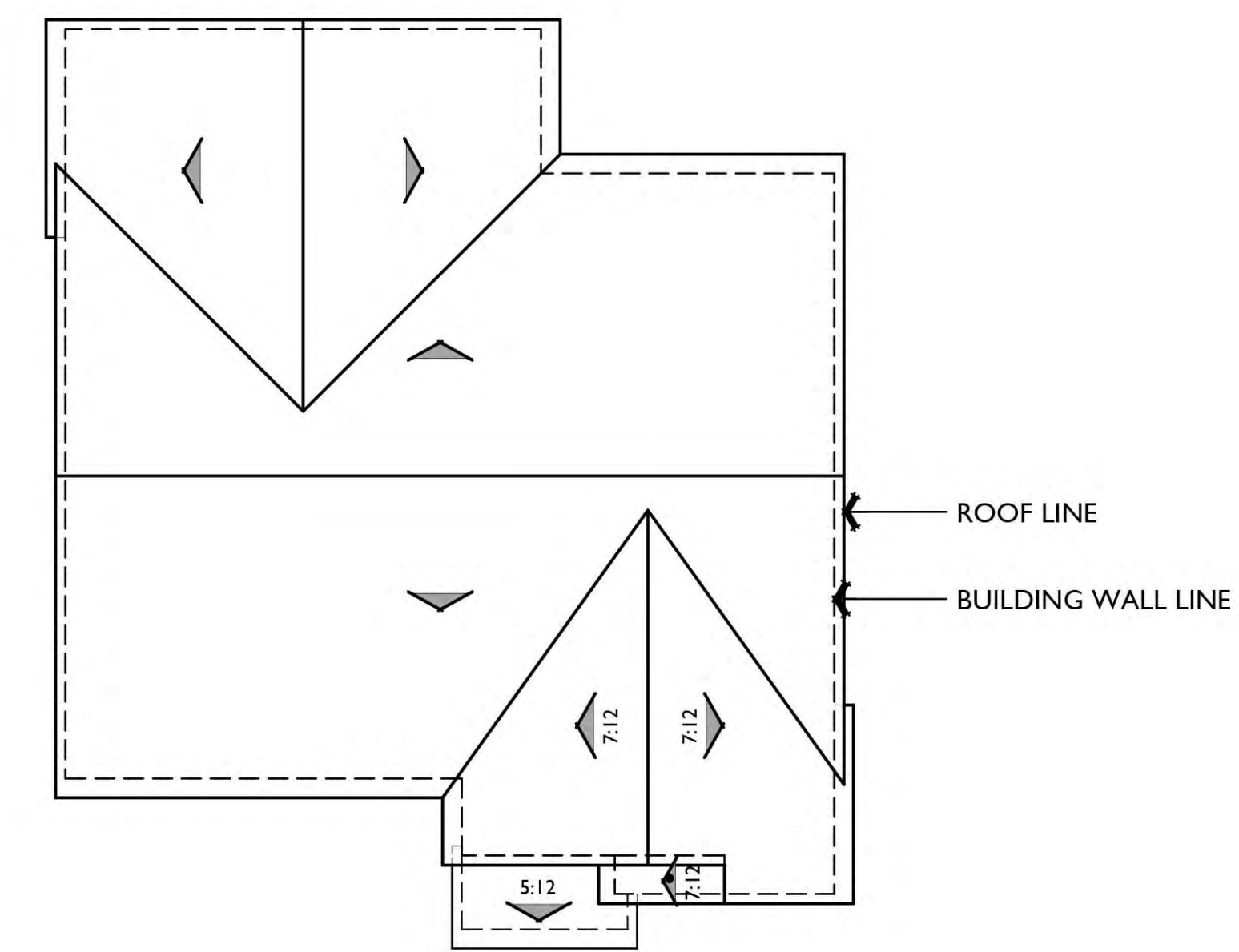
B  
1/4"=1'-0"



LEFT



RIGHT

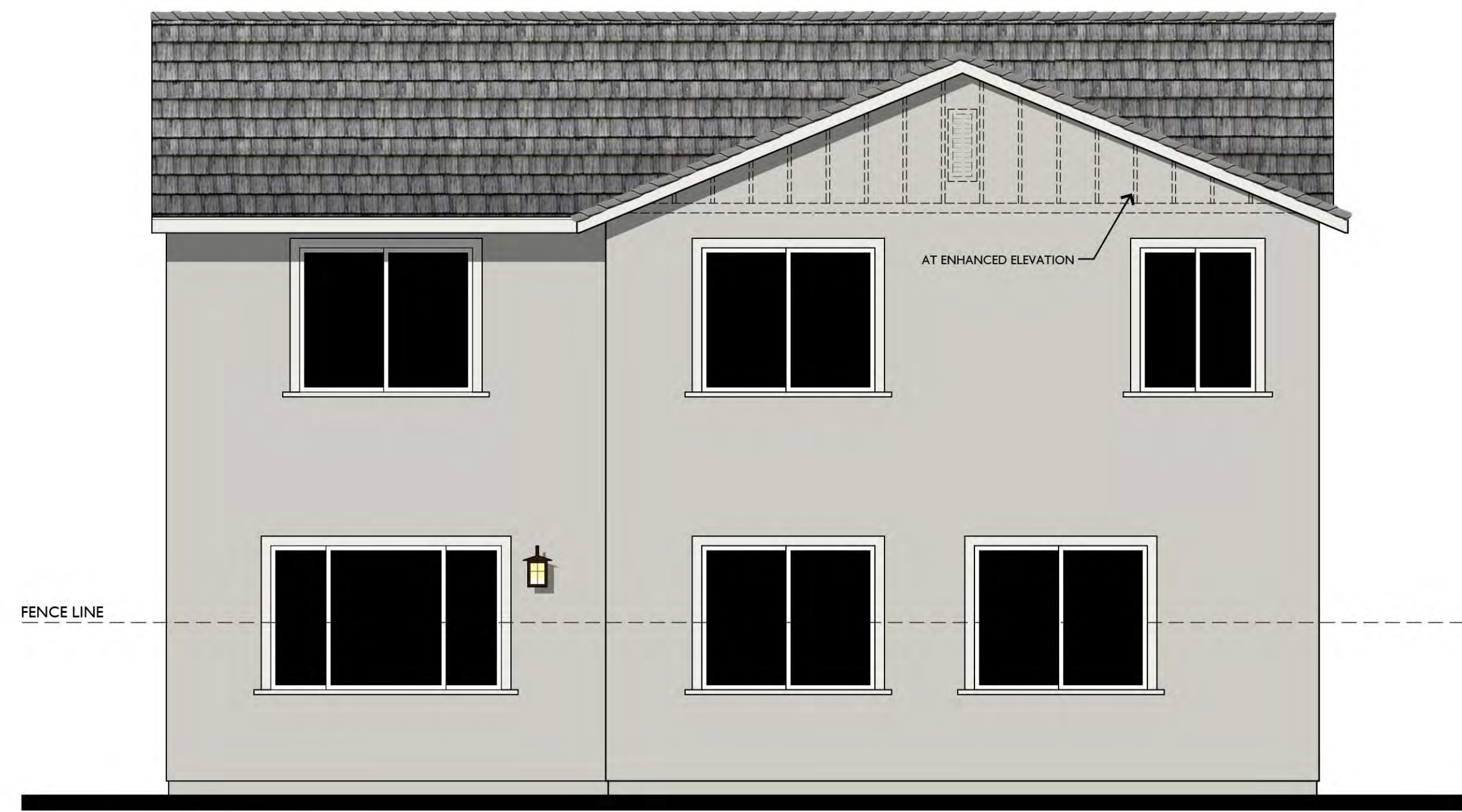


ROOF PLAN

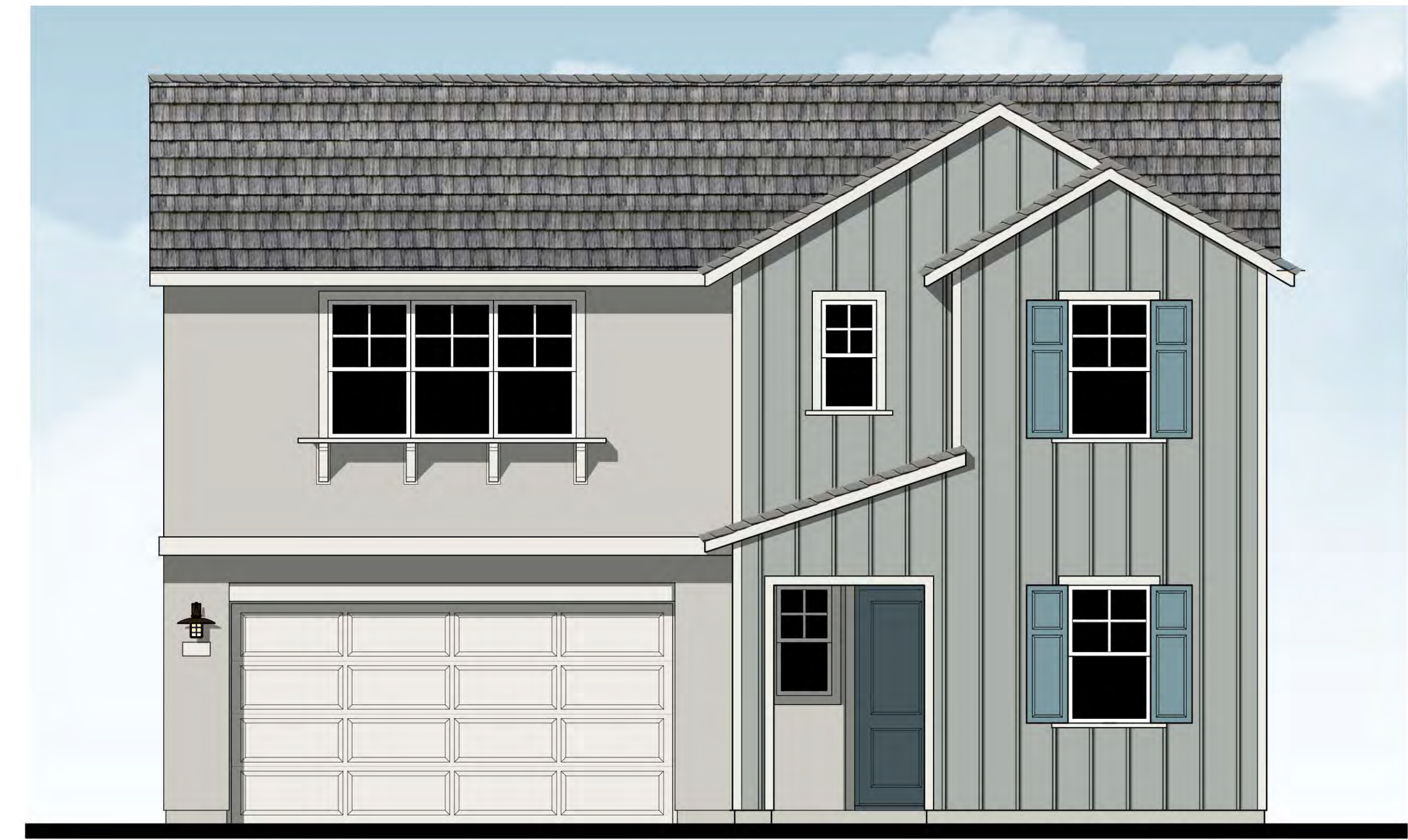
B

PITCH: 5:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

- MATERIAL LEGEND**
- A. CONCRETE FLAT TILE
  - B. GABLE VENT DETAIL
  - C. ROLL UP GARAGE DOOR
  - D. LIGHT FIXTURE
  - E. SAND FINISH STUCCO
  - F. STUCCO OVER FOAM TRIM
  - G. COMPOSITE SHUTTER
  - H. WOOD POST
  - I. WOOD CORBEL
  - J. WOOD / CEMENTITIOUS TRIM
  - K. HORIZONTAL SIDING
  - L. VERTICAL SIDING
  - M. POTSHELF

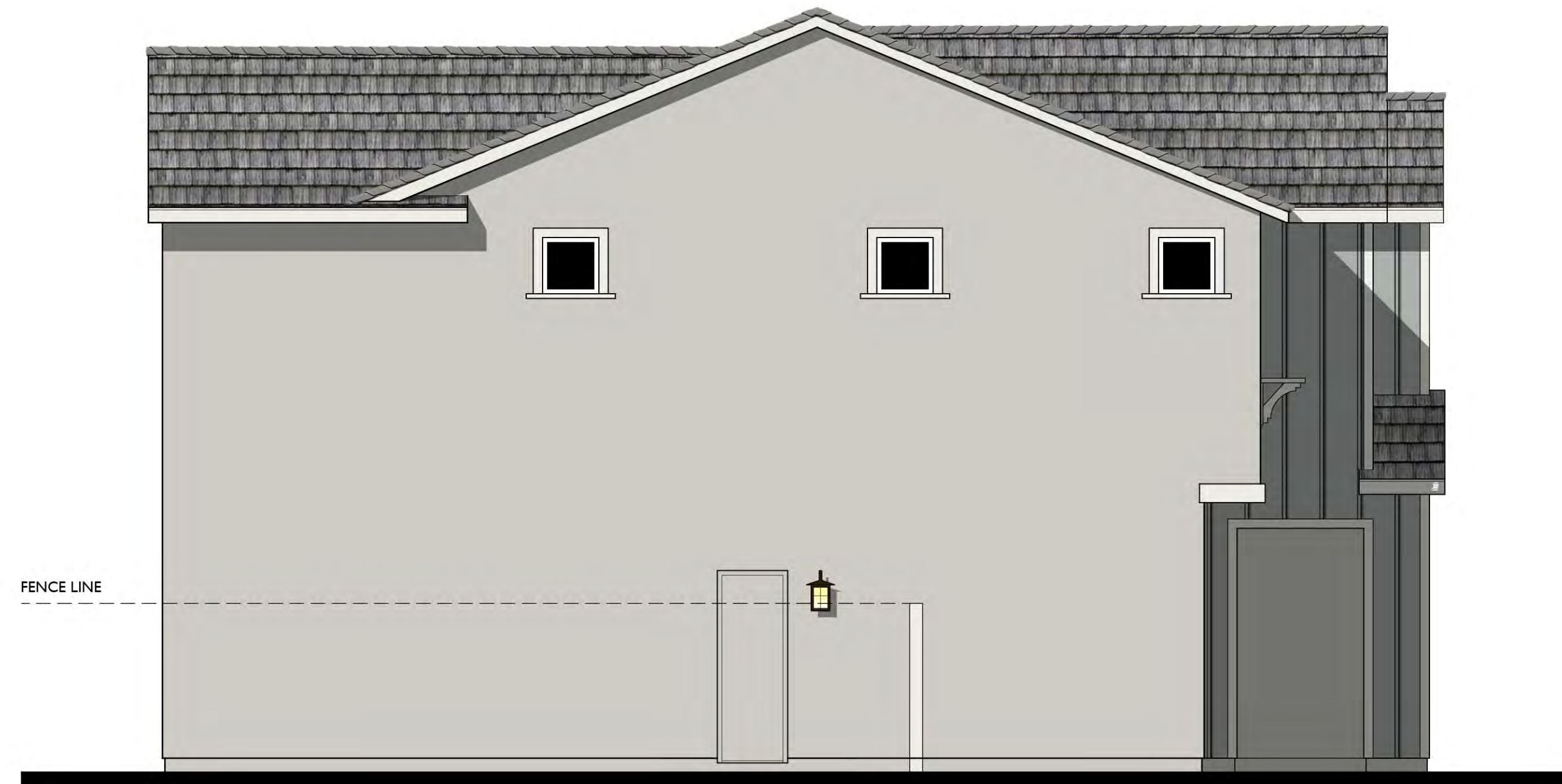


REAR



FRONT

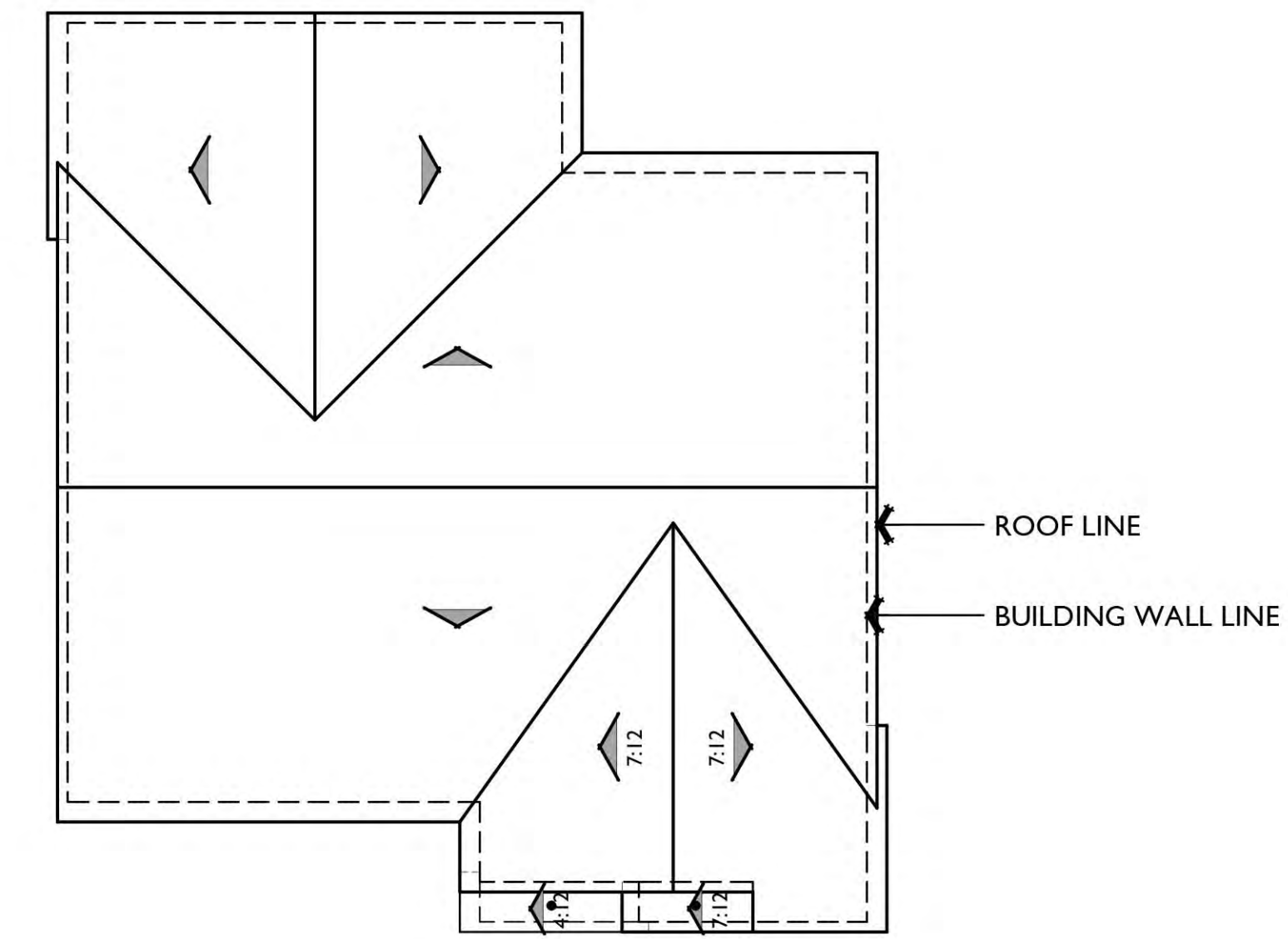
C  
1/4"=1'-0"



LEFT



RIGHT



ROOF PLAN

C

PITCH: 5:12 U.N.O.  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE

**MATERIAL LEGEND**

- A. CONCRETE FLAT TILE
- B. GABLE VENT DETAIL
- C. ROLL UP GARAGE DOOR
- D. LIGHT FIXTURE
- E. SAND FINISH STUCCO
- F. STUCCO OVER FOAM TRIM
- G. COMPOSITE SHUTTER
- H. WOOD POST
- I. WOOD CORBEL
- J. WOOD / CEMENTITIOUS TRIM
- K. HORIZONTAL SIDING
- L. VERTICAL SIDING
- M. POTSHELF



PLAN 3AR

PLAN 2A

PLAN 1B

PLAN 2A

PLAN 3A

FRONT ELEVATION  
 AMERICAN FARMHOUSE  
 BUILDING - 100A (5 PLEX 100A) \*

**MATERIALS LEGEND**

(WHERE OCCURS)

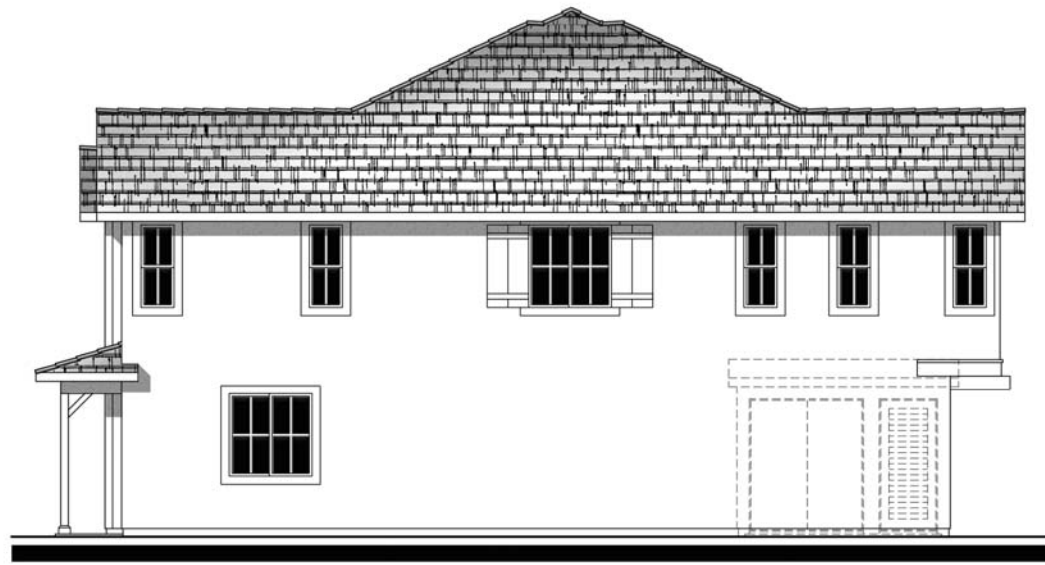
FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE 3" TILE
ROOF EXTENSIONS:	WOOD CORBEL/ KNEE BRACE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
GABLE END:	STUCCO/ BOARD AND BATTEN
WALL:	STUCCO/ BOARD AND BATTEN
WINDOWS:	VINYL W/ GRIDS
SHUTTERS:	SIMULATED WOOD
CORBEL:	SIMULATED WOOD
TRIM:	STUCCO OVER RIGID FOAM/ CEMENTITIOUS-FIBER
PORCH:	WOOD POST AND BEAM/ KNEE BRACE

\* SEE SITE PLAN FOR BUILDING  
 ADA UNIT LOCATIONS.

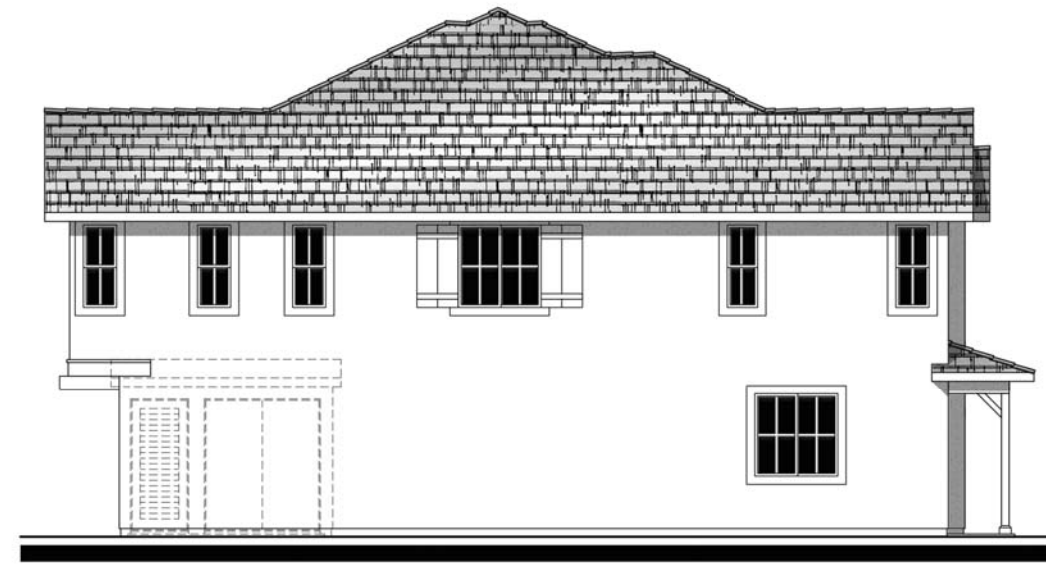
SEE LANDSCAPE PLAN FOR  
 PATIO WALL LOCATIONS.







PLAN 3A  
 PLAN 3A  
 RIGHT ELEVATION



PLAN 3AR  
 PLAN 3AR  
 LEFT ELEVATION



PLAN 3A      PLAN 2A      PLAN 1B      PLAN 2A      PLAN 3AR  
 REAR ELEVATION

AMERICAN FARMHOUSE  
 BUILDING - 100A (5 PLEX 100A) \*

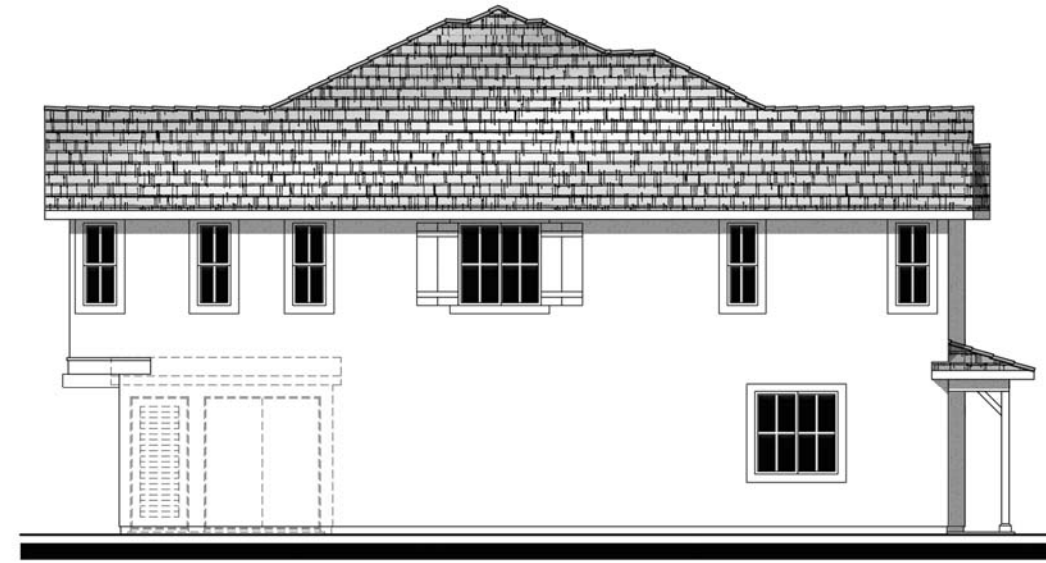
\* SEE SITE PLAN FOR BUILDING  
 ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR  
 PATIO WALL LOCATIONS.





PLAN 3BX  
 PLAN 3BX  
 RIGHT ELEVATION



PLAN 3AR  
 PLAN 3AR  
 LEFT ELEVATION



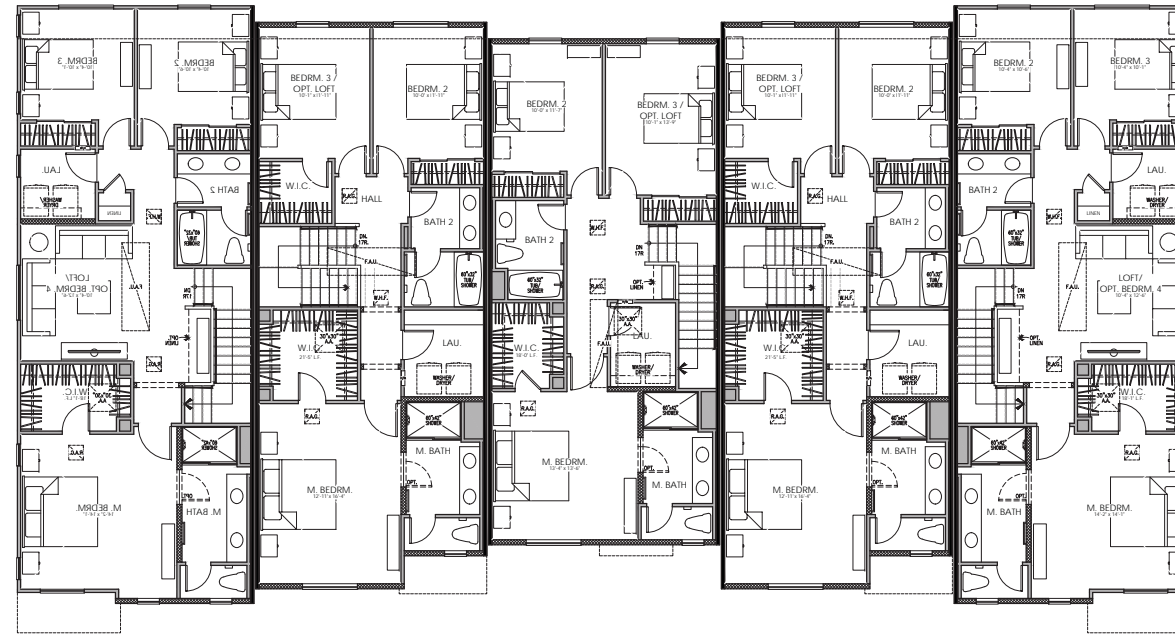
PLAN 3BX      PLAN 2A      PLAN 1B      PLAN 2A      PLAN 3AR  
 PLAN 3BX      PLAN 2A      PLAN 1B      PLAN 2A      PLAN 3AR  
 REAR ELEVATION

AMERICAN FARMHOUSE  
 BUILDING - 100B (5 PLEX 101A) \*

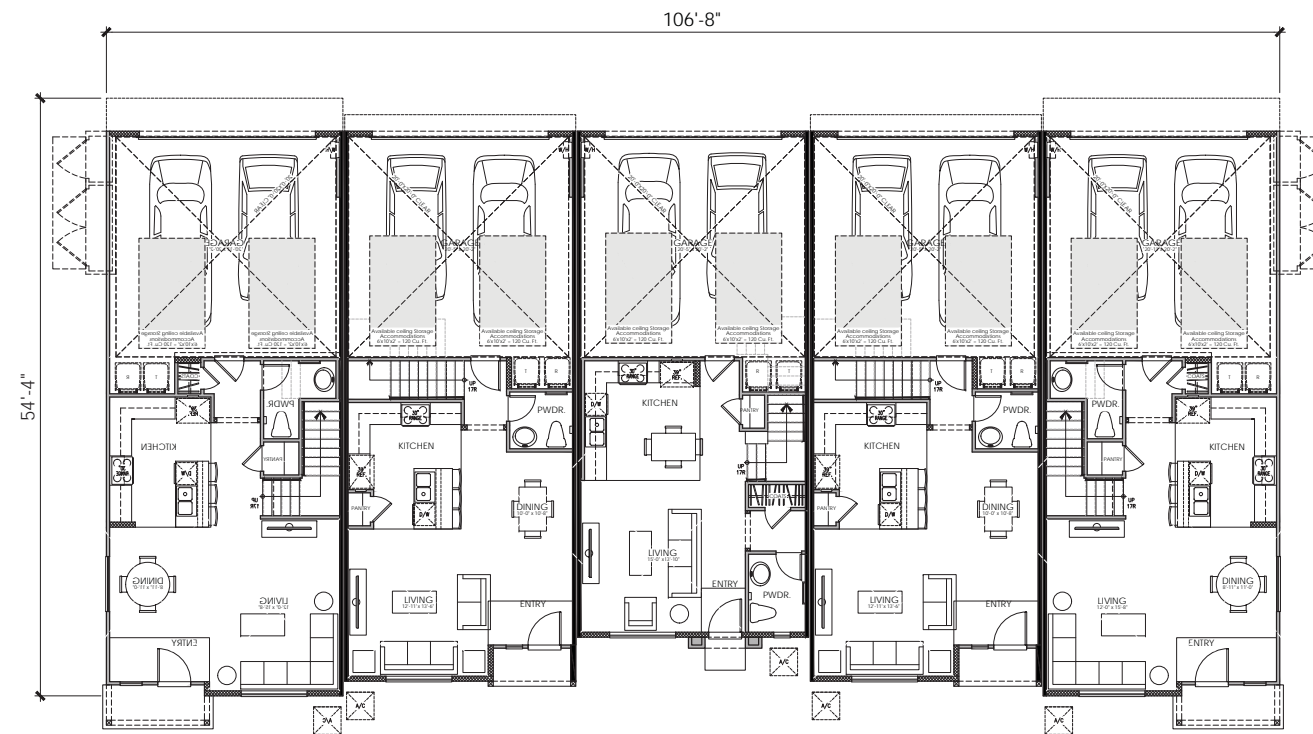
\* SEE SITE PLAN FOR BUILDING  
 ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR  
 PATIO WALL LOCATIONS.





SECOND FLOOR PLAN



**PLAN 3AR**  
1,698 SQ. FT.  
3 BEDROOM/ 2.5 BATH  
LOFT/OPT. BEDRM. 4

**PLAN 2A**  
1,570 SQ. FT.  
3 BEDROOM / 2.5 BATH  
OPT. LOFT

**PLAN 1B**  
1,428 SQ. FT.  
3 BEDROOM/ 2.5 BATH  
OPT. LOFT/OPT. ISLAND

**PLAN 2A**  
1,570 SQ. FT.  
3 BEDROOM / 2.5 BATH  
OPT. LOFT

**PLAN 3A**  
1,698 SQ. FT.  
3 BEDROOM/ 2.5 BATH  
LOFT/OPT. BEDRM. 4

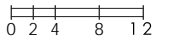
FIRST FLOOR PLAN  
BUILDING - 100A (5 PLEX 100A) \*

\* SEE SITE PLAN FOR BUILDING ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR PATIO WALL LOCATIONS.

SEE LANDSCAPE PLAN FOR PRIVATE OPEN SPACE.

OCCUPANCY: R3/U  
SPRINKLER SYSTEM: NFPA 13D  
CONSTRUCTION: VB





PLAN 3AR

PLAN 2A

PLAN 1A

PLAN 2A

PLAN 3AX

FRONT ELEVATION  
CALIFORNIA RANCH  
BUILDING - 100E (5 PLEX 101B) \*

**MATERIALS LEGEND**  
(WHERE OCCURS)

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE FLAT TILE
ROOF EXTENSIONS:	WOOD CORBEL/ KNEE BRACE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
GABLE END:	WOOD CORBEL/ LAP SIDING
WALL:	STUCCO/ LAP SIDING
WINDOWS:	VINYL W/ GRIDS
SHUTTERS:	SIMULATED WOOD
CORBEL:	SIMULATED WOOD
POT SHELF	SIMULATED WOOD
TRIM:	STUCCO OVER RIGIDFOAM/ CEMENTITIOUS-FIBER
PORCH:	WOOD POST AND BEAM

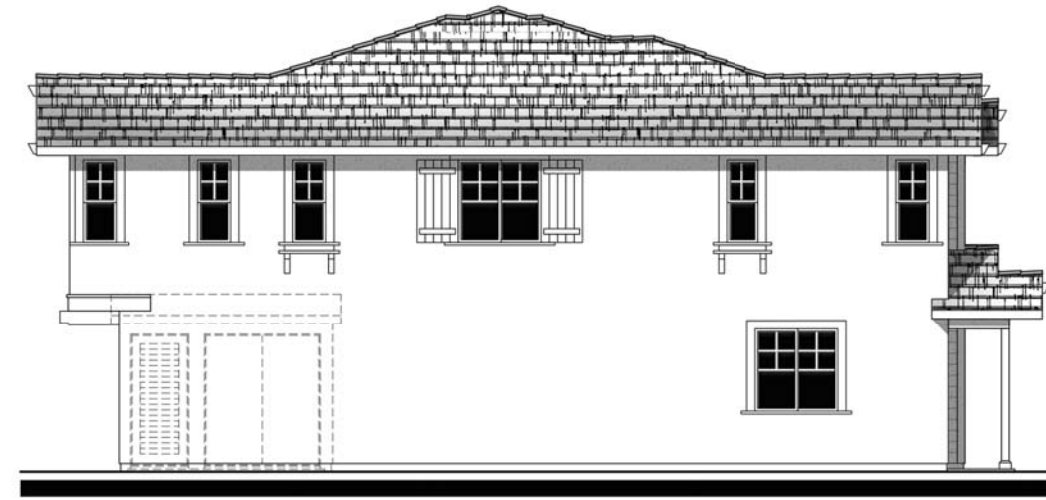
\* SEE SITE PLAN FOR BUILDING  
ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR  
PATIO WALL LOCATIONS.





PLAN 3AX  
RIGHT ELEVATION



PLAN 3AR  
LEFT ELEVATION



PLAN 3AX      PLAN 2A      PLAN 1A      PLAN 2A      PLAN 3AR  
REAR ELEVATION

CALIFORNIA RANCH  
BUILDING - 100E (5 PLEX 101B) \*

\* SEE SITE PLAN FOR BUILDING  
ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR  
PATIO WALL LOCATIONS.





PLAN 3AX  
RIGHT ELEVATION



PLAN 3AXR  
LEFT ELEVATION



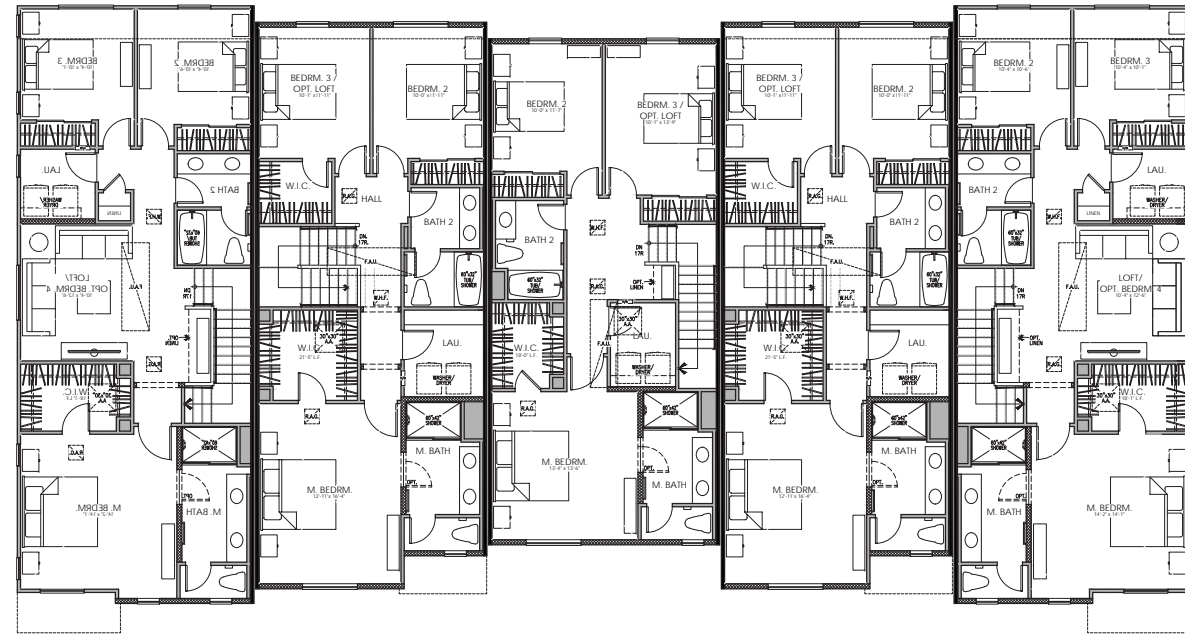
PLAN 3AX      PLAN 2A      PLAN 1A      PLAN 2A      PLAN 3AXR  
REAR ELEVATION

CALIFORNIA RANCH  
BUILDING - 100F (5 PLEX 102B) \*

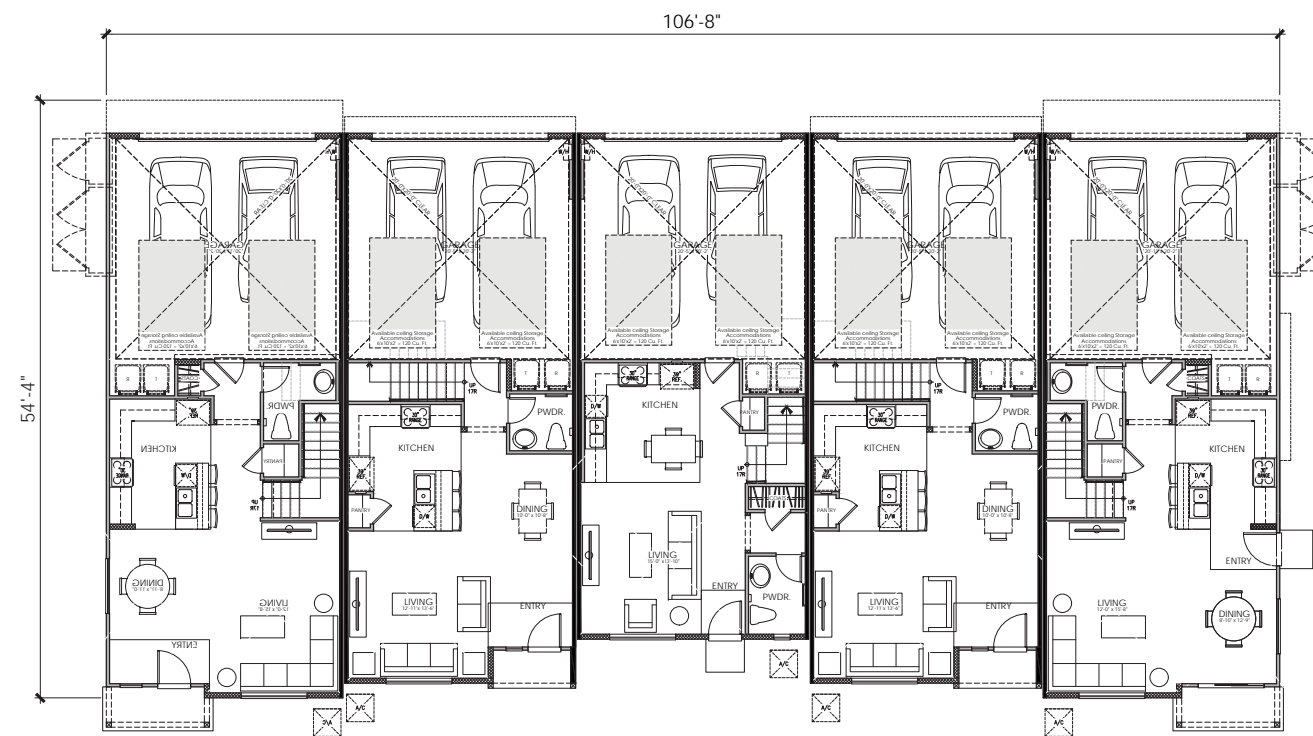
\* SEE SITE PLAN FOR BUILDING  
ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR  
PATIO WALL LOCATIONS.





SECOND FLOOR PLAN



**PLAN 3AR**  
1,698 SQ. FT.  
3 BEDROOM/ 2.5 BATH  
LOFT/OPT. BEDRM. 4

**PLAN 2A**  
1,570 SQ. FT.  
3 BEDROOM / 2.5 BATH  
OPT. LOFT

**PLAN 1A**  
1,428 SQ. FT.  
3 BEDROOM/ 2.5 BATH  
OPT. LOFT/OPT. ISLAND

**PLAN 2A**  
1,570 SQ. FT.  
3 BEDROOM / 2.5 BATH  
OPT. LOFT

**PLAN 3AX**  
1,698 SQ. FT.  
3 BEDROOM/ 2.5 BATH  
LOFT/OPT. BEDRM. 4

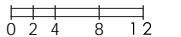
FIRST FLOOR PLAN  
BUILDING - 100E (5 PLEX 101B) \*

\* SEE SITE PLAN FOR BUILDING ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR PATIO WALL LOCATIONS.

SEE LANDSCAPE PLAN FOR PRIVATE OPEN SPACE.

OCCUPANCY: R3/U  
SPRINKLER SYSTEM: NFPA 13D  
CONSTRUCTION: VB





PLAN 3AR

PLAN 2A

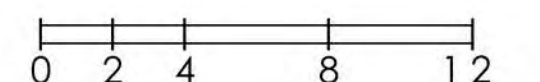
PLAN 1B

PLAN 2A

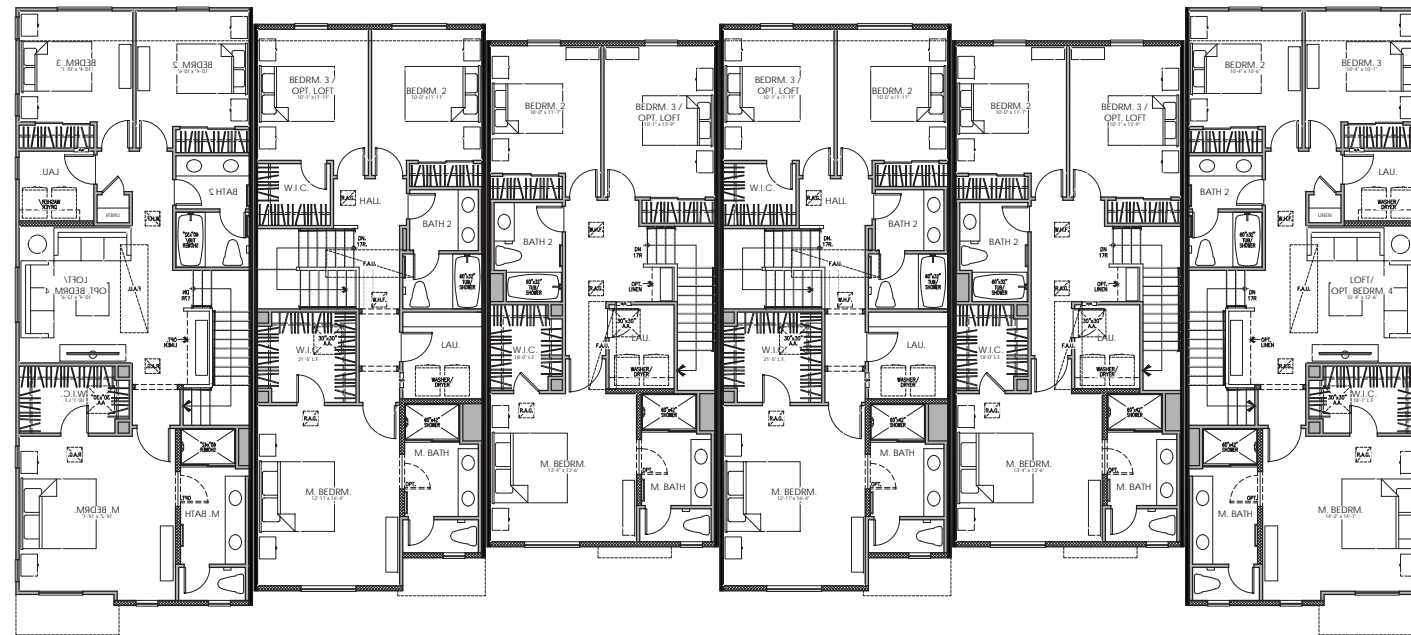
PLAN 1B

PLAN 3A

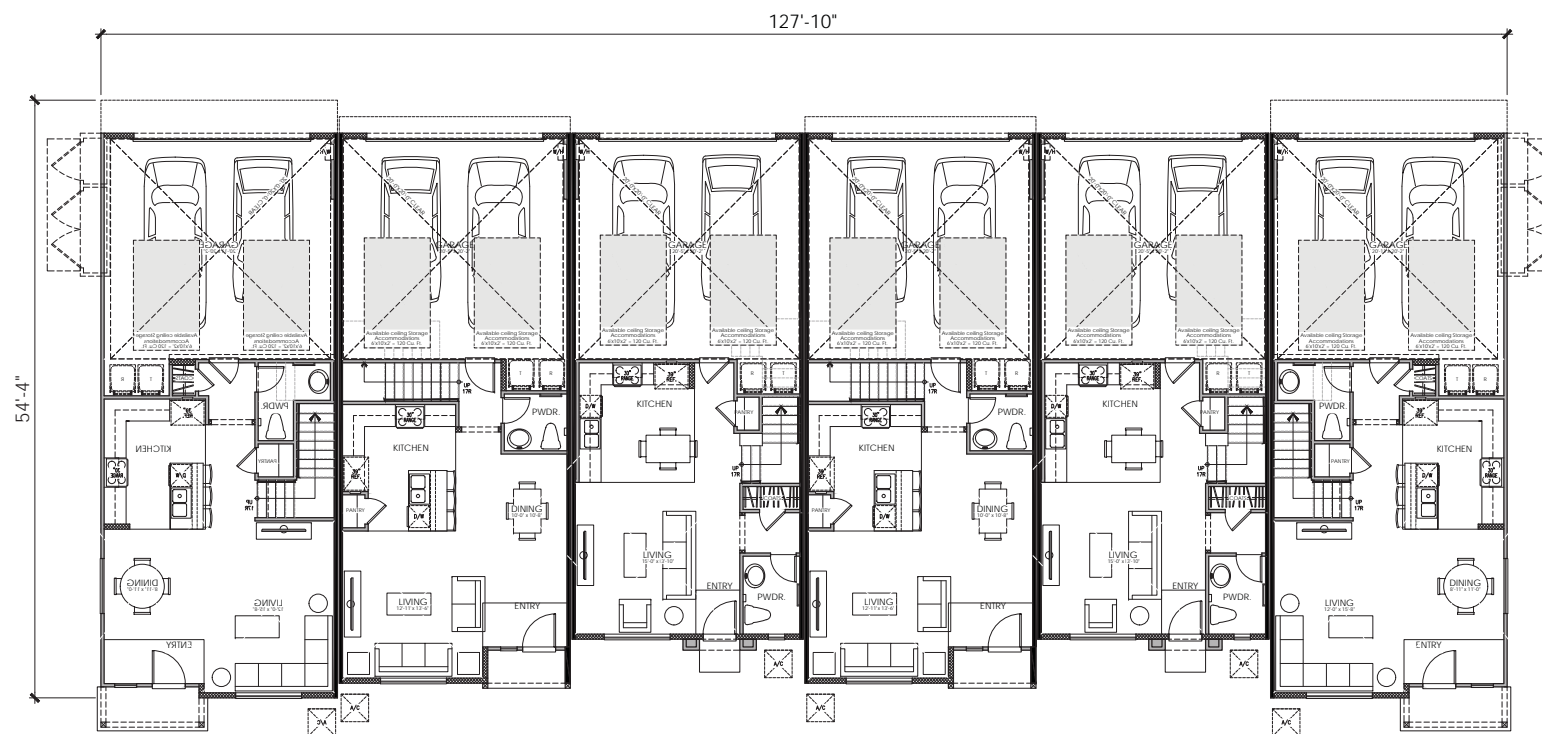
COLOR SCHEME 8  
 FRONT ELEVATION  
 AMERICAN FARMHOUSE  
 BUILDING - 200A (6 PLEX 200A) \*







SECOND FLOOR PLAN



PLAN 3AR  
1,698 SQ. FT.  
3 BEDROOM / 2.5 BATH  
LOFT/OPT. BEDRM. 4

PLAN 2A  
1,570 SQ. FT.  
3 BEDROOM / 2.5 BATH  
OPT. LOFT

PLAN 1B  
1,428 SQ. FT.  
3 BEDROOM / 2.5 BATH  
OPT. LOFT/OPT. ISLAND

PLAN 2A  
1,570 SQ. FT.  
3 BEDROOM / 2.5 BATH  
OPT. LOFT

PLAN 1B  
1,428 SQ. FT.  
3 BEDROOM / 2.5 BATH  
OPT. LOFT/OPT. ISLAND

PLAN 3A  
1,698 SQ. FT.  
3 BEDROOM / 2.5 BATH  
LOFT/OPT. BEDRM. 4

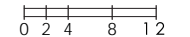
FIRST FLOOR PLAN  
BUILDING - 200A (6 PLEX 200A) \*

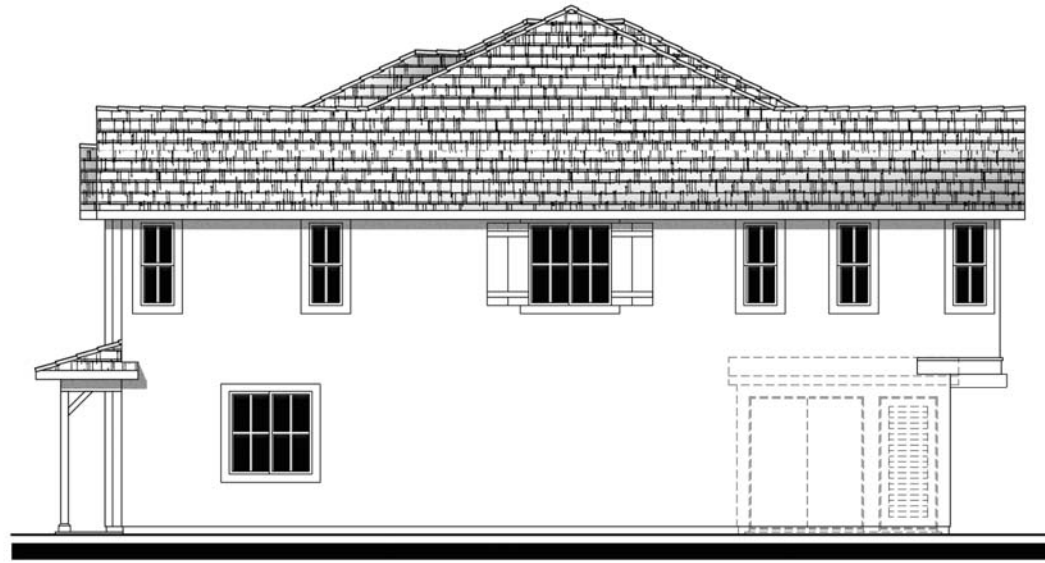
\* SEE SITE PLAN FOR BUILDING ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR PATIO WALL LOCATIONS.

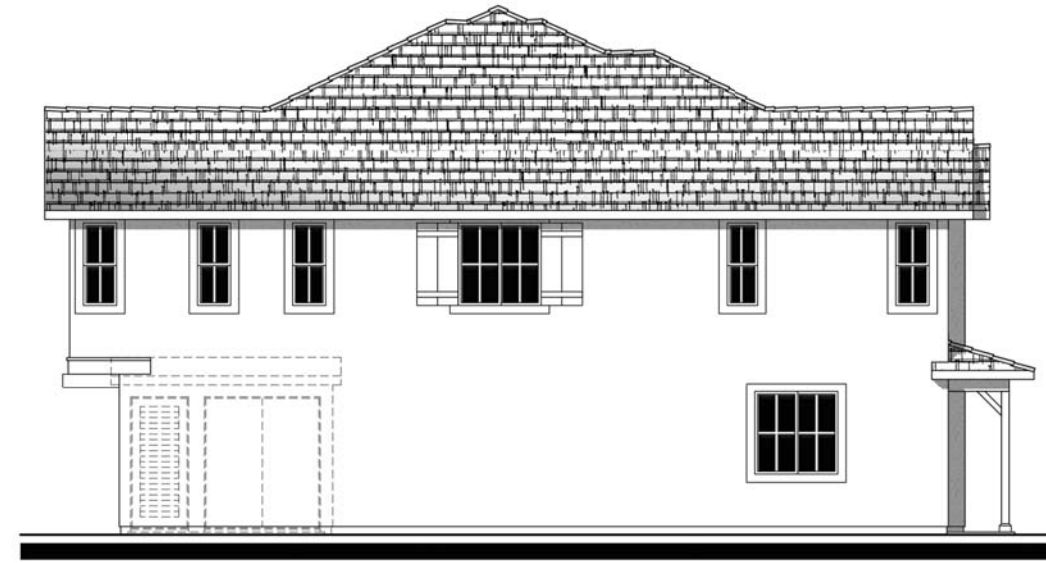
SEE LANDSCAPE PLAN FOR PRIVATE OPEN SPACE.

OCCUPANCY: R3/U  
SPRINKLER SYSTEM: NFPA 13D  
CONSTRUCTION: VB





PLAN 3A  
 PLAN 3A  
 RIGHT ELEVATION



PLAN 3AR  
 LEFT ELEVATION



PLAN 3A      PLAN 1B      PLAN 2A      PLAN 1B      PLAN 2A      PLAN 3AR  
 PLAN 3A      PLAN 1B      PLAN 2A      PLAN 1B      PLAN 2A      PLAN 3AR  
 REAR ELEVATION

AMERICAN FARMHOUSE  
 BUILDING - 200A (6 PLEX 200A) \*

\* SEE SITE PLAN FOR BUILDING  
 ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR  
 PATIO WALL LOCATIONS.





PLAN 3BX  
RIGHT ELEVATION



PLAN 3BXR  
LEFT ELEVATION



PLAN 3BX

PLAN 1B

PLAN 2A

PLAN 1B

PLAN 2A

PLAN 3BXR

REAR ELEVATION

AMERICAN FARMHOUSE  
BUILDING - 200C (6 PLEX 202A) \*

\* SEE SITE PLAN FOR BUILDING  
ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR  
PATIO WALL LOCATIONS.





PLAN 3AR

PLAN 2A

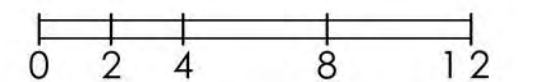
PLAN 1A

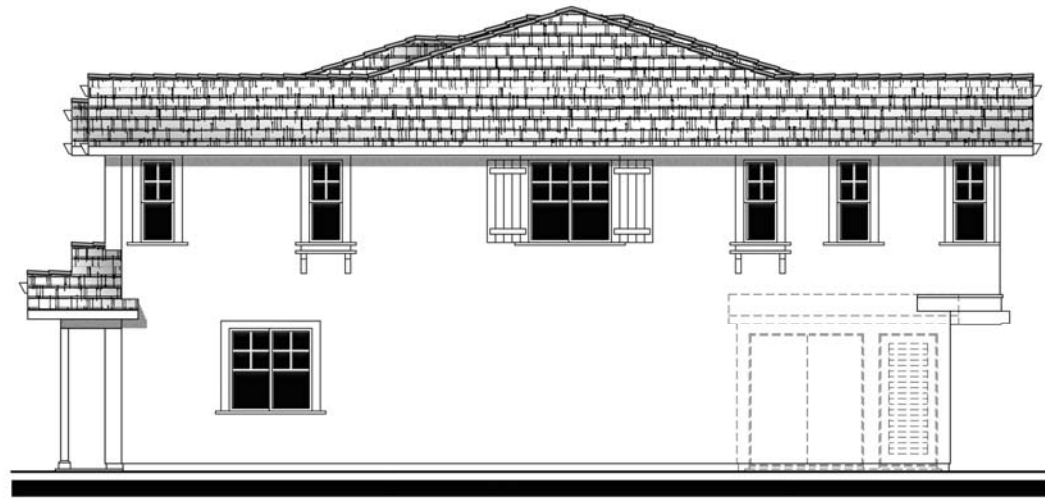
PLAN 2A

PLAN 1A

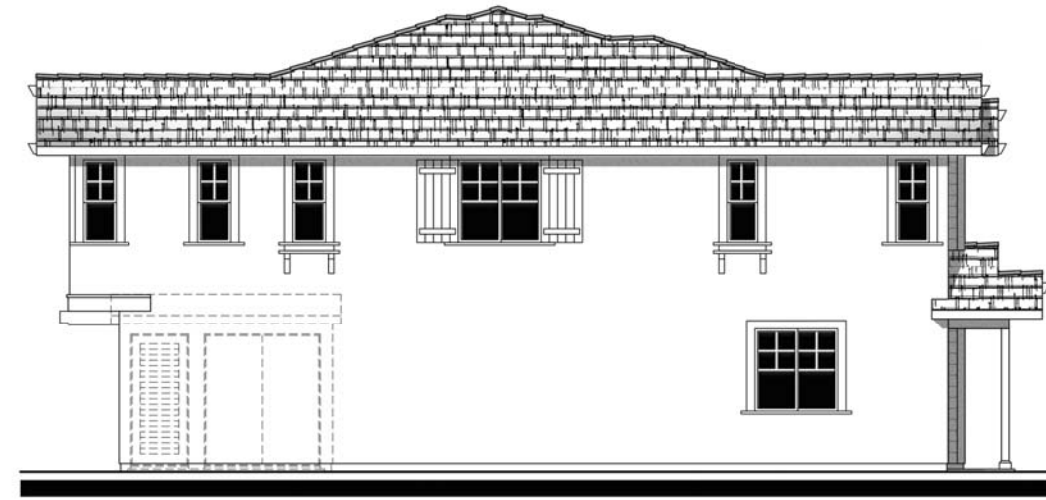
PLAN 3A

COLOR SCHEME 5  
 FRONT ELEVATION  
 CALIFORNIA RANCH  
 BUILDING - 200D (6 PLEX 200B) \*





PLAN 3A  
RIGHT ELEVATION



PLAN 3AR  
LEFT ELEVATION



PLAN 3A      PLAN 1A      PLAN 2A      PLAN 1A      PLAN 2A      PLAN 3AR  
REAR ELEVATION

CALIFORNIA RANCH  
BUILDING - 200D (6 PLEX 200B) \*

\* SEE SITE PLAN FOR BUILDING  
ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR  
PATIO WALL LOCATIONS.





PLAN 3AX  
RIGHT ELEVATION



PLAN 3AXR  
LEFT ELEVATION



PLAN 3AX

PLAN 1A

PLAN 2A

PLAN 1A

PLAN 2A

PLAN 3AXR

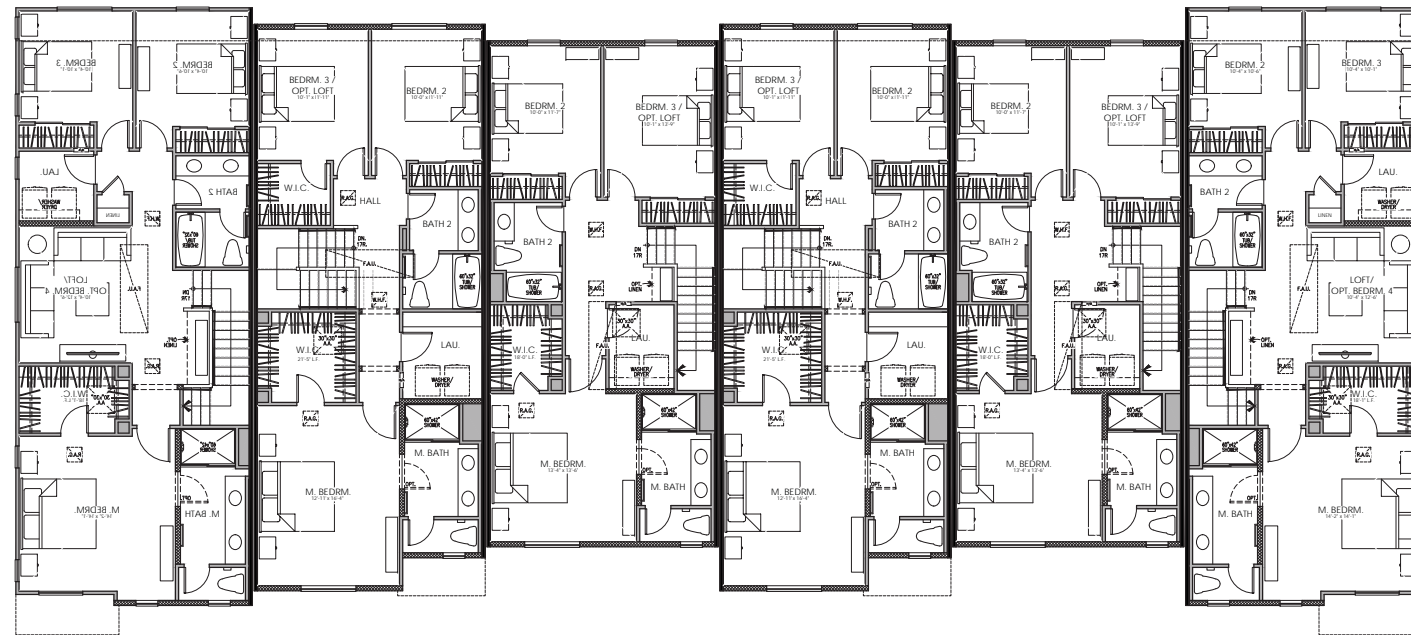
REAR ELEVATION

CALIFORNIA RANCH  
BUILDING - 200F (6 PLEX 202B) \*

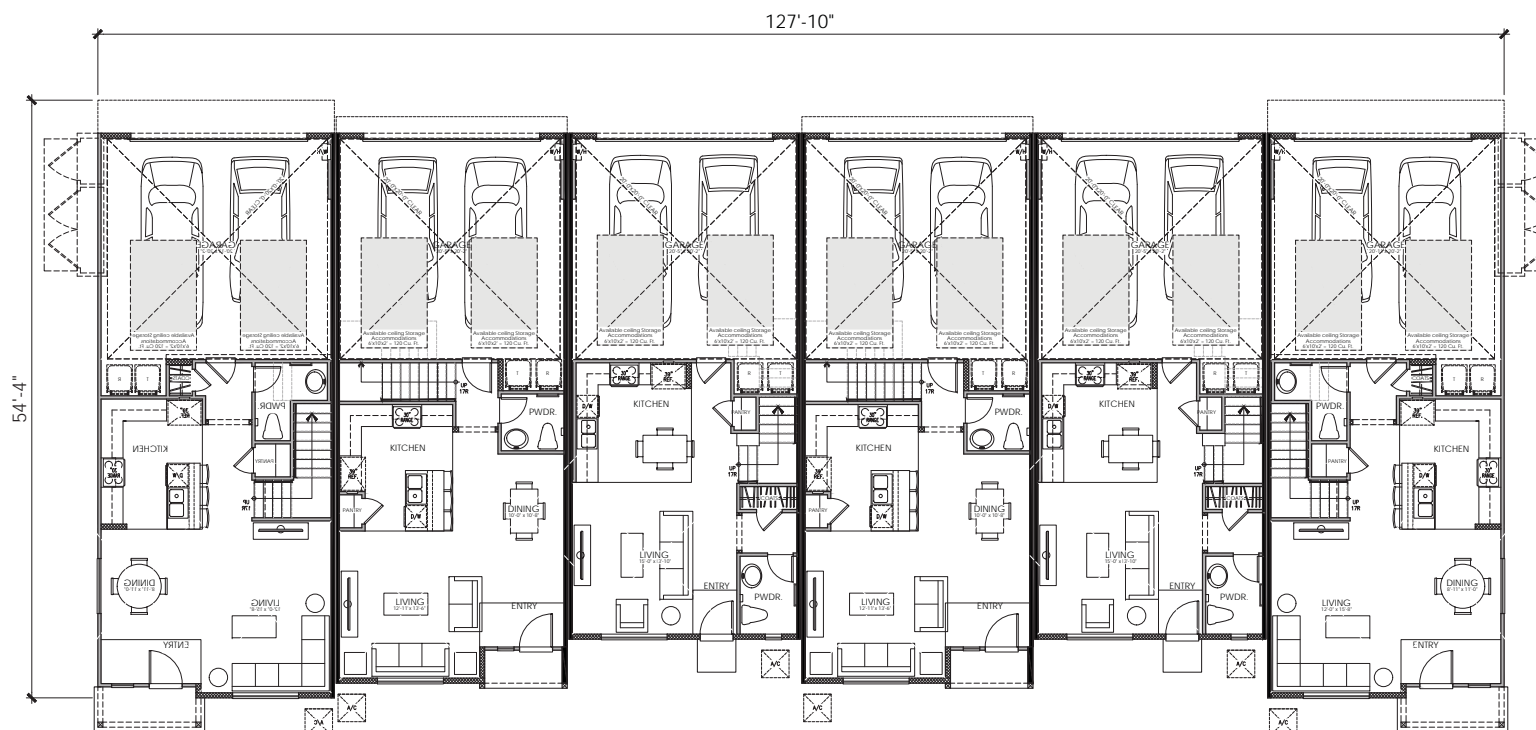
\* SEE SITE PLAN FOR BUILDING  
ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR  
PATIO WALL LOCATIONS.





SECOND FLOOR PLAN



PLAN 3AR 1,698 SQ. FT. 3 BEDROOM / 2.5 BATH LOFT/OPT. BEDRM. 4	PLAN 2A 1,570 SQ. FT. 3 BEDROOM / 2.5 BATH OPT. LOFT	PLAN 1A 1,428 SQ. FT. 3 BEDROOM / 2.5 BATH OPT. LOFT/OPT. ISLAND	PLAN 2A 1,570 SQ. FT. 3 BEDROOM / 2.5 BATH OPT. LOFT	PLAN 1A 1,428 SQ. FT. 3 BEDROOM / 2.5 BATH OPT. LOFT/OPT. ISLAND	PLAN 3A 1,698 SQ. FT. 3 BEDROOM / 2.5 BATH LOFT/OPT. BEDRM. 4
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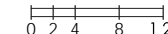
FIRST FLOOR PLAN  
BUILDING - 200D (6 PLEX 200B) \*

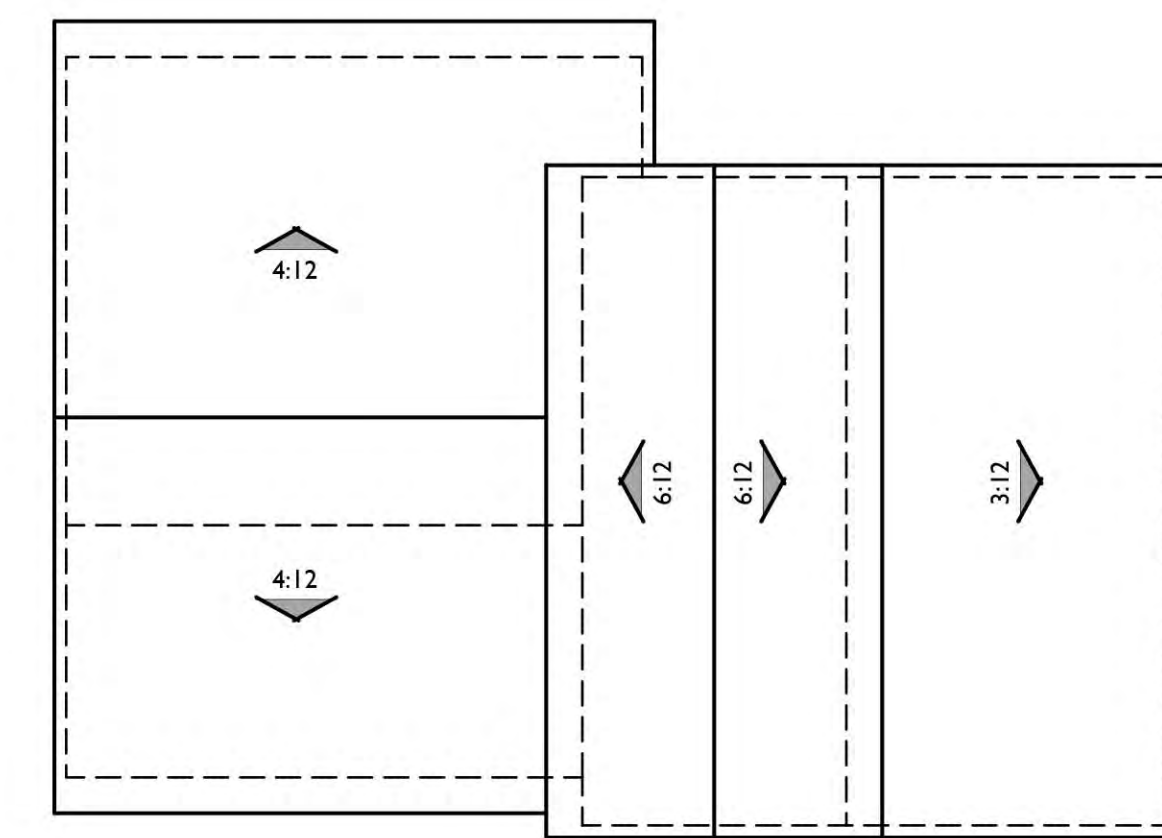
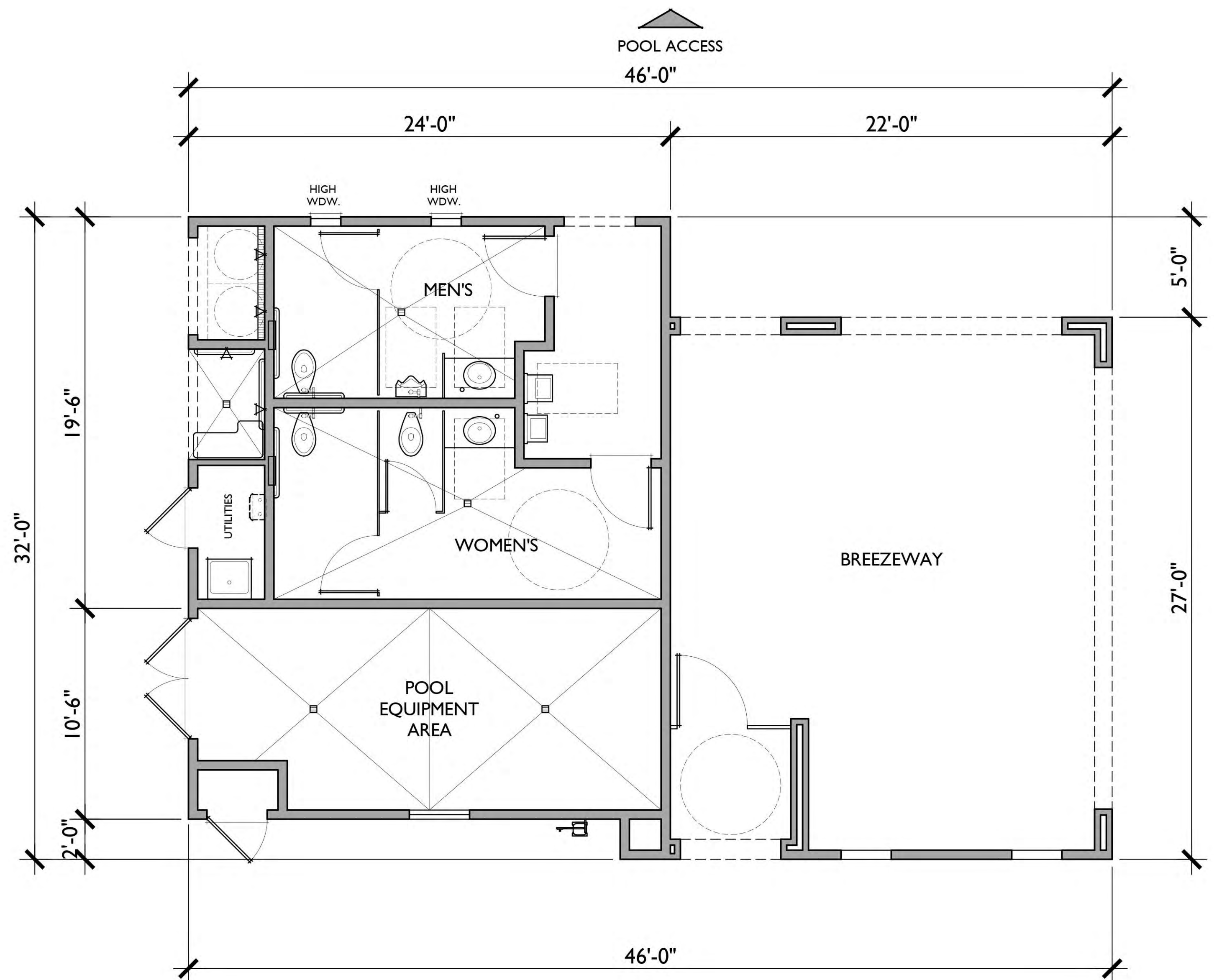
\* SEE SITE PLAN FOR BUILDING ADA UNIT LOCATIONS.

SEE LANDSCAPE PLAN FOR PATIO WALL LOCATIONS.

SEE LANDSCAPE PLAN FOR PRIVATE OPEN SPACE.

OCCUPANCY: R3/U  
SPRINKLER SYSTEM: NFPA 13D  
CONSTRUCTION: VB





**ROOF PLAN**

RAKE: 6"  
EAVE: 18"  
ROOF MATERIAL: COMPOSITION SHINGLE

**POOL BUILDING**

FLOOR AREA TABLE	
RESTROOMS/ SHOWERS	362 SQ. FT.
BREEZEWAY	594 SQ. FT.
POOL EQUIPMENT / UTILITIES	280 SQ. FT.
<b>TOTAL BUILDING</b>	<b>1,234 SQ. FT.</b>

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

04.14.21



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV20-030, A DEVELOPMENT PLAN TO CONSTRUCT 224 DWELLINGS, INCLUDING 87 SINGLE-FAMILY AND 137 MULTIPLE-FAMILY DWELLINGS, ON 21.10 ACRES OF LAND LOCATED AT THE NORTHEAST CORNER OF EAST EDISON AND SOUTH MILL CREEK AVENUES, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0218-211-12.

WHEREAS, Shea Homes ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV20-030, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 21.10 acres of land generally located northeast corner of East Edison and South Mill Creek Avenues, within the Standalone Residential Overlay of the Rich Haven Specific Plan, and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Mixed-Use Overlay of the Rich-Haven Specific Plan and is vacant. The property to the east is within the Standalone Residential Overlay of the Rich-Haven Specific Plan and is vacant. The property to the south is within Planning Area 1 (RD-7, SFR 50'-wide lots) land use district of the Esperanza Specific Plan and is developed with agriculture and dairy uses. The property to the west is within the Standalone Residential Overlay of the Rich-Haven Specific Plan and is vacant; and

WHEREAS, on March 23, 2021, the Planning Commission approved related Tentative Tract Map 20265 (File No. PMTT19-006) to subdivide 21.10 gross acres of the southerly portion of PM 19725 into 111 numbered lots and 36 lettered lots; and

WHEREAS, on December 17, 2020, the Applicant submitted a Development Plan application to construct the Project, including 87 single-family dwelling units and 137 multiple-family dwelling units, along with associated recreation and landscape areas; and

WHEREAS, two product types are proposed, including cluster courtyard homes (single-family homes) and row-town homes (multi-family homes); and

WHEREAS, the applicant has proposed a Farmhouse architectural theme to utilized for the entire project site; and

WHEREAS, the cluster product includes four distinct two-story floor plans, each with three variations on the Farmhouse architectural style. The row-town product includes five-plex and six-plex buildings, with two variations on the Farmhouse architectural style,

three unique floor plans, and minor modifications to allow for architectural enhancements where required; and

WHEREAS, the Project will include landscaped parkways and paseos, a 38-foot wide neighborhood edge located within a 100-foot wide SCE easement on the westerly portion of the Project boundary, and a 1.5-acre recreation amenity. The recreation amenity will include a linear walking path that will connect the neighborhood edge to a larger park with recreational facilities for a pool and spa, cabana, barbeque, and picnic and play equipment; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 (hereinafter referred to as "CEQA"); and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-004, the Rich-Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007. 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. The previously adopted mitigation measures shall be a condition of project approval, and are incorporated herein by this reference; 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 April 19, 2021, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB21-018, recommending that the Planning Commission approve the Application; and

WHEREAS, on April 27, 2021, 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: 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 administrative record has been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(2) The environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-004, the Rich-Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007. 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. The previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by this reference.

**SECTION 2: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Planning Commission finds that based on 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. The project site is 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, and with approval of the related Specific Plan Amendment (File No. PSPA19-006) the proposed project will be consistent with the number of dwelling units and density (minimum 14 dwelling units per acre) within Planning Area 8A, as specified in the Available Land Inventory.

**SECTION 3: *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 (“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 4: *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 through 3, 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 Mixed Use (MU-NMC East) and Open Space Non-Recreational (OS-NR) land use districts of the Policy Plan Land Use Map, and the Standalone Residential Overlay zoning district of the Rich-Haven Specific Plan. 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; and

(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 Standalone Residential Overlay zoning district of the Rich-Haven Specific Plan, including standards relative to the particular land use proposed (single- and multiple-family dwellings), 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; and

(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 Planning Commission has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Rich-Haven Specific Plan 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, and the Rich-Haven Specific Plan. The Project will complement and improve upon the quality of existing development in the vicinity of the Project site. The Project site is currently vacant, and the proposed development will provide additional housing options to the greater Ontario community, as well as recreational facilities for the neighborhood; and

(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 Rich-Haven Specific Plan 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 (single- and multiple-family dwellings). As a result of this review, the Planning Commission 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 Rich-Haven Specific Plan.

**SECTION 5: *Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 4, 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 6: *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 7: *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 8: *Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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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 27th day of April, 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore



**ATTACHMENT A to the Resolution:**  
**File No. PDEV20-030**  
**Departmental Conditions of Approval**

*(Departmental conditions of approval to 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*

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**Meeting Date:** April 27, 2021  
**File No:** PDEV20-030  
**Related Files:** PMTT19-006 (TTM 20265)

**Project Description:** A Development Plan to construct 224 dwellings, including 87 single-family and 137 multiple-family dwellings, on 21.10 acres of land located at the northeast corner of East Edison and South Mill Creek Avenues. (APN: 0218-211-12); **submitted by Shea Homes**

**Prepared By:** Alexis Vaughn, Assistant Planner  
Phone: 909.395.2416 (direct)  
Email: [avaughn@ontarioca.gov](mailto:avaughn@ontarioca.gov)

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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. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions) and the Rich-Haven Specific Plan. All walls visible to public rights-of-way and cluster court drive aisles shall be constructed of six-foot-high decorative block on the public side of the wall.

**2.5**     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)     All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space. Each cluster court driveway shall also receive an enhanced pavement treatment.

(c)     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.

(d)     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.

**2.6**     Site Lighting.

(a)     All recreational facilities and 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.

**2.7** 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.

**2.8** Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

**2.9** Signs. All Project signage and monumentation shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

**2.10** Sound Attenuation. 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). All recommendations of the Final Acoustical Report, completed for Shea Homes by LSA in March 2021, on file with the Planning Department, shall be incorporated into the project's construction documents.

**2.11** 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.

**2.12** Disclosure Statements.

(a) A copy of the Public Report from the Department of Real Estate, prepared for the subdivision pursuant to Business and Professions Code Section 11000 et seq., shall be provided to each prospective buyer of the residential units and shall include a statement to the effect that:

(i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

(ii) Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.

(iii) The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.

(iv) This tract is part of a Landscape Maintenance District. The homeowner(s) will be assessed through their property taxes for the continuing maintenance of the district.

**2.13** Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-004, the Rich-Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007. 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. The previously adopted mitigation measures shall be a condition of project approval, 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** 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.

**2.15** 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.

**2.16** Additional Requirements.

**(a)** The applicant shall work with the Planning Department in Plan Check to finalize all project details, including but not limited to, architecture, enhanced elevations, setbacks, color schemes, landscaping and planting palettes, and park amenities.

**(b)** All units and buildings with elevations facing or predominantly visible from public rights-of-way, paseos, parks, or other public areas shall be provided with enhancements such as pop-outs, shutters, siding, etc. in a design appropriate to the elevation's architecture. These areas include the public streets to the north and east of the project site, the SCE easement to the west of the project site, the private streets interior to the project site, the linear park and recreational facilities throughout the project site, and the walking paseos throughout the project site. The applicant shall work with staff in Plan Check to finalize the enhanced elevations schedule.

**(c)** All windows shall be provided with 360-degree trim, or else a minimum two-inch recess as appropriate to the architectural style.

**(d)** All window trim occurring at siding or stone shall be of wood or fiber cement material.

**(e)** All building setbacks shall be shown on Plan Check submittals, including front, side, rear, patio, and garage setbacks.

**(f)** All terms of the related Development Agreement (File No. PDA16-003), undergoing an amendment as a result of this project, shall be followed, including, but not limited to, utilities, maintenance, and Development Impact Fees. Additionally, all required parkland fees shall be paid prior to the building permit issuance of the 100<sup>th</sup> unit.

**(g)** All terms of the related Tentative Tract Map (File No. PMTT19-006) shall be followed.

**(h)** Development Plan (File No. PDEV20-030) approval is contingent on City Council approval of the proposed amendments to the Rich Haven Specific Plan (File Nos. PGPA19-005 and PSPA19-006) and of the related amendments to the Development Agreement (File No. PDA16-003), and approval of the Final Map (File No. PMTT19-006) by City Council.



# CITY OF ONTARIO MEMORANDUM

## 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)

**PROJECT ENGINEER:** Michael Bhatanawin, P.E. (909) 395-2130

**PROJECT PLANNER:** Alexis Vaughn (909) 395-2416

**DAB MEETING DATE:** April 19, 2021

**PROJECT NAME/DESCRIPTION:** PDEV20-030, a Development Plan to construct 224 dwellings, including 87 single-family dwellings and 137 multiple-family dwellings on 21.1 acres of land, within the Stand Alone Residential Overlay land use district of the Rich Haven Specific Plan

**LOCATION:** Northeast corner of Edison Avenue and Mill Creek Avenue

**APPLICANT:** Shea Homes

**REVIEWED BY:**  4-9-21  
Raymond Lee, P.E. Date  
Assistant City Engineer

**APPROVED BY:**  4-9-21  
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 LISTED BELOW. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

1. This project shall comply with the conditions of approval for TM-20265 (PMTT19-006) approved by DAB on March 15, 2021.
2. Water Service: Provide water service(s) for the park with a back-flow device(s) per city's standards specifically for the proposed park(s) – Lot B, C and D.
3. Sewer Lateral: Provide sewer lateral for the park, specifically Lot D.
4. Recycled Water Service: Provide recycled water service for irrigation use, specifically for the proposed park(s) – Lot B, C and D.
5. Trash Enclosure: Provide a trash enclosure area for the three auto-can for the proposed park (Lot D).



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Alexis Vaughn, Assistant Planner  
Planning Department

**FROM:** Mike Gerken, Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** January 13, 2021

**SUBJECT:** PDEV20-030 - A Development Plan approval to construct 224 total dwellings consisting of 87 single-family dwellings and 137 attached multi-family dwellings on approximately 21.1 acres of land located at the northeast corner of Edison Ave and Mill Creek Ave, within the Stand Alone Residential Overlay land use district of the Rich Haven Specific Plan (APN(s): 0218-211-12). Related File(s): PMTT19-006.

- 
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply, as stated below.
- 

### **SITE AND BUILDING FEATURES:**

- A. 2019 CBC Type of Construction: Type V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 2
- E. Total Square Footage: Varies, 2,071 Sq. Ft. to 2,528 Sq. Ft. Per Unit
- F. 2019 CBC Occupancy Classification(s): R-3



## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

- ☒ 1.1 The following are the Ontario Fire Department (“Fire Department”) requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards (“Standards.”) It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ontarioca.gov/Fire/Prevention](http://www.ontarioca.gov/Fire/Prevention).
- ☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

### **2.0 FIRE DEPARTMENT ACCESS**

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- ☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- ☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

### **3.0 WATER SUPPLY**

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### **4.0 FIRE PROTECTION SYSTEMS**

- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13 D. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

### **5.0 BUILDING CONSTRUCTION FEATURES**

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.

- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Alexis Vaughn, Assistant Planner

**FROM:** Bill Lee, Police Officer

**DATE:** February 16<sup>th</sup>, 2020

**SUBJECT:** PDEV20-032 – a DEVELOPMENT PLAN TO CONSTRUCT 224 DWELLINGS, INCLUDING 87 SINGLE-FAMILY DWELLINGS AND 137 MULTIPLE-FAMILY DWELLINGS, AT THE NORTHEAST CORNER OF EDISON AVENUE AND MILL CREEK AVENUE (APN: 0218-211-12).  
**Related File:** PMTT19-006.

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The “Standard Conditions of Approval” contained in Resolution No. 2017-027 for “Ontario ranch Projects” apply. The applicant shall read and be thoroughly familiar with these conditions, including but not limited to, the requirements listed below.

- Required lighting for all walkways, paseos, driveways, doorways, parking areas, parks, park walkways, playgrounds, recreation areas and other areas used by the public shall be provided and operate on photosensor at the prescribed foot-candle levels. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- The Applicant shall install illuminated address numbers, powered by photocell, on each individual unit and shall not be controlled by the building occupants.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.

The Applicant is invited to contact Officer Bill Lee at (909) 408-1672 with any questions or concerns regarding these conditions.



CITY OF ONTARIO  
MEMORANDUM

TO: Scott Murphy, Community Development Director  
Rudy Zeledon, Planning Director (Copy of memo only)  
Diane Ayala, Advanced Planning Division (Copy of memo only)  
Charity Hernandez, Economic Development  
James Caro, Building Official  
Khoi Do, City Engineer  
Jamie Richardson, Landscape Planning Division  
Ahmed Aly, Municipal Utility Company  
Gabriel Gutierrez, Police Department  
Mike Gerken, Deputy Fire Chief/Fire Marshal  
Jay Bautista, T. E., Traffic/Transportation Manager  
Lorena Mejia, Airport Planning  
Eric Woosley, Engineering/NPDES  
Robin Lucero, Code Enforcement (Copy of memo only)  
Jimmy Chang, IT Department

FROM: Alexis Vaughn, Assistant Planner

DATE: January 07, 2021

SUBJECT: FILE #: PDEV20-030

Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by .

- Note:
- Only DAB action is required
  - Both DAB and Planning Commission actions are required
  - Only Planning Commission action is required
  - DAB, Planning Commission and City Council actions are required
  - Only Zoning Administrator action is required

**PROJECT DESCRIPTION:** A Development Plan approval to construct 224 total dwellings consisting of 87 single-family dwellings and 137 attached multi-family dwellings on approximately 21.1 acres of land located at the northeast corner of Edison Ave and Mill Creek Ave, within the Stand Alone Residential Overlay land use district of the Rich Haven Specific Plan (APN(s): 0218-211-12). Related File(s): PMTT19-006.

The plan does adequately address the departmental concerns at this time.

- No comments
- Report attached (1 copy and email 1 copy) *see attached email*
- Standard Conditions of Approval apply

The plan does not adequately address the departmental concerns.

- The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

*Tom*  
*Comment to support w/ condition  
ok re: vehicle off / DAB & map.  
concern for email 9/3 & Top priority.*

*DA - PL SA needs to  
meet min. dist. of  
14 ft per  
SPA & DA*

*Planning*  
Department

*[Signature]*  
Signature

*Senior Planner*  
Title

*2/17/21*  
Date

## Thomas Grahn

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**From:** Thomas Grahn  
**Sent:** Wednesday, February 17, 2021 4:36 PM  
**To:** Alexis Vaughn  
**Subject:** PDEV20-030

The plan does adequately address advance planning concerns at this time; however, Conditions of Approval should include a condition stating something to the effect of "The proposed overall density of the related Specific Plan, Development Agreement, and Tentative Tract Map shall be consistent with the established land use densities of the Specific Plan and land use designations of the TOP."

### Thomas Grahn

Senior Planner  
City of Ontario  
303 East B Street  
Ontario, CA 91764  
(909) 395-2413

### COVID-19 PLANNING DEPARTMENT UPDATES

- *The Planning Department counter is open for appointments. [Click here to book your appointment.](#)*
- *Contact us by phone at (909) 395-2036 or by email at [PlanningCounterMail@ontarioca.gov](mailto:PlanningCounterMail@ontarioca.gov) for general Planning-related information.*
- *Face coverings and social distancing are required inside City facilities.*
- *We appreciate your business and your patience.*

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV20-030  
 Address: SEC Mill Creek Avenue & Edison Avenue  
 APN: 0218-211-12  
 Existing Land Use: Vacant  
 Proposed Land Use: Development Plan to construct 224 residential units  
 Site Acreage: 21.1 Proposed Structure Height: N/A  
 ONT-IAC Project Review: n/a  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Alexis Vaughn  
 Date: 3/29/2021  
 CD No.: 2021-001  
 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 type="radio"/> 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: 200 FT +	
<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.

See attached condition.

Airport Planner Signature: \_\_\_\_\_

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2021-001  
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:

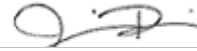
**NOTICE OF AIRPORT IN VICINITY:** This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: 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.



**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

**CONDITIONS OF APPROVAL**

Sign Off



4/8/2021

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

**Jamie Richardson, Sr. Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:  
 PDEV20-030

Case Planner:  
 Alexis Vaughn

Project Name and Location:

Gateway Community  
 Tract 20265

Applicant/Representative:

Shea Homes [gina.gordon@sheahomes.com](mailto:gina.gordon@sheahomes.com) (949) 870-6187  
 2 Ada, Suite 200  
 Irvine CA 92614

- |                                     |  |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <b>A Preliminary Plans (dated 3/10/21) 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.</b> |
| <input type="checkbox"/>            | <b>A Preliminary Plans (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.</b>   |

**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](mailto:landscapeplancheck@ontarioca.gov)  
**DIGITAL SUBMITTALS MUST BE 10MB OR LESS.**

**Development Plan Comments 02/09/2021:**  
**Civil/ Site Plans**

1. Provide a tree inventory for any existing trees include genus, species, trunk diameter, canopy width and condition. Show and note existing trees in good condition to remain and note trees proposed to be removed. Include existing trees within 15' of adjacent property that would be affected by new walls, footings or on-site tree planting.
2. Note on plans: Tree removal to occur outside of typical nesting season (February 1 through August 31) or per the specific plan EIR mitigation Measures.
3. Additional trees are required throughout the open space.
4. Residential single-family detached projects shall include a 30" wide solid surface walkway (concrete, pavers, etc.) on at least one side to access the back yard and to move equipment or trash receptacles.
5. Show/note transformers set back 5' from paving all sides. Coordinate with landscape plans.
6. Show/note backflow devices set back 4' from paving all sides. Locate on level grade
7. Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 1/2" below finished surfaces. Slopes to be maximum 3:1.
8. Typical lot drainage shall include a catch basin with gravel sump below each before exiting property, if no other water quality infiltration is provided.
9. Add Note to Grading Plans: Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be loosened by soil fracturing. For trees a 12'x12'x18" deep area; for storm water infiltration the entire area shall be loosened. Add the following information on the plans: The back hoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is spread over the soil surface before fracturing is begun. The back hoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The

Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference see Urban Tree Foundation – Planting Soil Specifications.

### **Landscape Plans**

10. Provide an arborist report and tree inventory as noted in #1.
11. Show landscape improvements along Mill Creek Ave. Show Chinese Pistache in the parkway planted 30' on center. Show clusters of Quercus suber and Chinese Pistache in the neighborhood edge alternating between street trees.
12. Provide typical front yard landscape plans.
13. Call out all fences and walls, materials proposed and heights.
14. Show concrete mowstrips to identify property lines along open areas or to separate ownership or between maintenance areas.
15. Show 8' diameter of mulch only at new trees, 12' min. at existing trees. Detail irrigation dripline outside of mulched root zone.
16. Designer or developer to provide agronomical soil testing and include report on landscape construction plans. For phased projects, a new report is required for each phase or a minimum of every 6 homes in residential developments.
17. New residential projects shall use recycled water for HOA maintained property (parks, parkways, neighborhood edges, common areas). Potable water with a backflow shall only be used on single family detached properties even if HOA maintained.
18. Residential projects shall include a stub-out for future back yard irrigation systems with anti-siphon valves. All single family and multi-family residential front yards shall have landscape and irrigation.
19. Call out type of proposed irrigation system (dripline and pop up stream spray tree bubblers with PCS). Include preliminary MAWA calcs. Proposed water use must meet water budget.
20. Show landscape hydrozones on plan or legend with plants per WUCOLS. Moderate water plants may be used for part shade north and east facing locations, low water plants everywhere else.
21. Overhead spray systems shall be designed for plant material less than the height of the spray head.
22. Show letter lots between sidewalk and single family residence side yard wall, to identify HOA maintained landscape and recycled water irrigation.
23. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility, show as masses and duplicate masses in other locations on regular intervals.
24. Show minimum on-site tree sizes per the Landscape Development standards, see the Landscape Planning website. 5% 48" box, 10% 36" box, 30% 24" box, 55% 15 gallon.
25. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis etc.) in appropriate locations.
26. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
27. Provide phasing map for multi-phase projects.
28. 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 calculated after project is approved and phasing map is submitted.
29. Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

**FILE NO:** PDEV20-032

**SUBJECT:** A Development Plan to construct 106 single-family dwellings on 10.49 acres of land located at the northeast corner of South Manitoba Place and East La Avenida Drive, within the Low-Medium Density land use district of The Avenue Specific Plan (APN: 0218-652-27); **submitted by Woodside 05S, LP.**

**PROPERTY OWNER:** Ontario Schaefer Holdings, LLC

**RECOMMENDED ACTION:** That the Planning Commission consider and approve File No. PDEV20-032, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.


**PROJECT SETTING:** The project site is comprised of 10.49 acres of land located at the northeast corner of South Manitoba Place and East La Avenida Drive within the Low-Medium Density land use district of The Avenue Specific Plan, and is depicted in Figure 1: Project Location, below. The properties to the north, west, and south are within the Low-Density Residential land use district of The Avenue Specific Plan and are under construction with single-family homes. The property to the east is within the School land use district of The Avenue Specific Plan and is vacant. The existing surrounding land uses, zoning, and general plan and specific plan land use designations are summarized in the “Surrounding Zoning & Land Uses” table located in the Technical Appendix of this report.

**PROJECT ANALYSIS:**

(1) Background — The Avenue Specific Plan (File No. PSP05-003) was approved, and the related Environmental Impact Report (State Clearinghouse No. 2005071109) was certified by the City Council on February 16, 2007. The Avenue Specific Plan established the land use designations, development standards, and design guidelines on 569 acres of land, which included the potential development of



**Figure 1: Project Location**

Case Planner:	Alexis Vaughn
Planning Director Approval:	
Submittal Date:	12/18/2020

Hearing Body	Date	Decision	Action
DAB	04/19/2021	Approval	Recommend
PC	04/27/2021		Final
CC			

2,875 dwelling units, 130,680 square feet of commercial space and approximately 30 acres of land dedicated to elementary and middle schools.

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, Public School land use designation was assigned to the Project site.

On October 3, 2019, Ontario Schaefer Holdings, LLC. Submitted three applications to facilitate the future construction of 106 single-family dwellings, described below:

- 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 approximately 10.49 gross acres of land from Public School to Low-Medium Density Residential (5.1-11 du/ac).
- An amendment to The Avenue Specific Plan (File No. PSPA19-011), changing the land use designation of the project site, PA-6B, from Public School to Low-Medium Density Residential.
- A Tentative Tract Map (File No. PMTT19-015/TTM 20298) to subdivide 10.49 acres of land into 106 numbered lots and 19 lettered lots.

The Tentative Tract Map was approved by the Planning Commission on October 27, 2020, and the General Plan Amendment and Specific Plan Amendment were approved by City Council on November 17, 2020.

On December 18, 2020, the applicant submitted a Development Plan (File No. PDEV20-032) to construct 106 single-family dwellings and related recreation amenities.

(2) Site Design/Building Layout — The Applicant has proposed to develop 106 single-family, cluster courtyard homes on the previously subdivided site. The rectangular parcel predominantly arranges lots along alleys and cluster court driveways, which intersect with existing Manitoba Place and future A and B Streets (see Exhibit B—Site Plan, attached). The recreational park is situated near the southwest corner of the project site. Most units adjacent to public and private streets, including Manitoba Place, Calgary Street, La Avenida Drive, and the two internal private streets (“A Street” and “B Street”), front onto the street where possible.

(3) Site Access/Circulation — The Project site will be accessible from Manitoba Place, along the western Project boundary, and from Calgary Street, along the northern Project boundary. Internally, one major west-east private street (“A Street”) will intersect with one major north-south private street (“B Street”). Smaller alleys will intersect with A and B Streets, and two larger alleys will provide additional site circulation and east-west access from B Street to Manitoba Place.

(4) **Parking** — The Avenue Specific Plan and Ontario Development Code require a two-car garage for residential units. The Project has provided a two-car garage for each unit, and over two-thirds of the units will have a two-car driveway. Additionally, 33 on-street parking spaces are available for use by residents and their guests. As demonstrated in Table 1, below, the project is required to provide a total of 212 parking spaces within a garage. The project proposes a total of 427 parking spaces (garage, driveway, and on-street parking), resulting in 4.03 spaces per unit.

**Table 1: Summary of Parking Analysis**

<i>Product</i>	<i>Number of Units</i>	<i>Required 2-Car Garage Spaces</i>	<i>Garage Spaces Provided</i>	<i>Driveway Spaces Provided</i>	<i>On-Street Parking</i>	<i>Total Provided</i>	<i>+/- Parking</i>
Single-Family Cluster	106	212	212	182	33	427	+215
						4.03 spaces per unit	

(5) **Architecture** — The architectural styles proposed consist of Bungalow, California Ranch, and Spanish (see Exhibit C—Sample Architectural Elevations and Attachment A—Full Elevations Package). Architectural elements incorporated into the Project consist of:

- A combination of roof pitches and styles, including hipped, gabled, and shed roofs;
- Stucco walls with popped-out panels;
- Wood siding, stone veneer, and tilework;
- Front porches;
- Decorative bracing and corbels; and
- Enhancement for side and rear elevations where visible from public rights-of-way.

The Project proposes three distinct two-story floor plans, with Plan 3 including a 3X floor plan that introduces an additional bedroom to allow for a loft/optional fifth bedroom. All floor plans include a two-car garage, kitchen, laundry room, and great room. Home sizes and key features are described in Table 2: Floor Plan Summary, below.

**Table 2: Floor Plan Summary**

<i>Plan Number</i>	<i>Building Area</i>	<i>Key Features</i>
<i>Plan 1</i>	1,951 SF	▪ Three bedrooms, three bathrooms, one loft
<i>Plan 2</i>	2,043 SF	▪ Four bedrooms, three bathrooms, one fitness alcove
<i>Plan 3</i>	2,174 SF	▪ Three bedrooms, three bathrooms, one fourth bedroom/optional loft
<i>Plan 3X</i>	2,227 SF	▪ Four bedrooms, three bathrooms, one loft/optional fifth bedroom

(6) Landscaping — The Avenue Specific Plan and Ontario Development Code require that all areas not used for buildings or hardscape shall be fully landscaped. The Project provides landscaped front yards, park, landscape buffers, and parkways, which utilize an assortment of decorative trees and shade trees, shrubs, groundcovers, turf, and other plantings (see Exhibit D—Conceptual Landscape Plan). Plantings include, but are not limited to, Strawberry Tree, Chinese Pistache, California Sycamore, Coast and Southern Live Oaks, Crape Myrtle, Brisbane Box, Afghan and Aleppo Pine, and more, in an assortment of box sizes as required by the Landscape Division, along with shrubs such as Lily of the Nile, Agave, Aloe, Foothill Sedge, Deer Grass, Rosemary, Sage, and more.

All interior streets will feature a 12-foot parkway with curb-adjacent 7-foot wide landscape area and 5-foot sidewalk. The south side of Calgary Street and the east side of Manitoba Place will also be improved with a 12-foot wide parkway (including 7 feet of curb-adjacent landscaping and a 5-foot sidewalk). The north side of La Avenida Drive will be improved with a 26-foot wide neighborhood edge, including a 13-foot landscape buffer, 8-foot sidewalk, and an additional 5-foot landscape area.

The Project features a 0.47-acre park located near the southwest corner of the community and can be accessed by the external public and internal private streets (see Exhibit E—Conceptual Park Plan). The park will include an open play field, tot lot, and an overhead trellis with barbeques, picnic tables, and park benches.

(7) Signage — The Project will be required to submit any proposed signage through the Sign Permit application process.

(8) Utilities (drainage, sewer) — All major backbone improvements currently serve the site, which were previously installed with the surrounding developments. The Project site will be required to install all in-tract utilities and improvements, as per the regulations set forth in the related Development Agreement (File No. PDA20-001). Furthermore, the project will be required to undergo a more extensive Preliminary Water Quality Management Plan (“PWQMP”) review as part of the Development Plan process. The PWQMP establishes projects’ compliance with storm water discharge/water quality requirements and 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.

**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.

- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(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.

- H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

- H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.

- Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.

#### **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.

➤ CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

➤ 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;
- 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.

➤ 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.

➤ CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

➤ 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 CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

➤ CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.

➤ CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.

➤ CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.

➤ CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

▪ 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 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, and the proposed Project is consistent with the number of dwelling units (2,875) and density (2 - 12 du/ac) specified in the Available Land Inventory.

**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 reviewed in conjunction with File No. PGPA19-008, for which an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was previously prepared. 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.

**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>	<i>Specific Plan Land Use</i>
Site:	Vacant	Low-Medium Density Residential (5.1-11 du/ac)	The Avenue Specific Plan	Low-Medium Density Residential (PA-6B)
North:	Single-Family Residential	Low-Density Residential (2.1-5 du/ac)	The Avenue Specific Plan	Low Density Residential (PA-6A)
South:	Single-Family Residential	Low-Density Residential (2.1-5 du/ac)	The Avenue Specific Plan	Low Density Residential (PA-8A)
East:	Vacant	Public School	The Avenue Specific Plan	School (PA-9B)
West:	Single-Family Residential	Low-Density Residential (2.1-5 du/ac)	The Avenue Specific Plan	Low Density Residential (PA-6A)

**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>	N/A	10.49	Y
<i>Maximum project density (dwelling units/ac):</i>	5.1-11 du/ac	10.10	Y
<i>Maximum coverage (in %):</i>	65%	31-55%	Y
<i>Minimum lot size (in SF):</i>	2,700 SF	2,700 SF – 4,453 SF	Y
<i>Minimum lot depth (in FT):</i>	60' interior /70' corner	60' interior /70' corner	Y
<i>Minimum lot width (in FT):</i>	45' interior / 50' corner	45' interior / 50' corner	Y
<i>Front yard setback (in FT):</i>	10 FT to living area at public and private street 9.5 FT to living area at private alley and cluster driveway (minimum of 30 feet between homes across alley or driveway) 18 FT for garage with driveway space 5 FT for garage without driveway space (only allowed at private alley or cluster driveway)	10 FT to living area at public and private street 9.5 FT to living area at private alley and cluster driveway (minimum of 30 feet between homes across alley or driveway) 18 FT for garage with driveway space 5 FT for garage without driveway space (only allowed at private alley or cluster driveway)	Y
<i>Side yard setback (in FT):</i>	4 FT	5 FT	Y
<i>Rear yard setback (in FT):</i>	5 FT	5 FT	Y
<i>Maximum height (in FT):</i>	35 FT	25 FT	Y

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Parking – resident:</i>	2 spaces per unit within a garage	394 garage and driveway spaces	Y
<i>Parking – guest:</i>	0 spaces	33 on-street spaces	Y

*Exhibit A—PROJECT LOCATION MAP*



**Exhibit B—SITE PLAN**





**Exhibit C—SAMPLE ELEVATIONS (See Attachment A – Full Elevations Package for Additional)**



1020 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

LEFT



FRONT

**MATERIALS LEGEND**

- SHRUB COLOR: [Color swatch]
- FRONT DOOR: FIBERGLASS
- GARAGE DOOR: METAL SECTIONAL
- ROOF: CONCRETE FLAT TILE
- ROOF EXTENSIONS: WOOD CORREL
- FASCIA: 2x6 WOOD
- BARGE: 2x6 WOOD
- GABLE END: BOARD AND BATTEN
- WALL: STUCCO AND 8" LAP SIDING
- WINDOWS: VINYL W/ GRIDS
- SHUTTERS: SIMULATED WOOD
- COLUMNS: TAPERED STUCCO
- POT SHELF: WOOD
- SHELF: STUCCO WITH BRICK CAP
- TRIM: STUCCO OVER RIGID FOAM



RIGHT



REAR

COLOR SCHEME 1  
**PLAN 3X "A"**  
**BUNGALOW ELEVATION**



**Exhibit D—CONCEPTUAL LANDSCAPE PLAN**



**Exhibit E—CONCEPTUAL PARK PLAN**



**Exhibit E—CONCEPTUAL PARK PLAN CONTINUED**

*NOTE: FURNISHINGS AND AMENITIES SHOWN FOR DESIGN INTENT ONLY*



*SITE FURNISHINGS*



*PARK & PLANT PALETTE INSPIRATION*



*PLAY EQUIPMENT & ACTIVITIES*

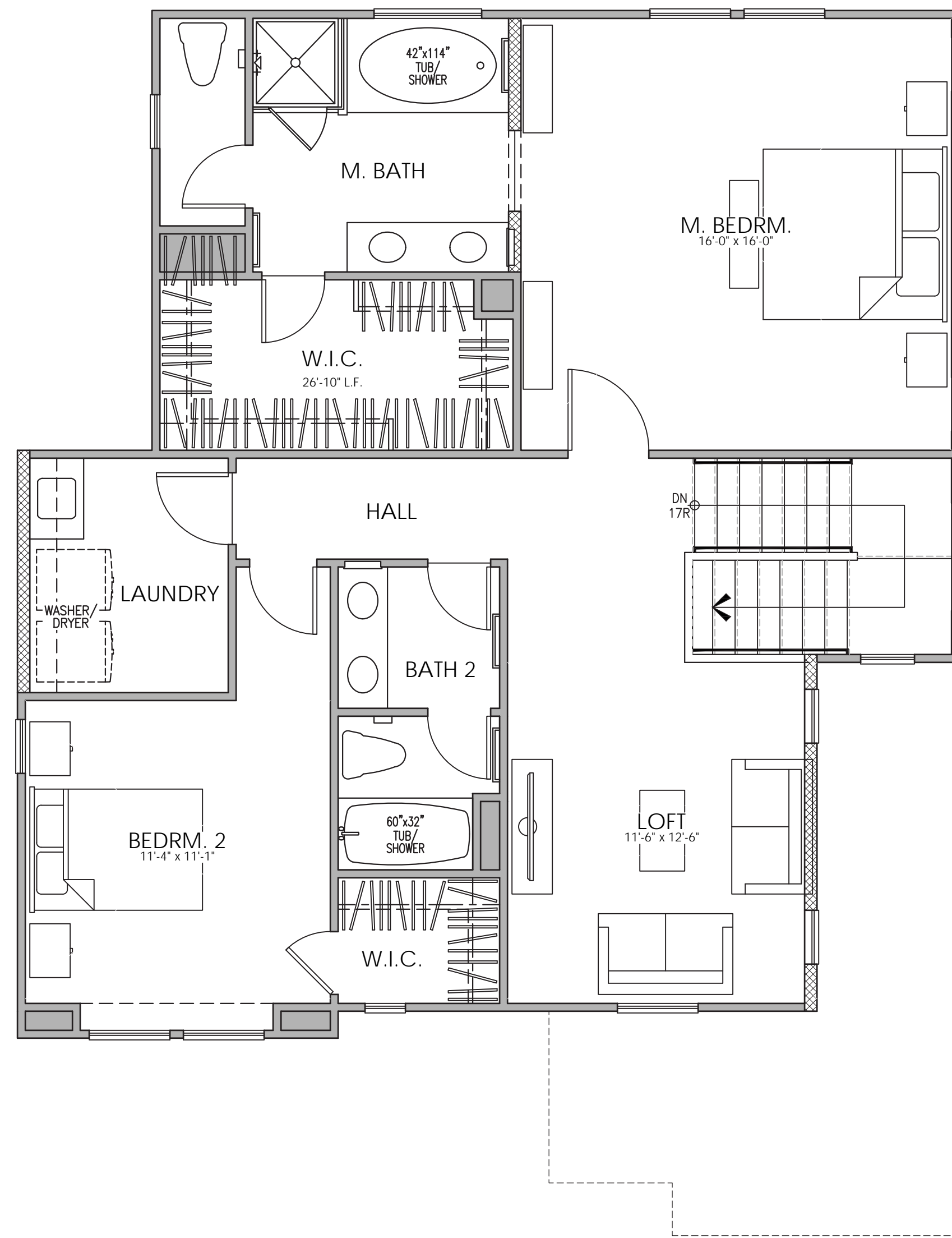


*SITE FURNISHINGS*

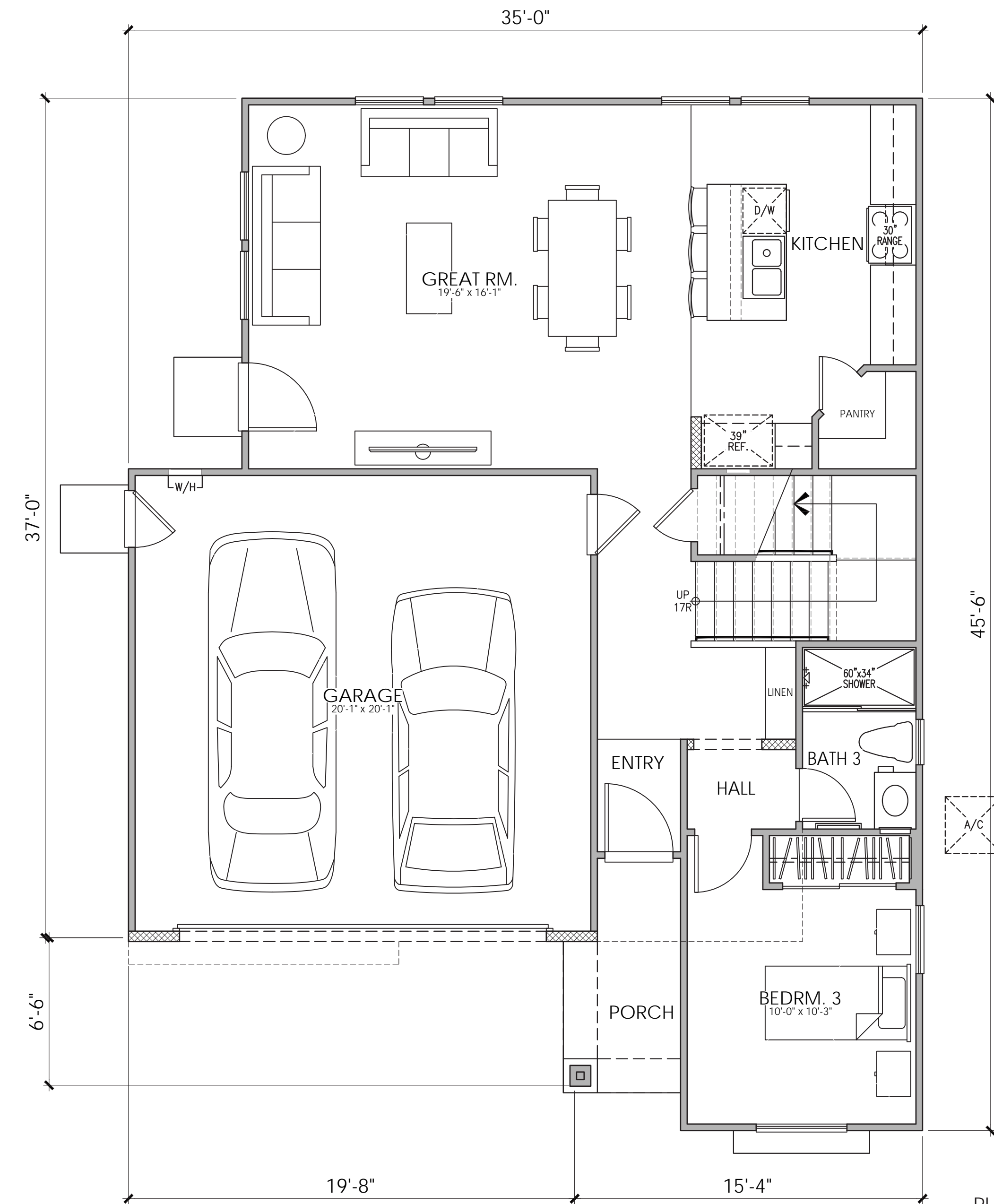


## **Attachment A to the Agenda Report— Full Elevations Package**

*(Full Elevations Package to follow this page)*



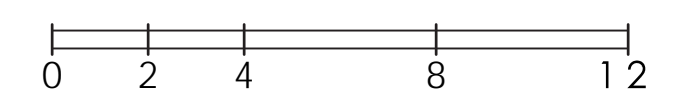
SECOND FLOOR PLAN



FIRST FLOOR PLAN

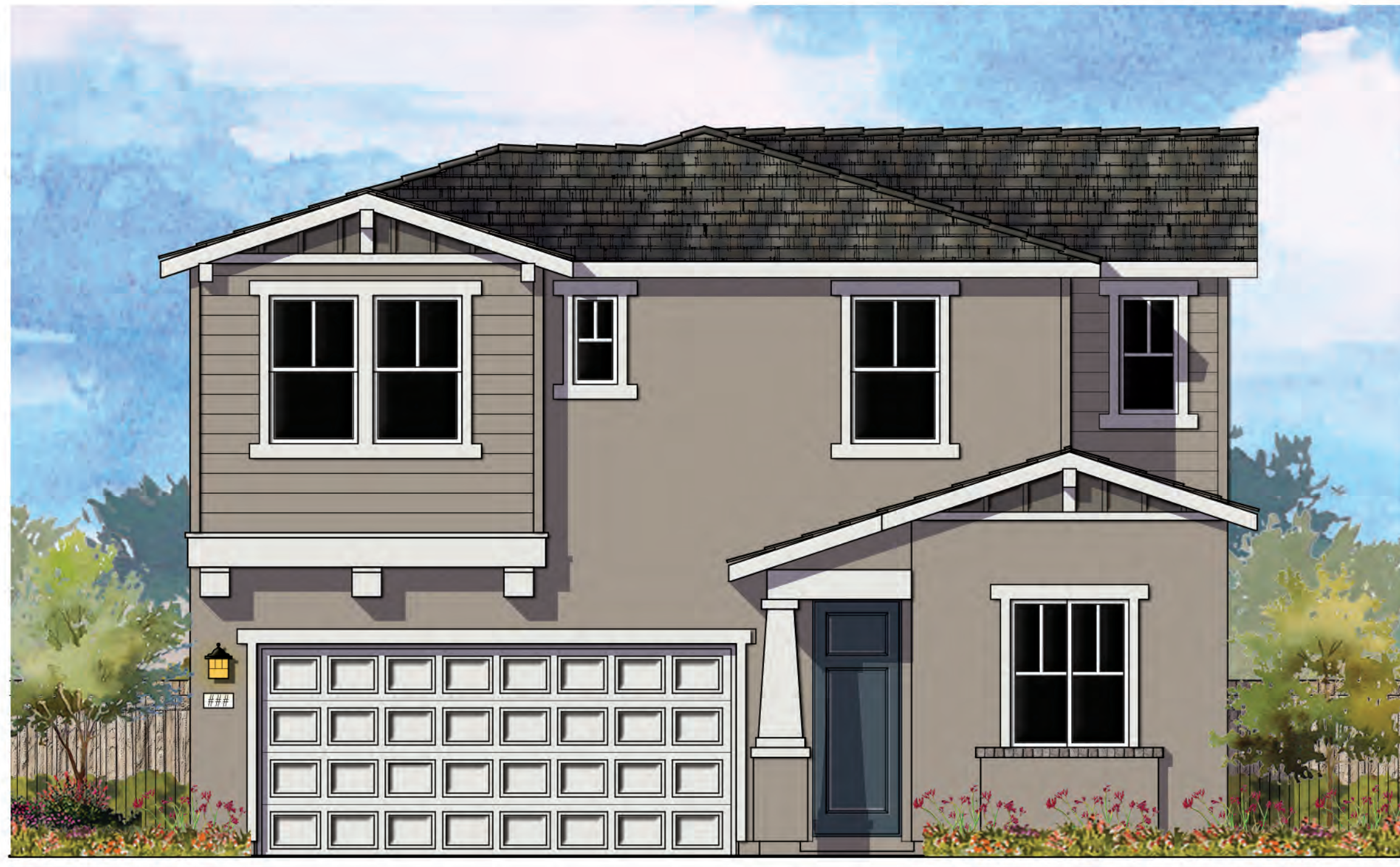
PLAN 1  
AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	874 SQ. FT.
SECOND FLOOR AREA	1,077 SQ. FT.
TOTAL DWELLING	1,951 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	421 SQ. FT.
PORCH	52 SQ. FT.



PLAN 1 "A"  
3 BEDROOM, 3 BATH, LOFT

CAMBRIDGE COURT  
Ontario, Ca



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Refer to landscape drawings for wall, tree, and shrub locations

FRONT



RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO AND 8" LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - SHUTTERS: SIMULATED WOOD
  - COLUMNS: TAPERED STUCCO
  - POT SHELF: WOOD
  - SHELF: STUCCO WITH BRICK CAP
  - TRIM: STUCCO OVER RIGID FOAM

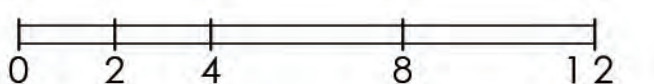


REAR



LEFT

COLOR SCHEME 1  
**PLAN 1 "A"**  
 BUNGALOW ELEVATION



**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO AND 8" LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - SHUTTERS: SIMULATED WOOD
  - COLUMNS: TAPERED STUCCO
  - POT SHELF: WOOD
  - SHELF: STUCCO WITH BRICK CAP
  - TRIM: STUCCO OVER RIGID FOAM



COLOR SCHEME 1

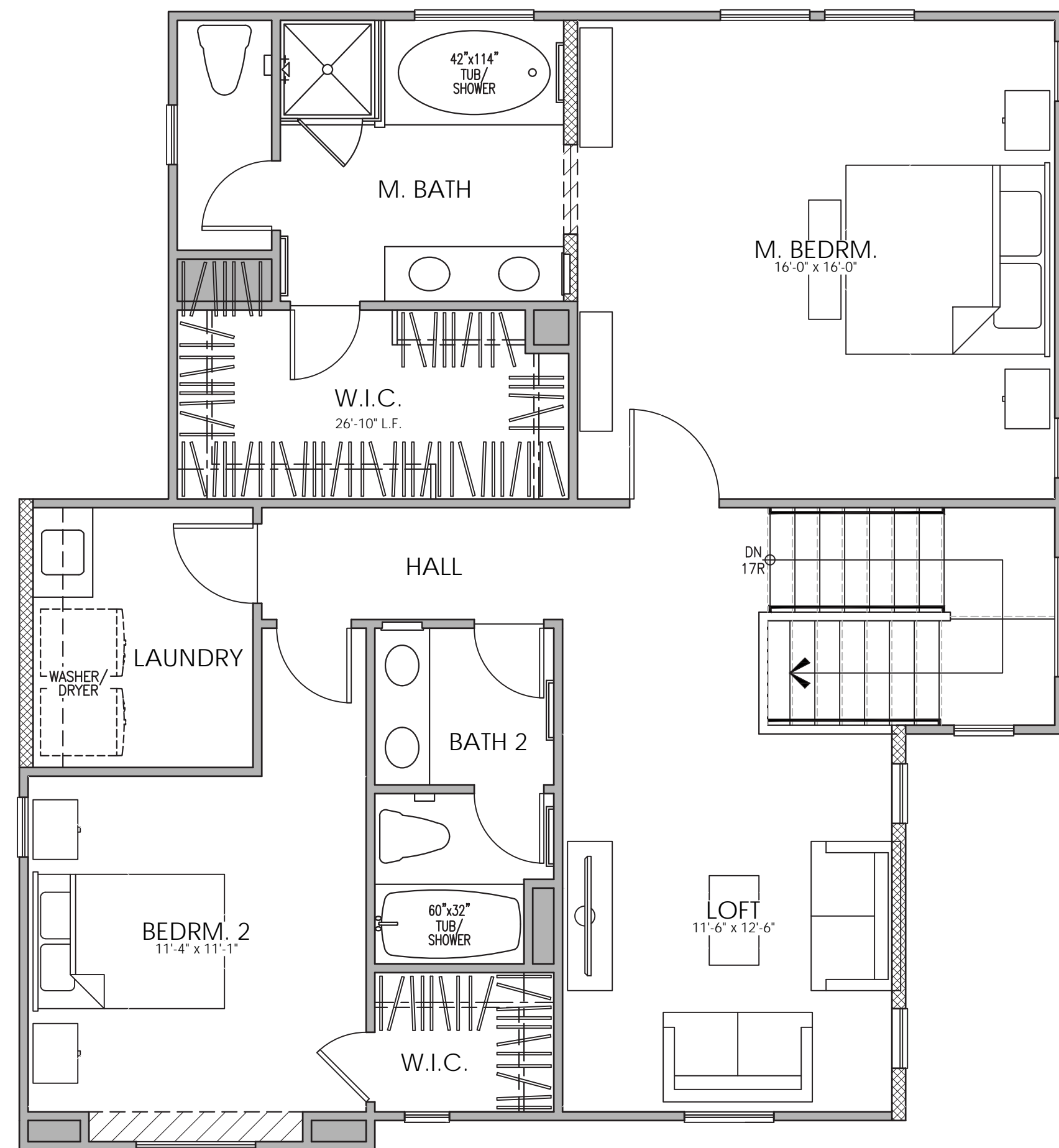
PLAN 1 "A"

BUNGALOW ENHANCED ELEVATION

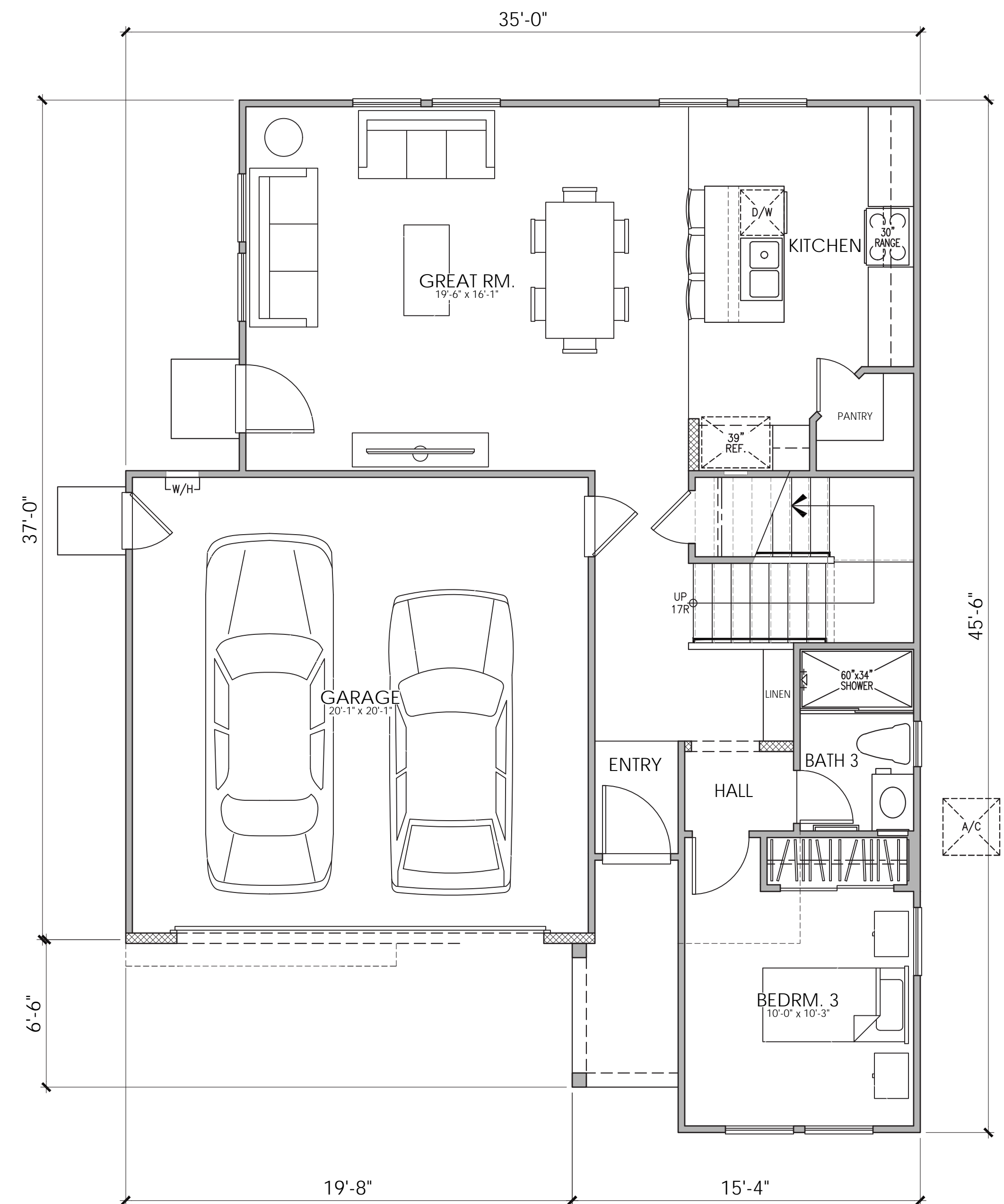
REAR





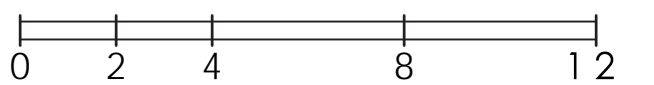


SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 1 "B"  
3 BEDROOM, 3 BATH, LOFT





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Refer to landscape drawings for wall, tree, and shrub locations

FRONT



RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: 4" LAP SIDING
  - WALL: STUCCO
  - WINDOWS: VINYL W/ GRIDS
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: SIMULATED WOOD
  - POT SHELF: WOOD
  - TRIM: STUCCO OVER RIGID FOAM



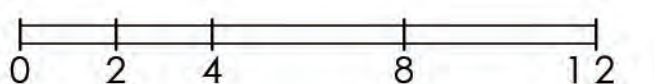
REAR



LEFT

COLOR SCHEME 4

PLAN 1 "B"  
CALIFORNIA RANCH ELEVATION





RIGHT

**MATERIALS LEGEND**

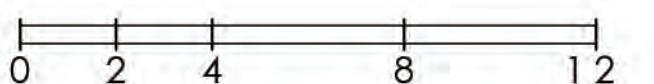
(WHERE OCCURS)

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE FLAT TILE
ROOF EXTENSIONS:	WOOD CORBEL/ KNEE BRACE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
GABLE END:	4" LAP SIDING
WALL:	STUCCO
WINDOWS:	VINYL W/ GRIDS
PORCH:	WOOD POST AND BEAM
SHUTTERS:	SIMULATED WOOD
POT SHELF	WOOD
TRIM:	STUCCO OVER RIGID FOAM

COLOR SCHEME 4

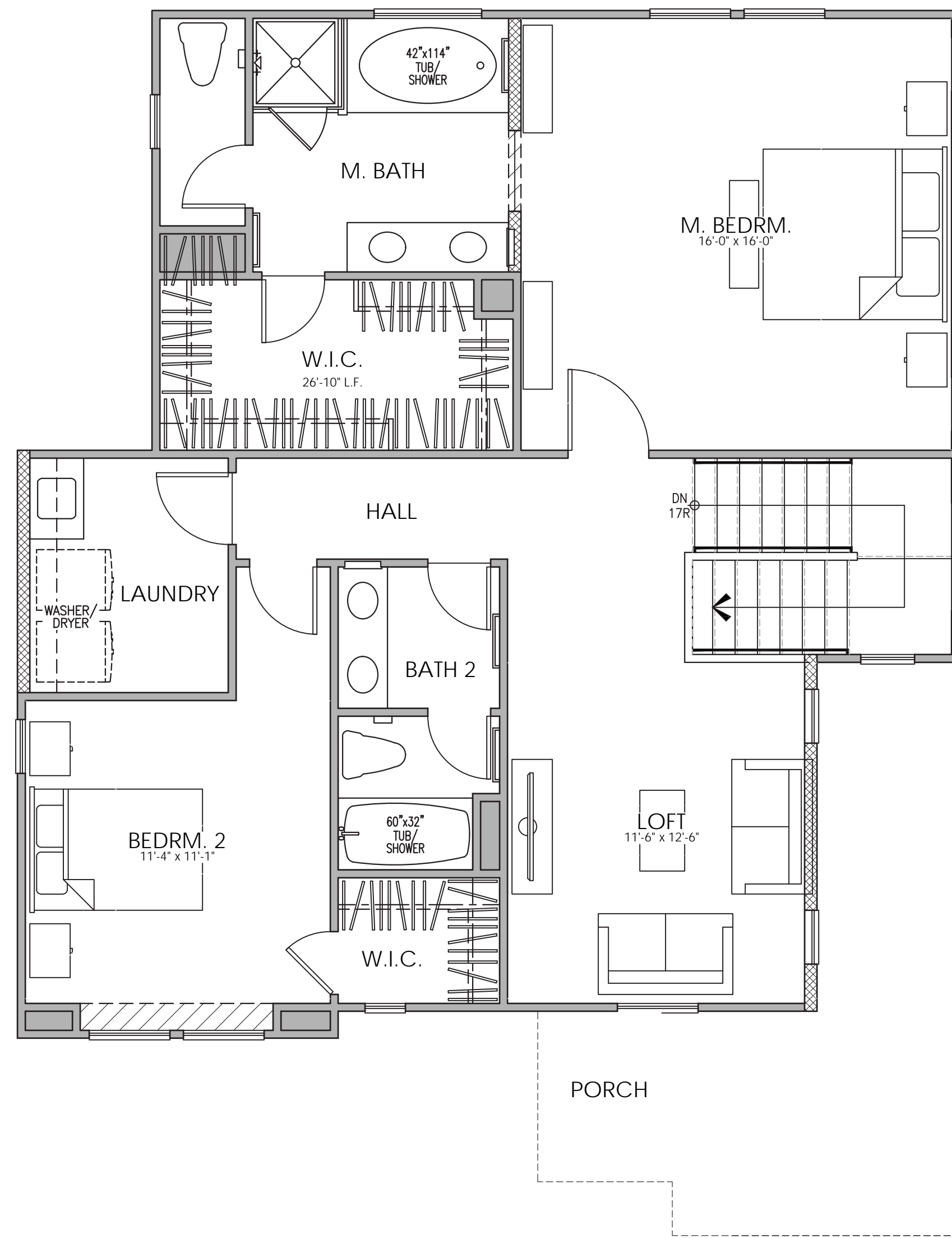
PLAN 1 "B"

CALIFORNIA RANCH ENHANCED ELEVATION

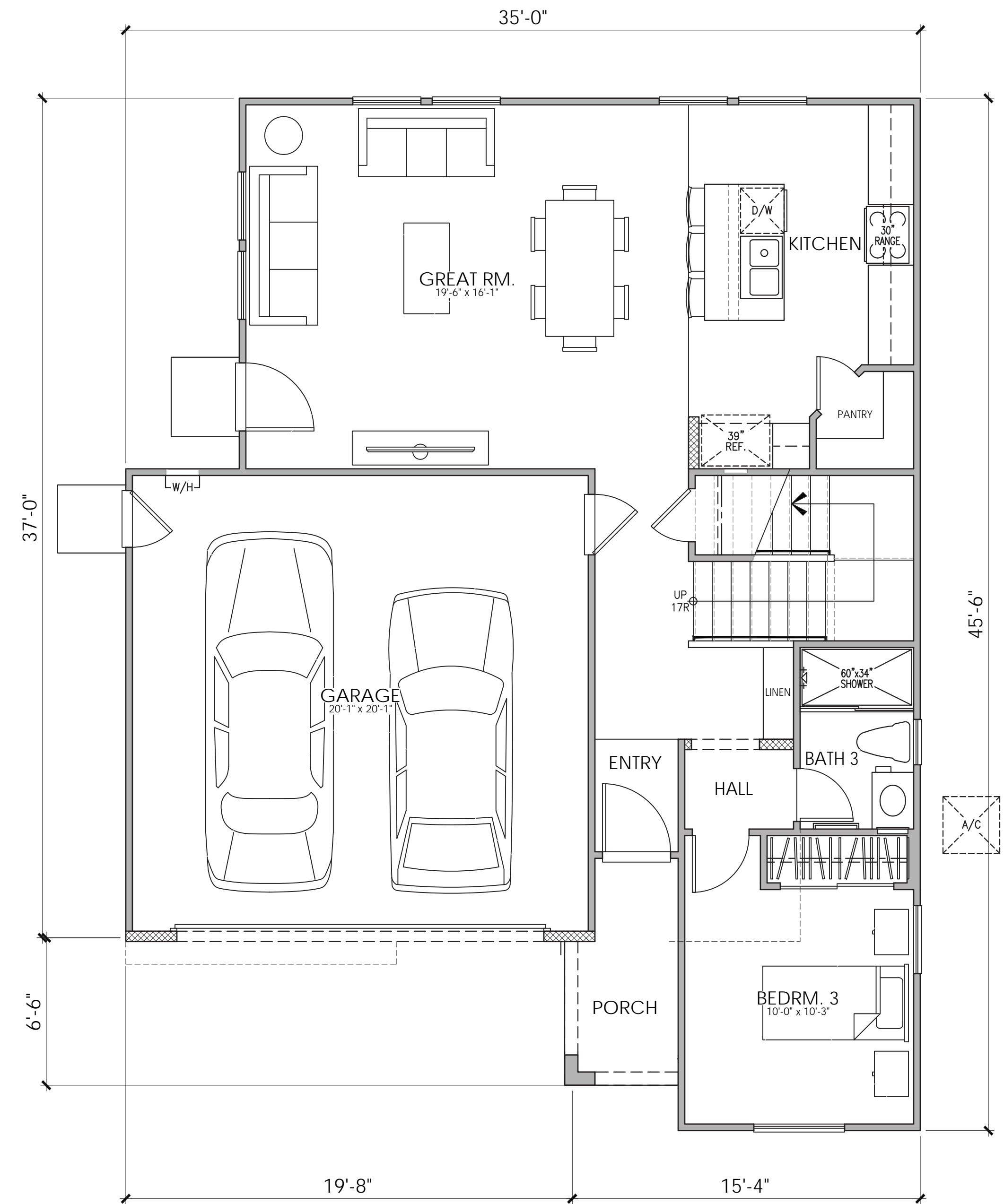


# CAMBRIDGE COURT

Ontario, Ca

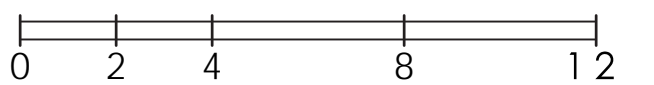


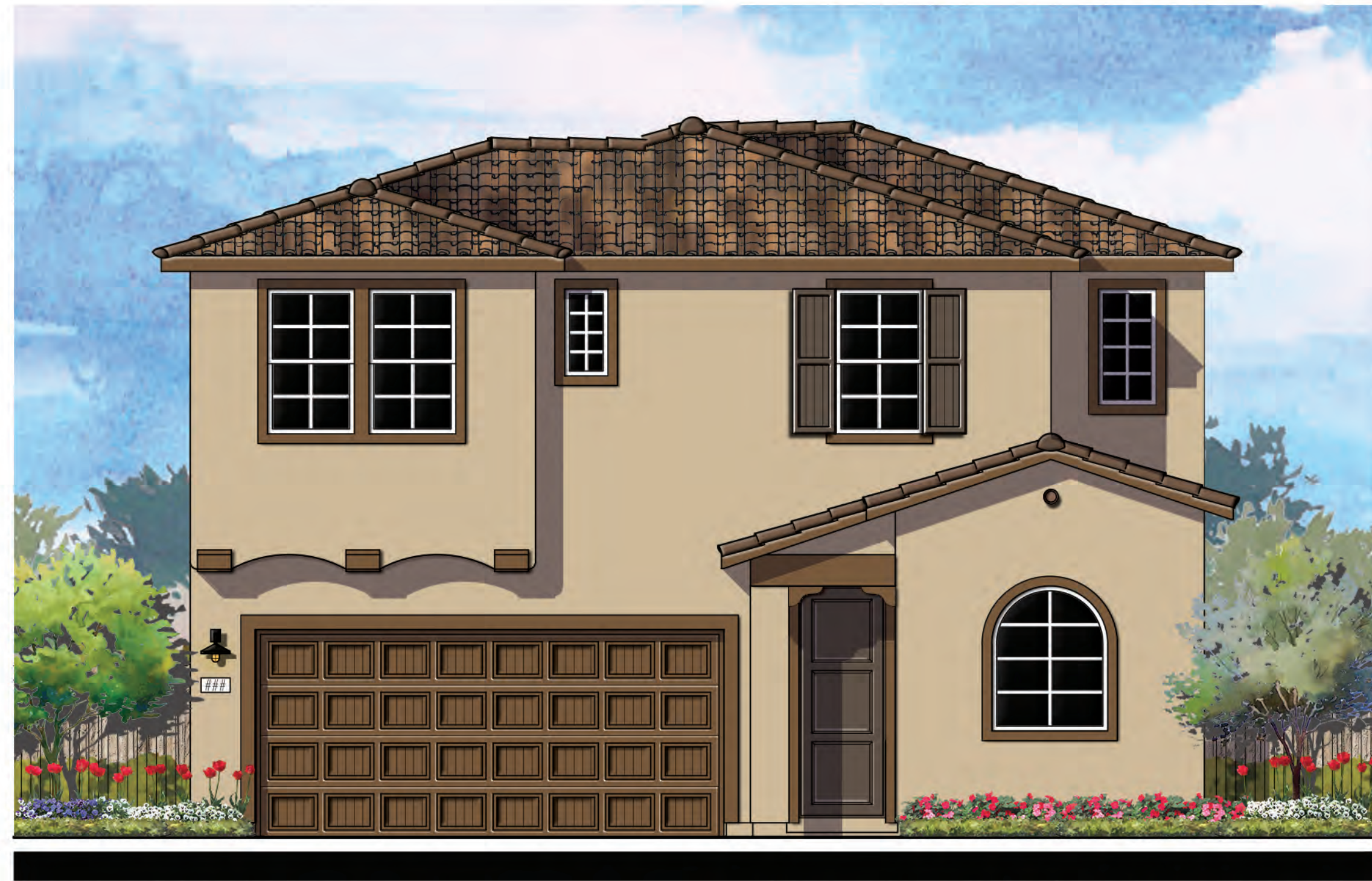
SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 1 "C"  
3 BEDROOM, 3 BATH, LOFT





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Refer to landscape drawings for wall, tree, and shrub locations

FRONT



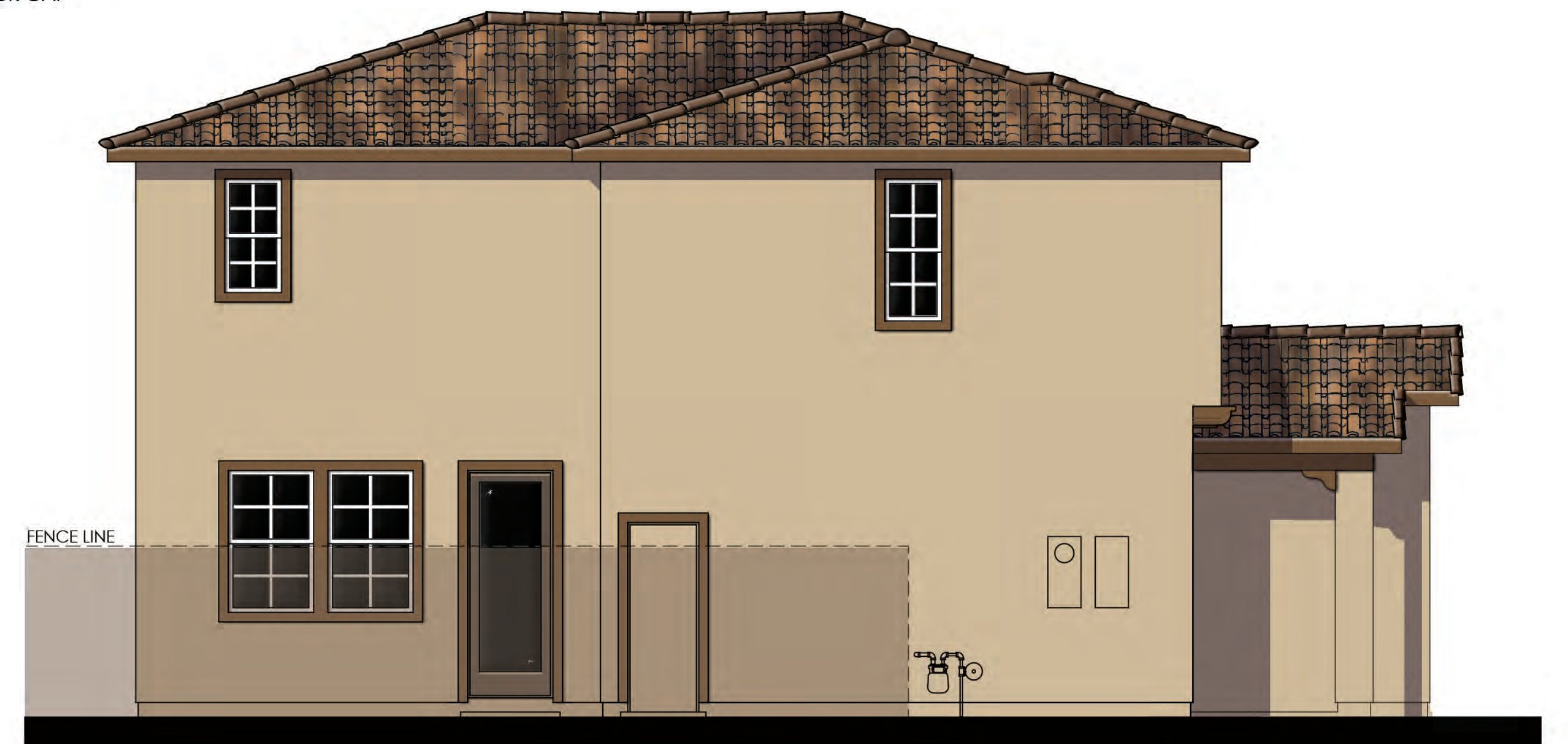
RIGHT

**MATERIALS LEGEND**  
(WHERE OCCURS)

- FRONT DOOR: FIBERGLASS
- GARAGE DOOR: METAL SECTIONAL
- ROOF: CONCRETE "S" TILE
- FASCIA: 2x6 WOOD
- BARGE: 2x6 WOOD
- GABLE END: SIMULATED CLAY TILE
- WALL: STUCCO
- WINDOWS: VINYL W/ GRIDS
- SHUTTERS: SIMULATED WOOD
- TRIM: STUCCO OVER RIGID FOAM
- SHELF: STUCCO WITH BRICK CAP



REAR



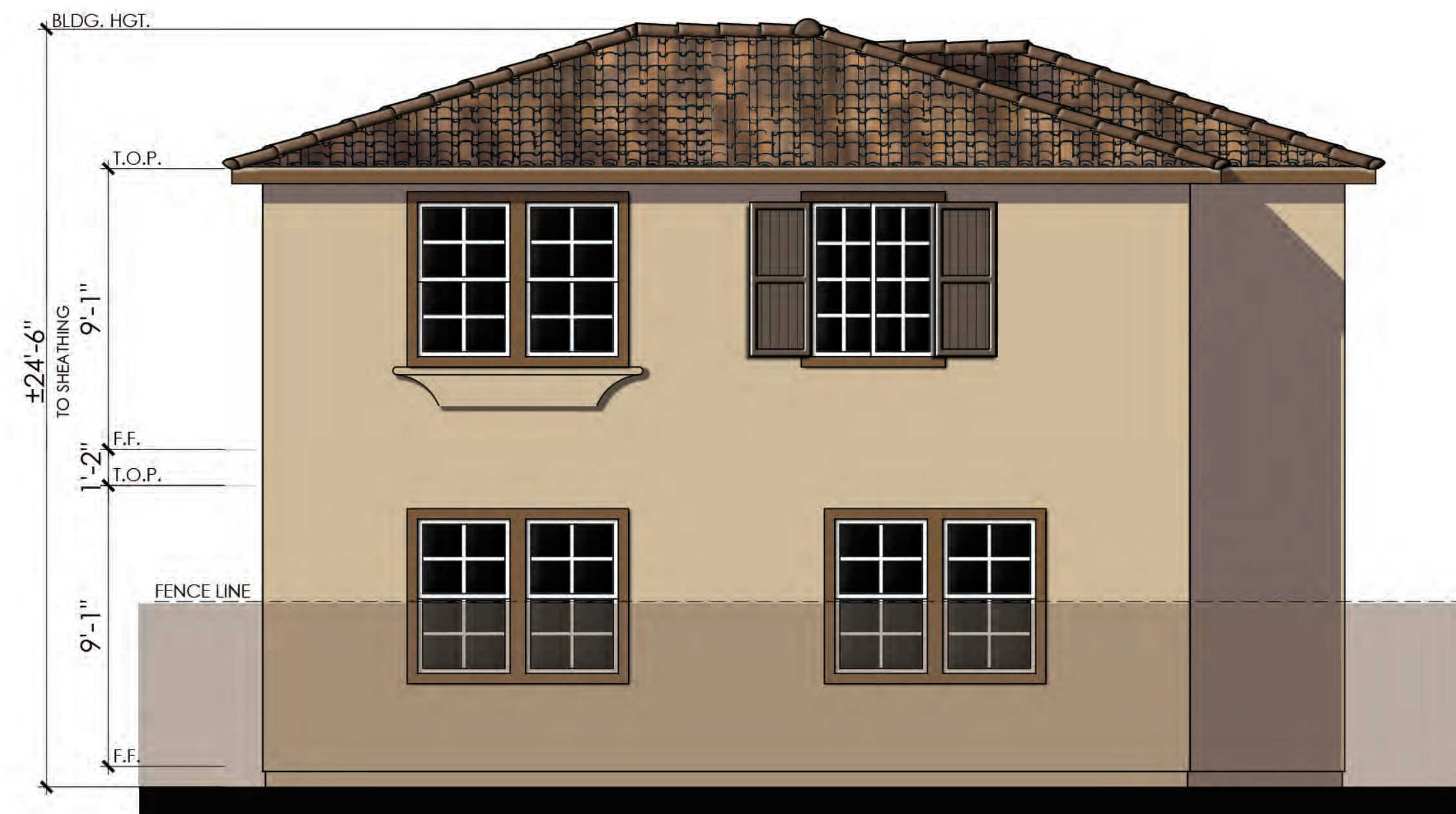
LEFT

COLOR SCHEME 7  
PLAN 1 "C"  
SPANISH ELEVATION



**MATERIALS LEGEND**

(WHERE OCCURS)  
FRONT DOOR: FIBERGLASS  
GARAGE DOOR: METAL SECTIONAL  
ROOF: CONCRETE "S" TILE  
FASCIA: 2x6 WOOD  
BARGE: 2x6 WOOD  
GABLE END: SIMULATED CLAY TILE  
WALL: STUCCO  
WINDOWS: VINYL W/ GRIDS  
SHUTTERS: SIMULATED WOOD  
TRIM: STUCCO OVER RIGID FOAM  
SHELF: STUCCO WITH BRICK CAP



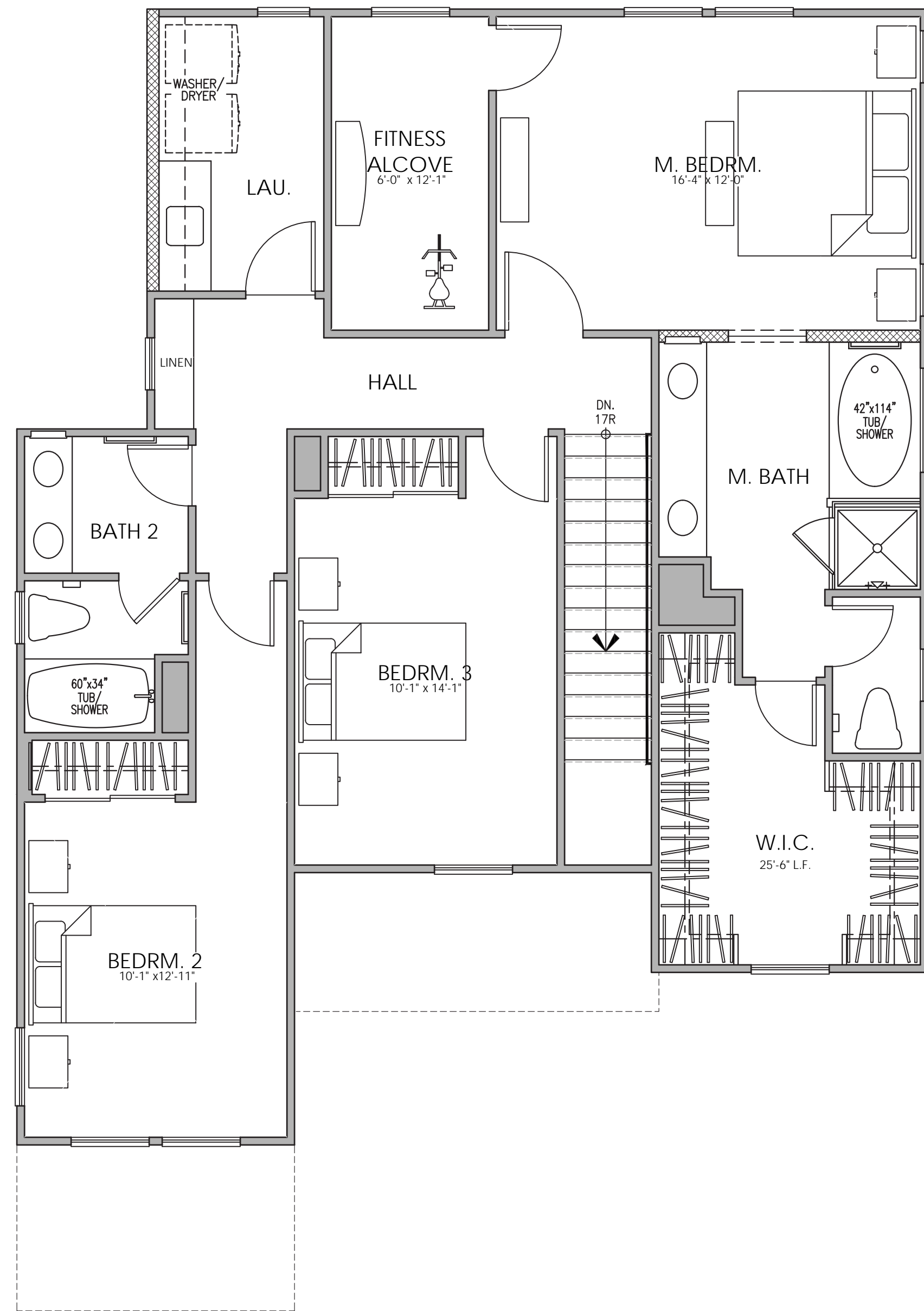
REAR

COLOR SCHEME 7

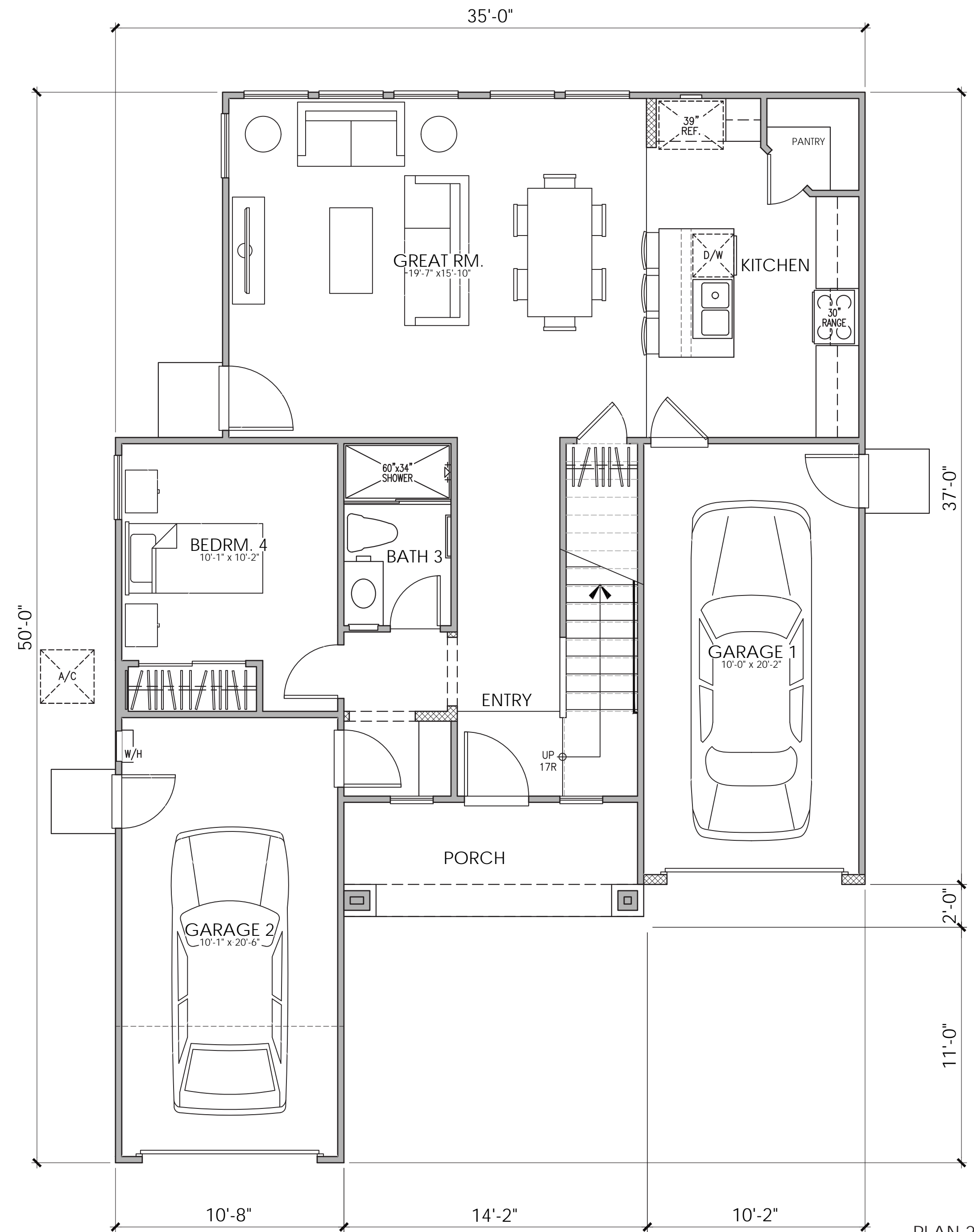
PLAN 1 "C"

SPANISH ENHANCED ELEVATION





SECOND FLOOR PLAN

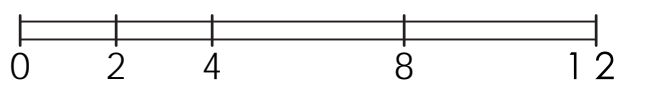


FIRST FLOOR PLAN

PLAN 2 "A"  
4 BEDROOM, 3 BATH  
Ontario, Ca

**PLAN 2  
AREA TABULATION**

CONDITIONED SPACE	
FIRST FLOOR AREA	866 SQ. FT.
SECOND FLOOR AREA	1,177 SQ. FT.
<b>TOTAL DWELLING</b>	<b>2,043 SQ. FT.</b>
UNCONDITIONED SPACE	
GARAGE 1	221 SQ. FT.
GARAGE 2	222 SQ. FT.
PORCH	74 SQ. FT.





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Refer to landscape drawings for wall, tree, and shrub locations

FRONT



RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO AND 8" LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - SHUTTERS: SIMULATED WOOD
  - COLUMNS: TAPERED STUCCO
  - POT SHELF: WOOD
  - SHELF: STUCCO WITH BRICK CAP
  - TRIM: STUCCO OVER RIGID FOAM



REAR



LEFT

COLOR SCHEME 2  
**PLAN 2 "A"**  
 BUNGALOW ELEVATION





**MATERIALS LEGEND**

(WHERE OCCURS)  
 FRONT DOOR: FIBERGLASS  
 GARAGE DOOR: METAL SECTIONAL  
 ROOF: CONCRETE FLAT TILE  
 ROOF EXTENSIONS: WOOD CORBEL  
 FASCIA: 2x6 WOOD  
 BARGE: 2x6 WOOD  
 GABLE END: BOARD AND BATTEN  
 WALL: STUCCO AND 8" LAP SIDING  
 WINDOWS: VINYL W/ GRIDS  
 SHUTTERS: SIMULATED WOOD  
 COLUMNS: TAPERED STUCCO  
 POT SHELF: WOOD  
 SHELF: STUCCO WITH BRICK CAP  
 TRIM: STUCCO OVER RIGID FOAM



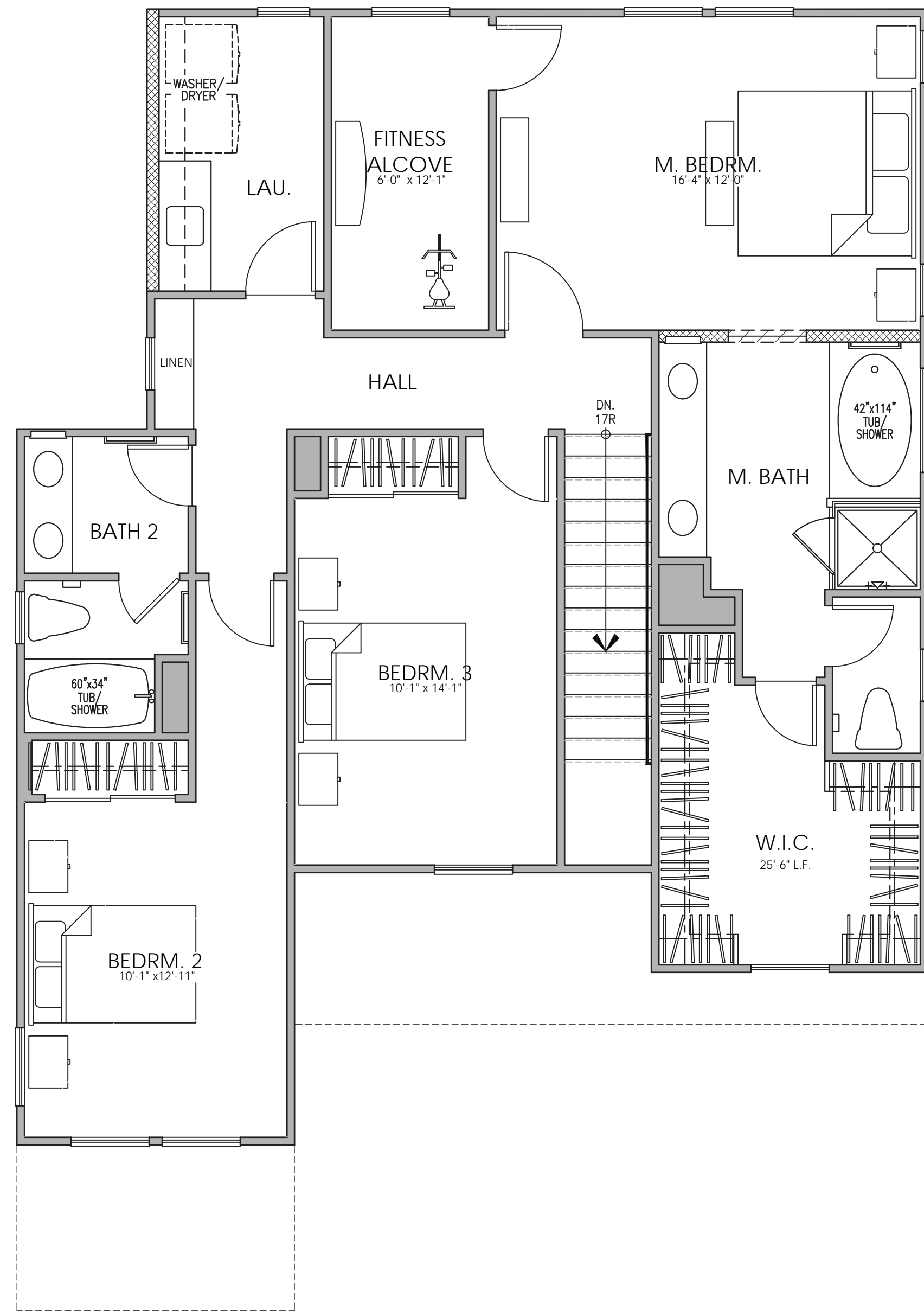
REAR

COLOR SCHEME 2

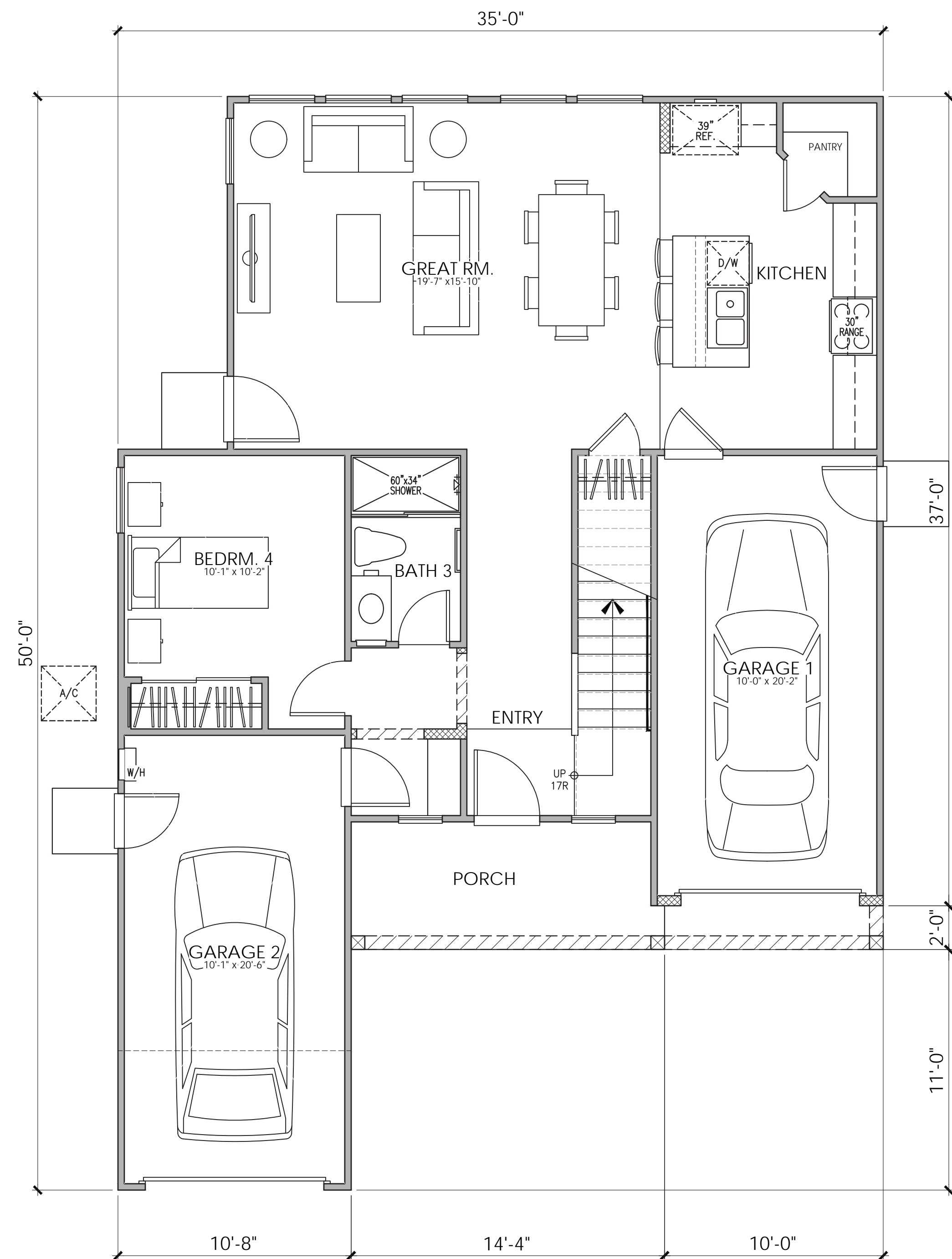
PLAN 2 "A"

BUNGALOW ENHANCED ELEVATION



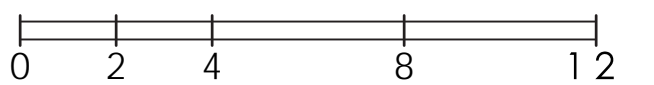


SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 2 "B"  
 4 BEDROOM, 3 BATH  
 Ontario, Ca

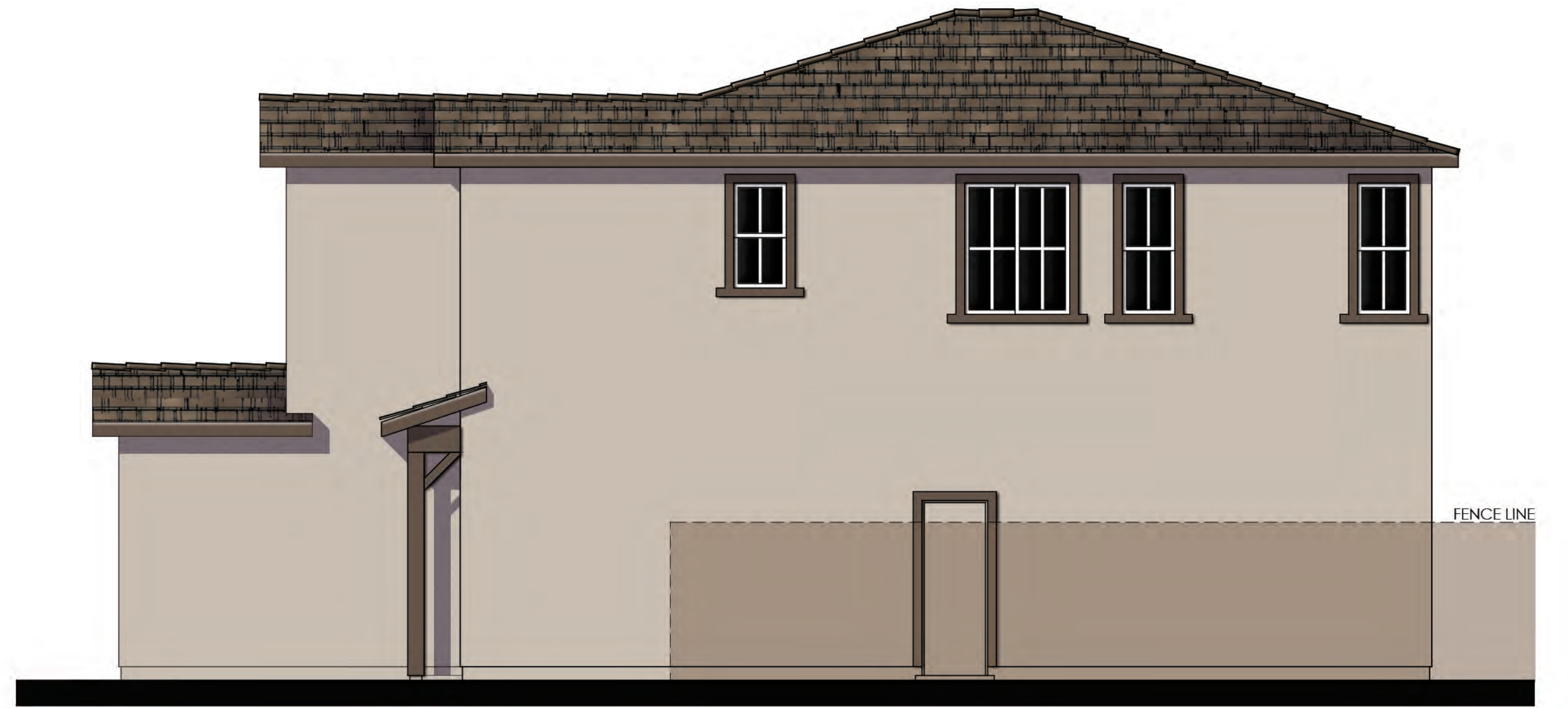




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Refer to landscape drawings for wall, tree, and shrub locations

FRONT



RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: 4" LAP SIDING
  - WALL: STUCCO
  - WINDOWS: VINYL W/ GRIDS
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: SIMULATED WOOD
  - POT SHELF: WOOD
  - TRIM: STUCCO OVER RIGID FOAM



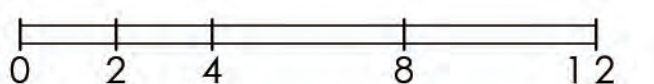
REAR



LEFT

COLOR SCHEME 5

PLAN 2 "B"  
CALIFORNIA RANCH ELEVATION



**MATERIALS LEGEND**

(WHERE OCCURS)  
 FRONT DOOR: FIBERGLASS  
 GARAGE DOOR: METAL SECTIONAL  
 ROOF: CONCRETE FLAT TILE  
 ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE  
 FASCIA: 2x6 WOOD  
 BARGE: 2x6 WOOD  
 GABLE END: 4" LAP SIDING  
 WALL: STUCCO  
 WINDOWS: VINYL W/ GRIDS  
 PORCH: WOOD POST AND BEAM  
 SHUTTERS: SIMULATED WOOD  
 POT SHELF: WOOD  
 TRIM: STUCCO OVER RIGID FOAM



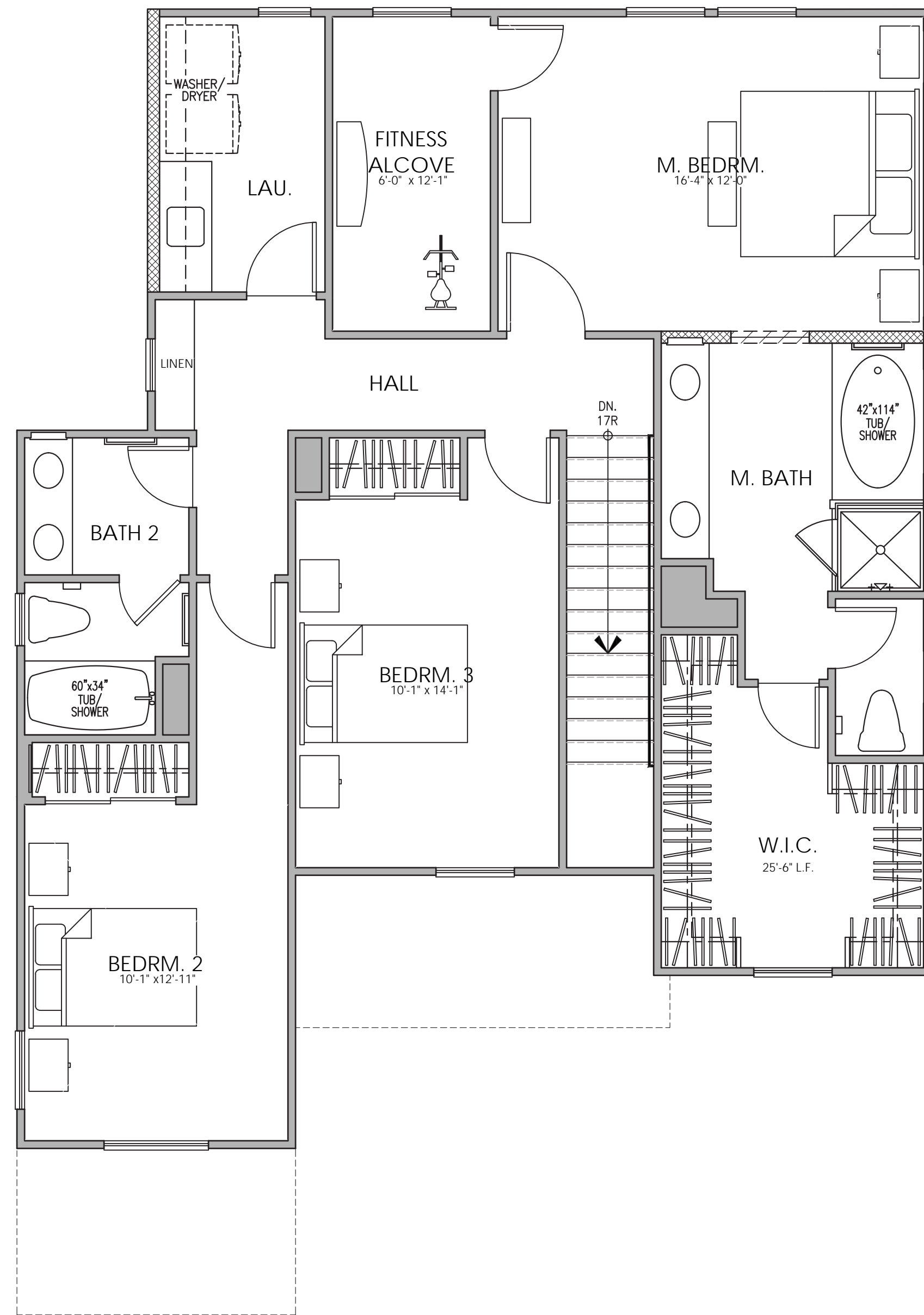
REAR

COLOR SCHEME 5

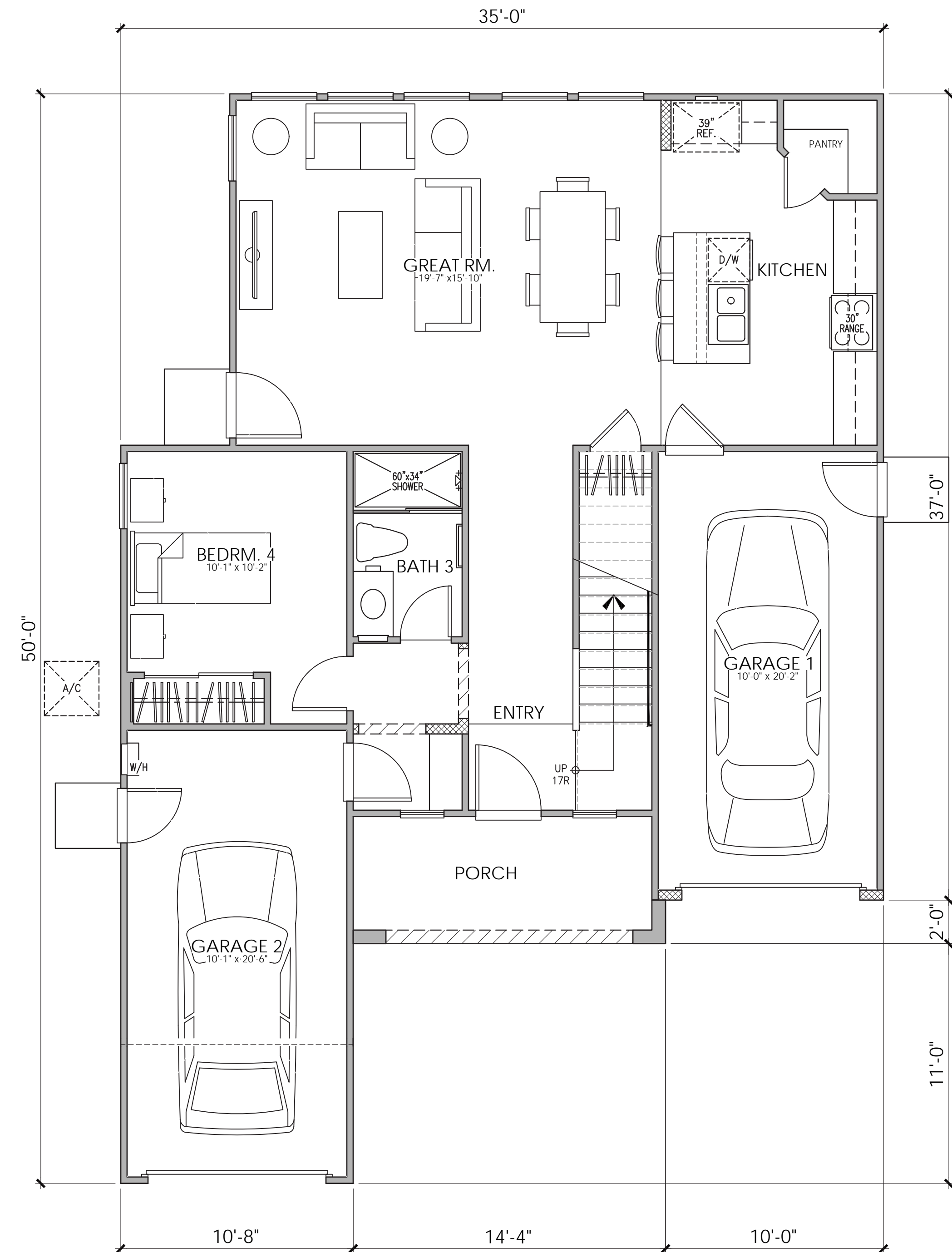
PLAN 2 "B"

CALIFORNIA RANCH ENHANCED ELEVATION



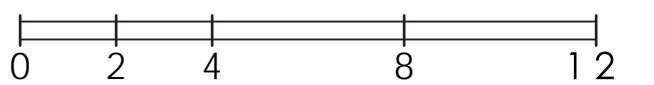


SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 2 "C"  
4 BEDROOM, 3 BATH

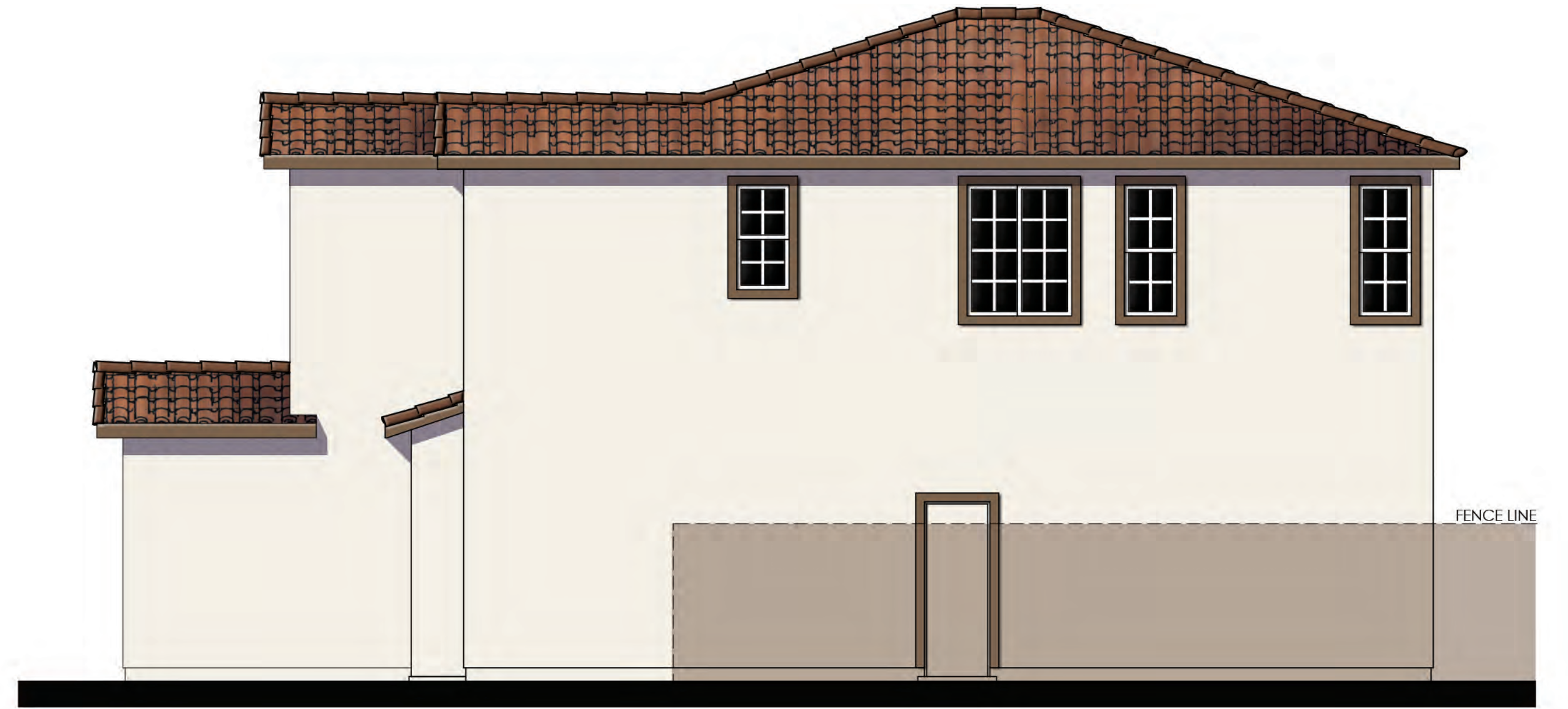




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Refer to landscape drawings for wall, tree, and shrub locations

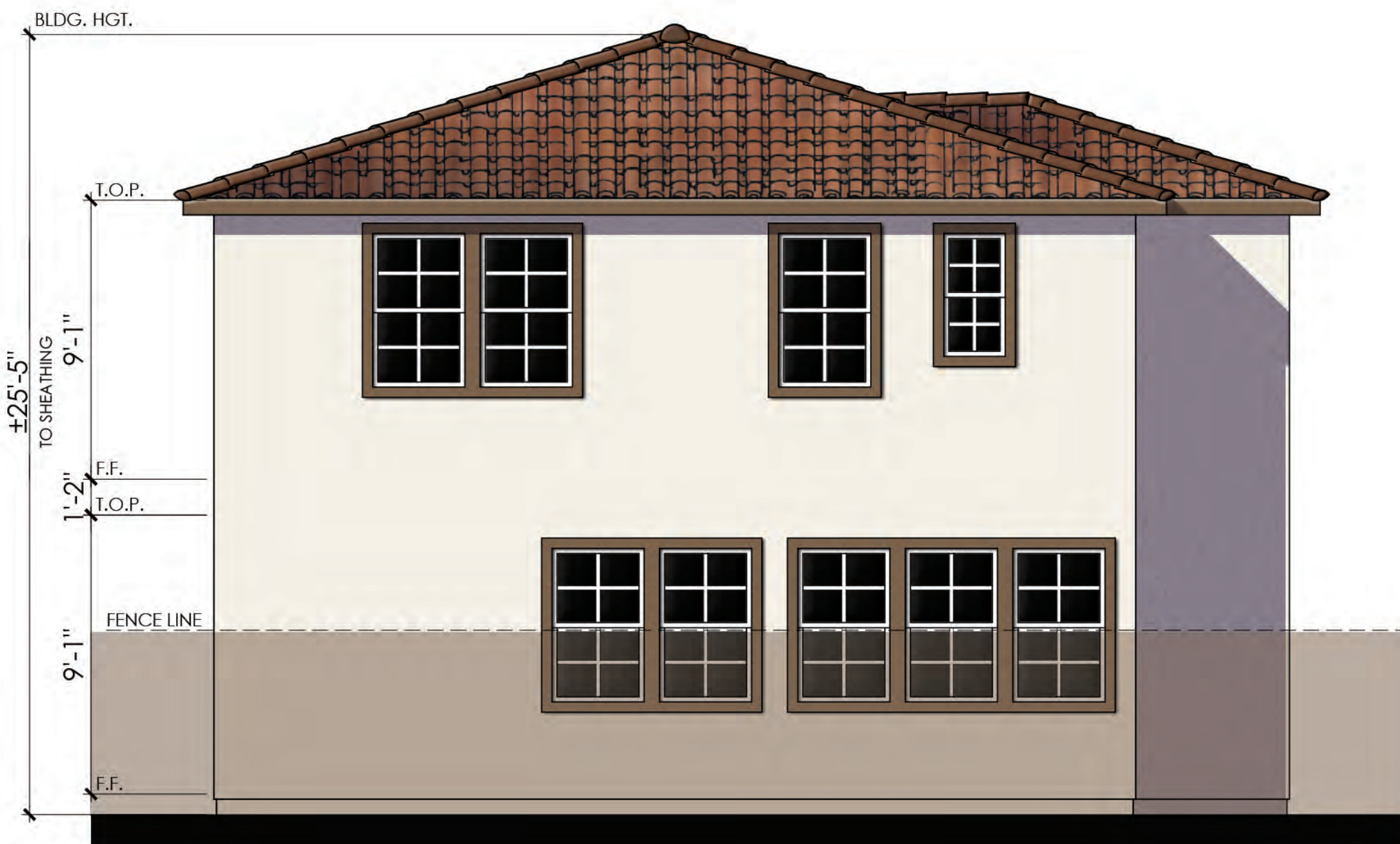
FRONT



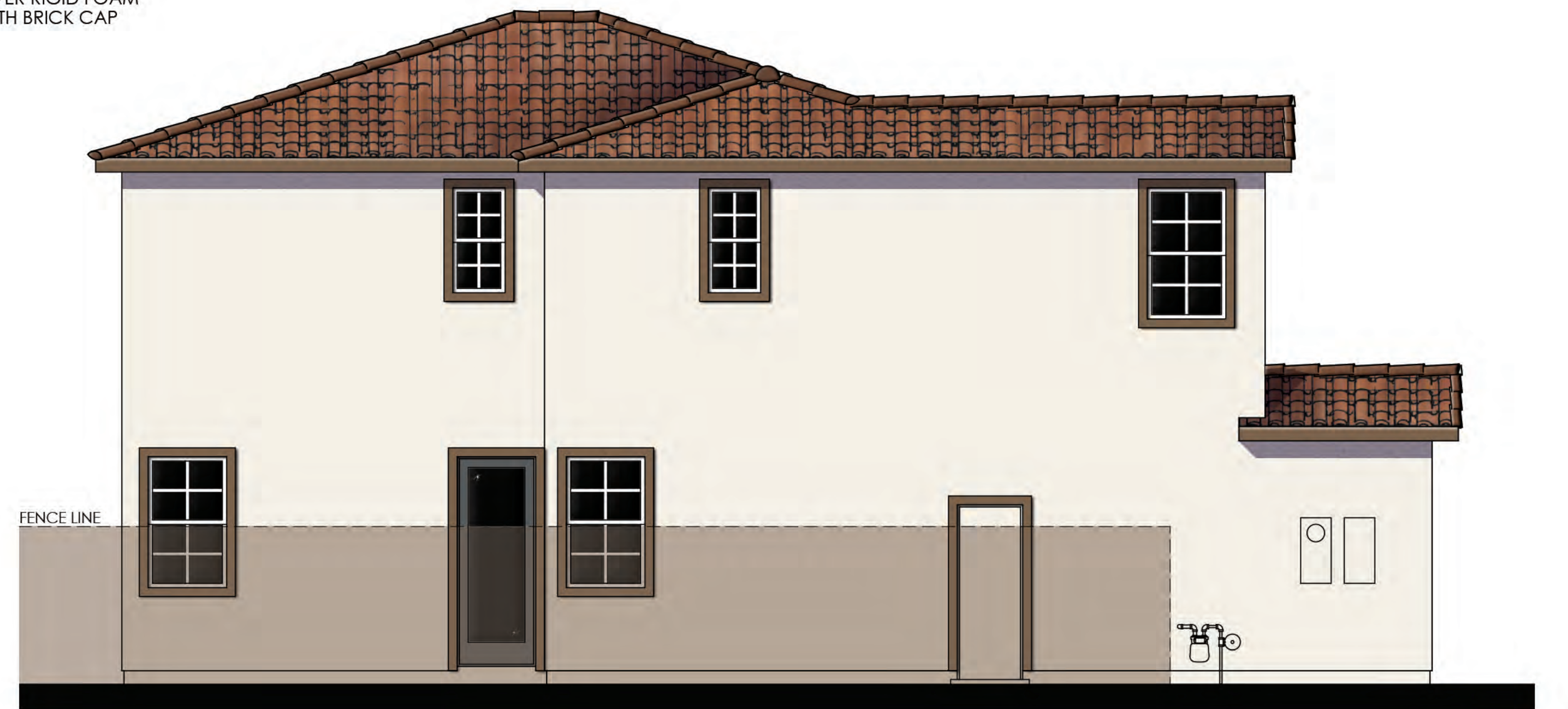
RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE "S" TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: SIMULATED CLAY TILE
  - WALL: STUCCO
  - WINDOWS: VINYL W/ GRIDS
  - SHUTTERS: SIMULATED WOOD
  - TRIM: STUCCO OVER RIGID FOAM
  - SHELF: STUCCO WITH BRICK CAP



REAR



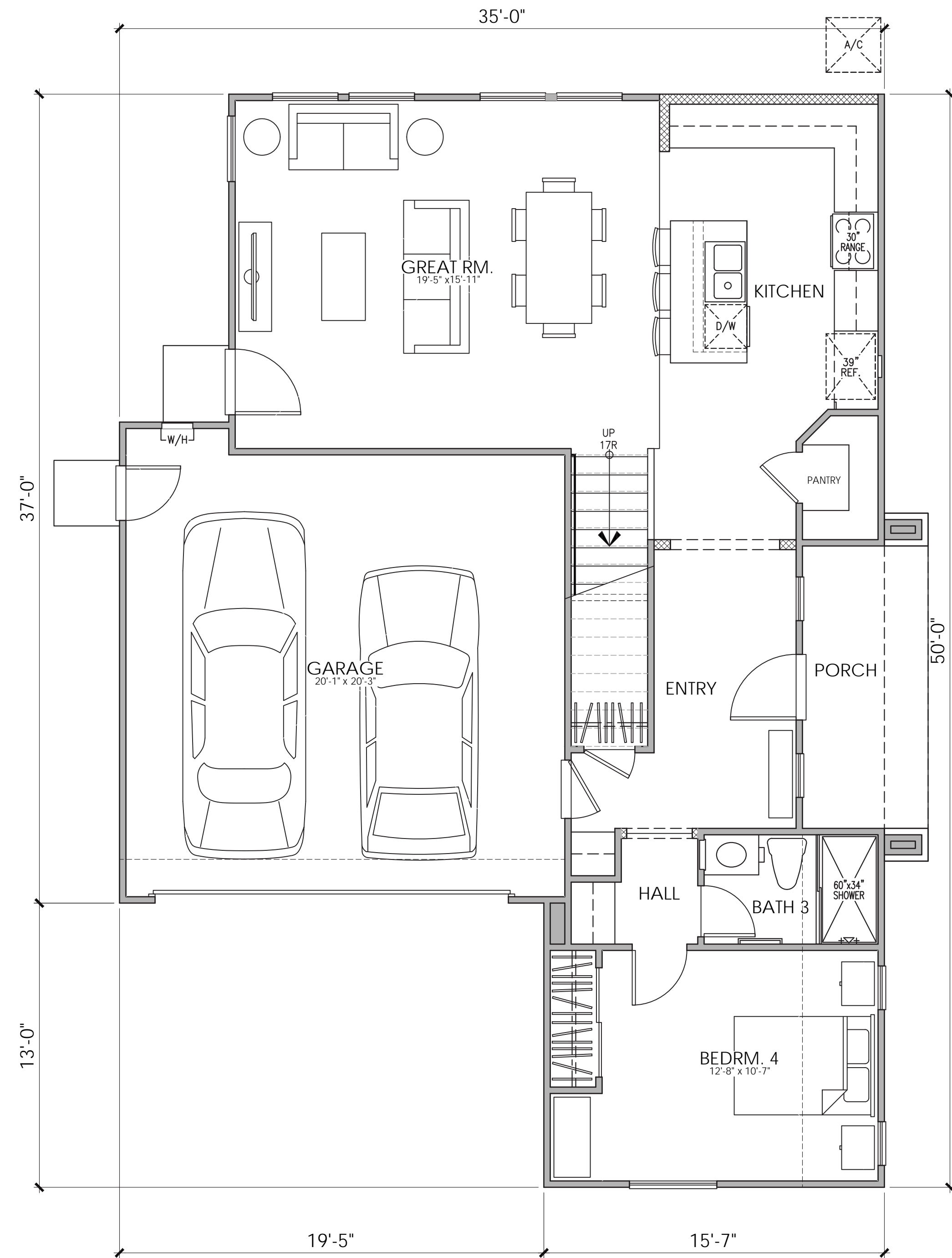
LEFT

COLOR SCHEME 8  
 PLAN 2 "C"  
 SPANISH ELEVATION

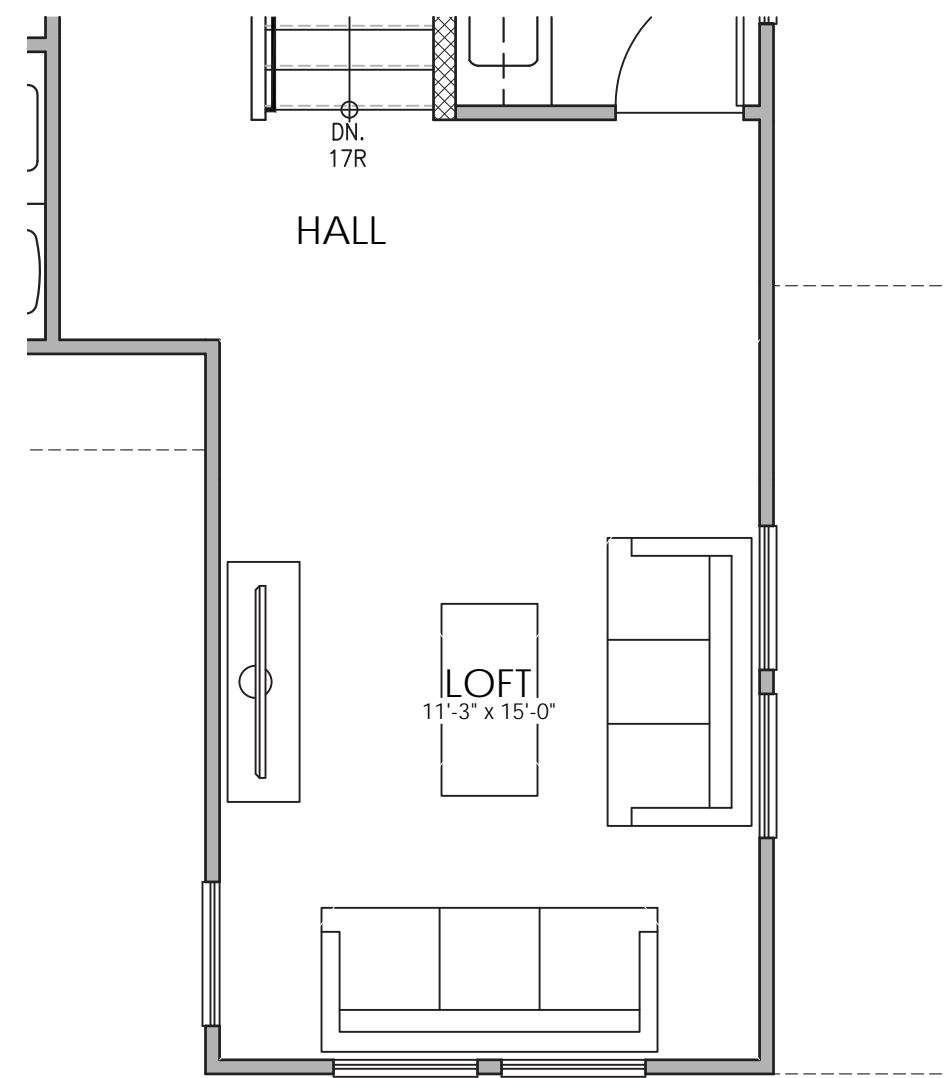




SECOND FLOOR PLAN



FIRST FLOOR PLAN

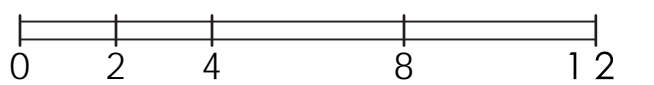


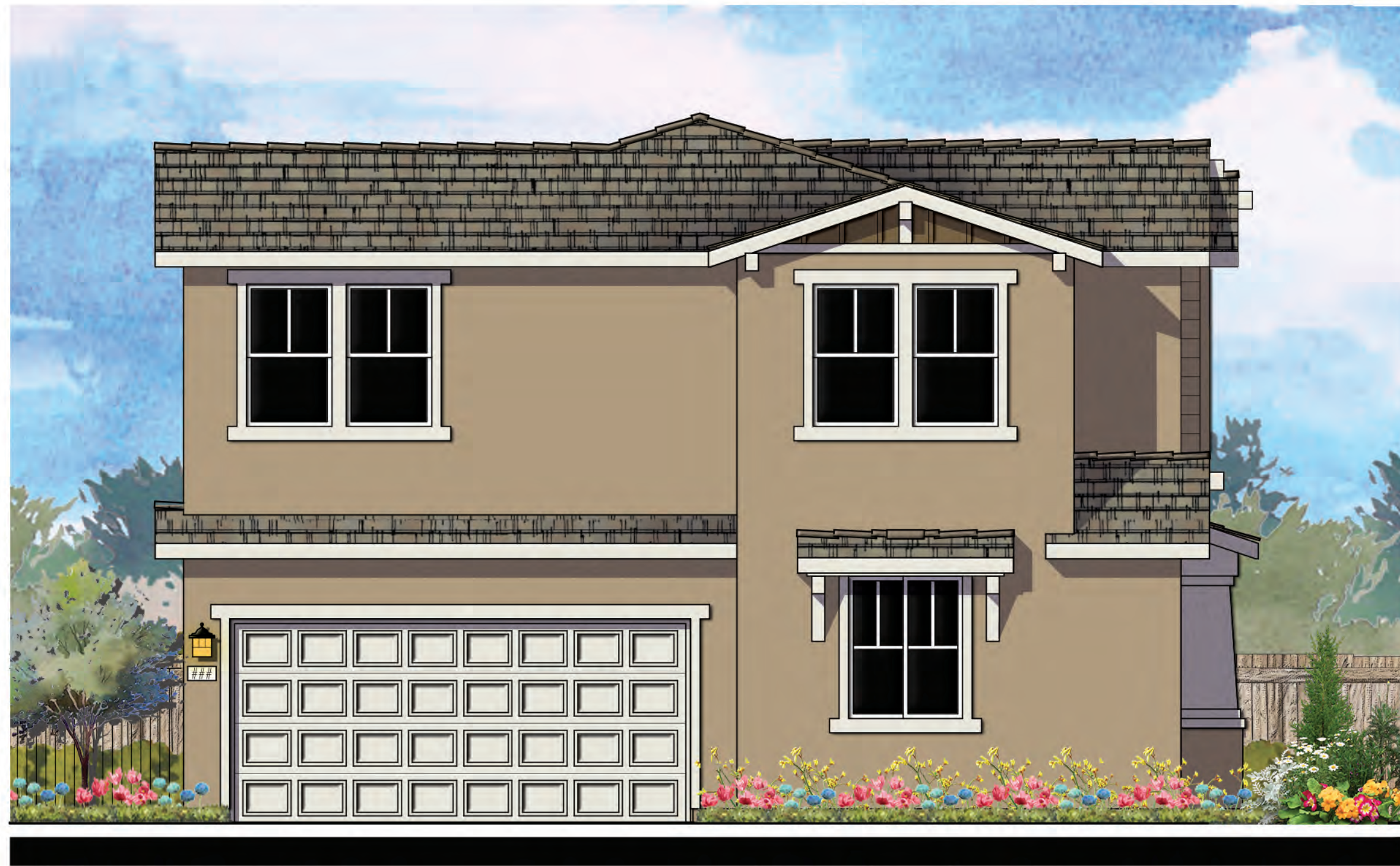
OPTIONAL LOFT

**PLAN 3  
AREA TABULATION**

CONDITIONED SPACE	
FIRST FLOOR AREA	947 SQ. FT.
SECOND FLOOR AREA	1,227 SQ. FT.
<b>TOTAL DWELLING</b>	<b>2,174 SQ. FT.</b>
UNCONDITIONED SPACE	
GARAGE	425 SQ. FT.
PORCH "A"	8 SQ. FT.

**PLAN 3 "A"**  
4 BEDROOM, 3 BATH, OFFICE





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Refer to landscape drawings for wall, tree, and shrub locations

LEFT



FRONT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO AND 8" LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - SHUTTERS: SIMULATED WOOD
  - COLUMNS: TAPERED STUCCO
  - POT SHELF: WOOD
  - SHELF: STUCCO WITH BRICK CAP
  - TRIM: STUCCO OVER RIGID FOAM

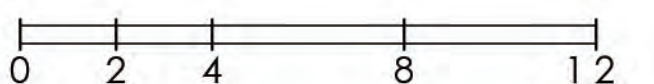


RIGHT



REAR

COLOR SCHEME 3  
**PLAN 3 "A"**  
 BUNGALOW ELEVATION





**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO AND 8" LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - SHUTTERS: SIMULATED WOOD
  - COLUMNS: TAPERED STUCCO
  - POT SHELF: WOOD
  - SHELF: STUCCO WITH BRICK CAP
  - TRIM: STUCCO OVER RIGID FOAM



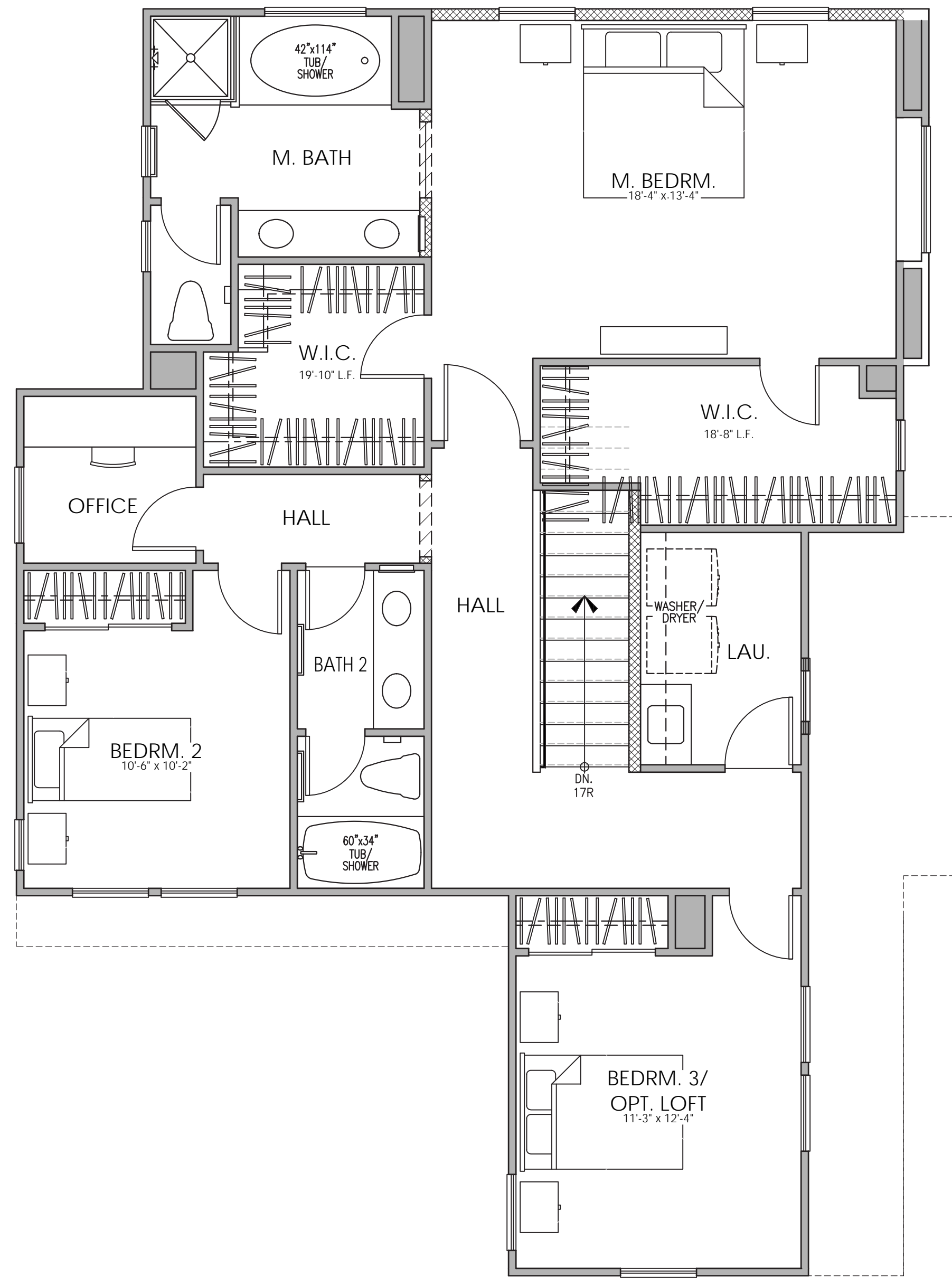
RIGHT

COLOR SCHEME 3

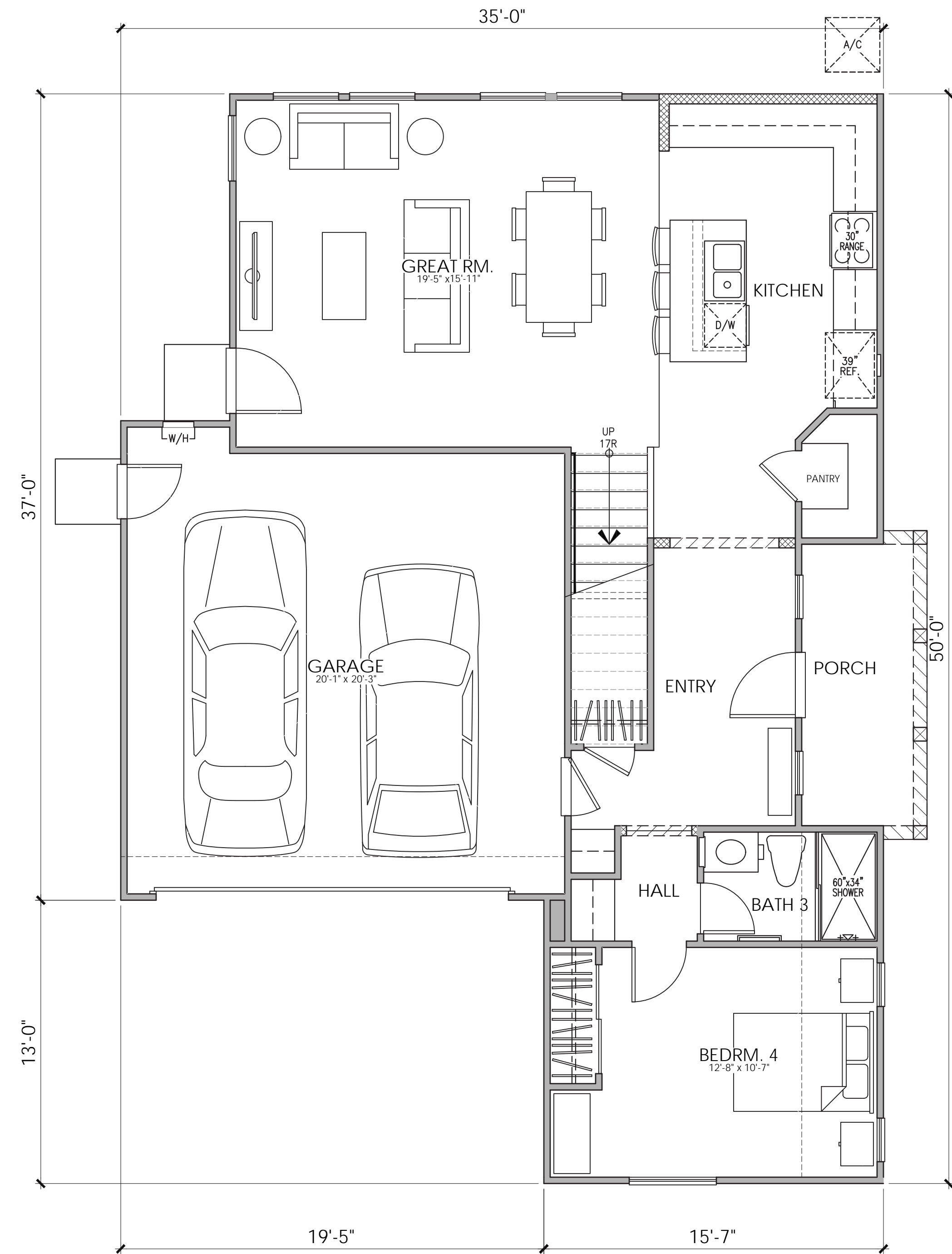
PLAN 3 "A"

BUNGALOW ENHANCED ELEVATION



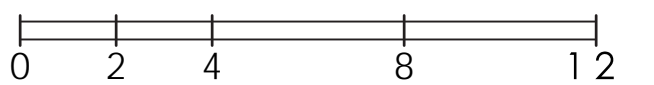


SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 3 "B"  
4 BEDROOM, 3 BATH, OFFICE





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Refer to landscape drawings for wall, tree, and shrub locations

LEFT



FRONT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: 4" LAP SIDING
  - WALL: STUCCO
  - WINDOWS: VINYL W/ GRIDS
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: SIMULATED WOOD
  - POT SHELF: WOOD
  - TRIM: STUCCO OVER RIGID FOAM



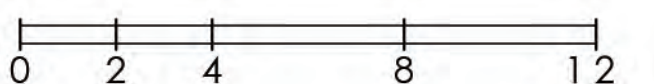
RIGHT



REAR

COLOR SCHEME 6

PLAN 3 "B"  
CALIFORNIA RANCH ELEVATION



**MATERIALS LEGEND**

(WHERE OCCURS)  
 FRONT DOOR: FIBERGLASS  
 GARAGE DOOR: METAL SECTIONAL  
 ROOF: CONCRETE FLAT TILE  
 ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE  
 FASCIA: 2x6 WOOD  
 BARGE: 2x6 WOOD  
 GABLE END: 4" LAP SIDING  
 WALL: STUCCO  
 WINDOWS: VINYL W/ GRIDS  
 PORCH: WOOD POST AND BEAM  
 SHUTTERS: SIMULATED WOOD  
 POT SHELF: WOOD  
 TRIM: STUCCO OVER RIGID FOAM



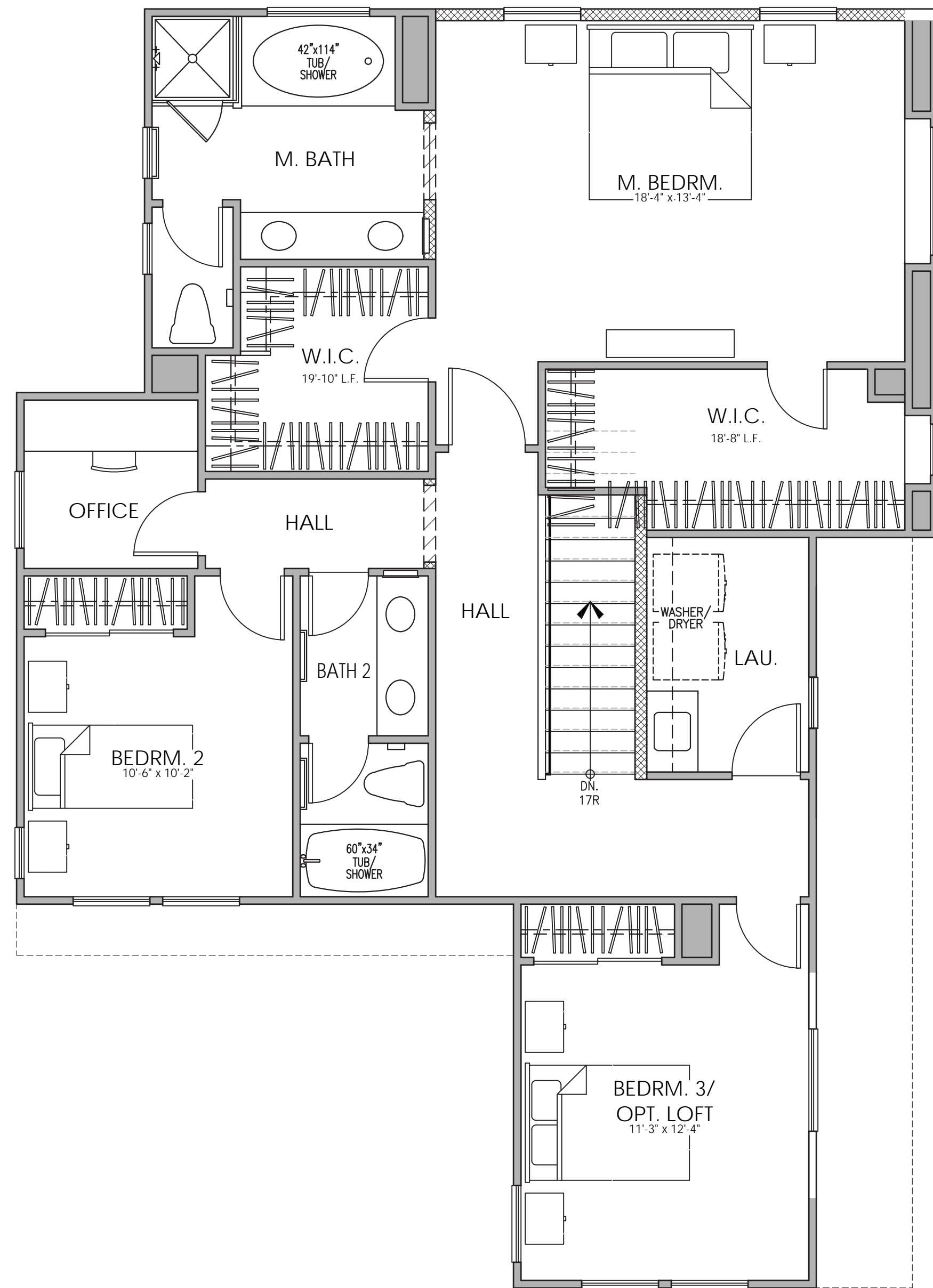
RIGHT

COLOR SCHEME 6

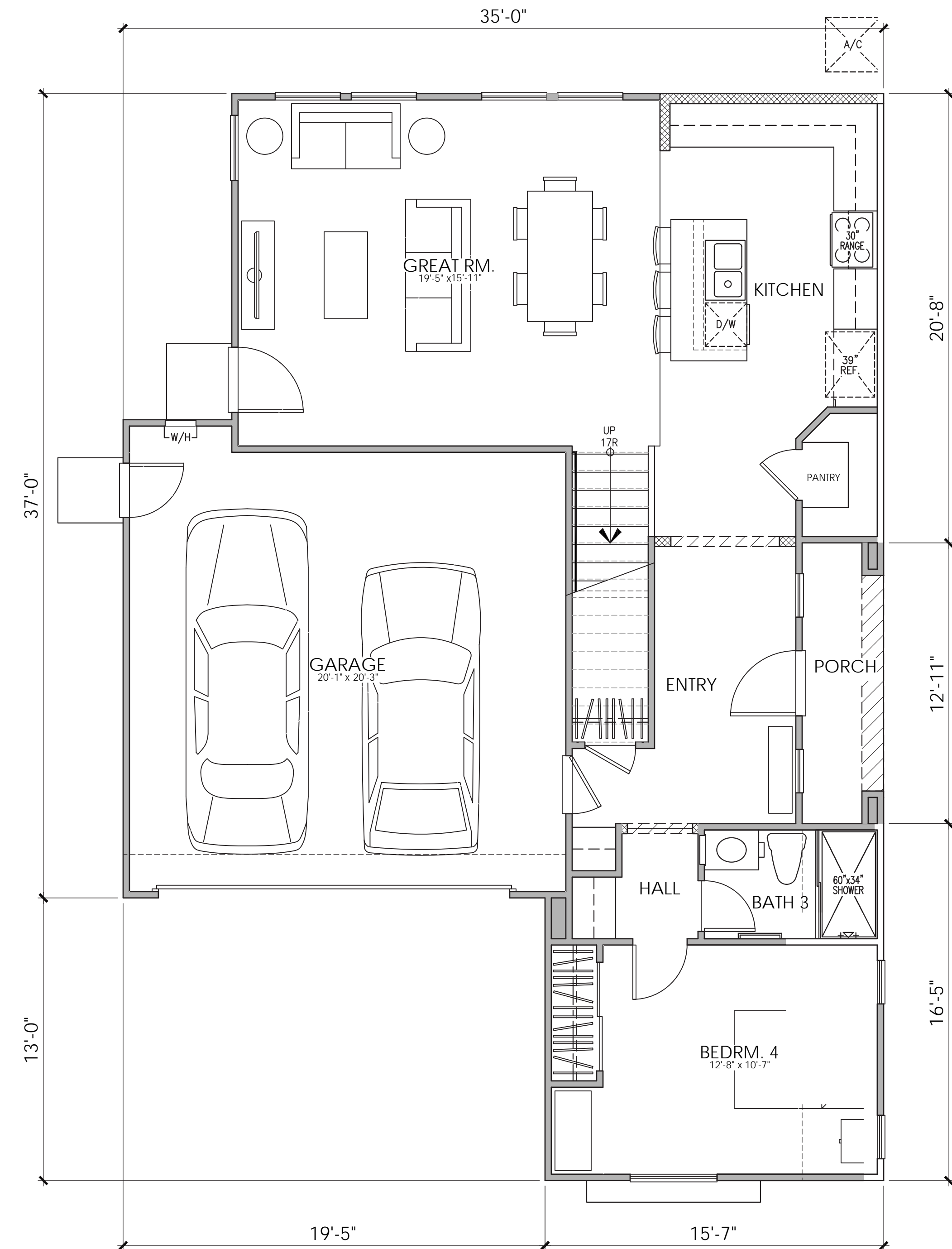
PLAN 3 "B"

CALIFORNIA RANCH ENHANCED ELEVATION



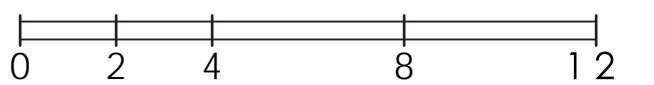


SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 3 "C"  
4 BEDROOM, 3 BATH, OFFICE





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Refer to landscape drawings for wall, tree, and shrub locations

LEFT



FRONT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE "S" TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: SIMULATED CLAY TILE
  - WALL: STUCCO
  - WINDOWS: VINYL W/ GRIDS
  - SHUTTERS: SIMULATED WOOD
  - TRIM: STUCCO OVER RIGID FOAM
  - SHELF: STUCCO WITH BRICK CAP



RIGHT



REAR

COLOR SCHEME 9  
**PLAN 3 "C"**  
 SPANISH ELEVATION



**MATERIALS LEGEND**

(WHERE OCCURS)

- FRONT DOOR: FIBERGLASS
- GARAGE DOOR: METAL SECTIONAL
- ROOF: CONCRETE "S" TILE
- FASCIA: 2x6 WOOD
- BARGE: 2x6 WOOD
- GABLE END: SIMULATED CLAY TILE
- WALL: STUCCO
- WINDOWS: VINYL W/ GRIDS
- SHUTTERS: SIMULATED WOOD
- TRIM: STUCCO OVER RIGID FOAM
- SHELF: STUCCO WITH BRICK CAP



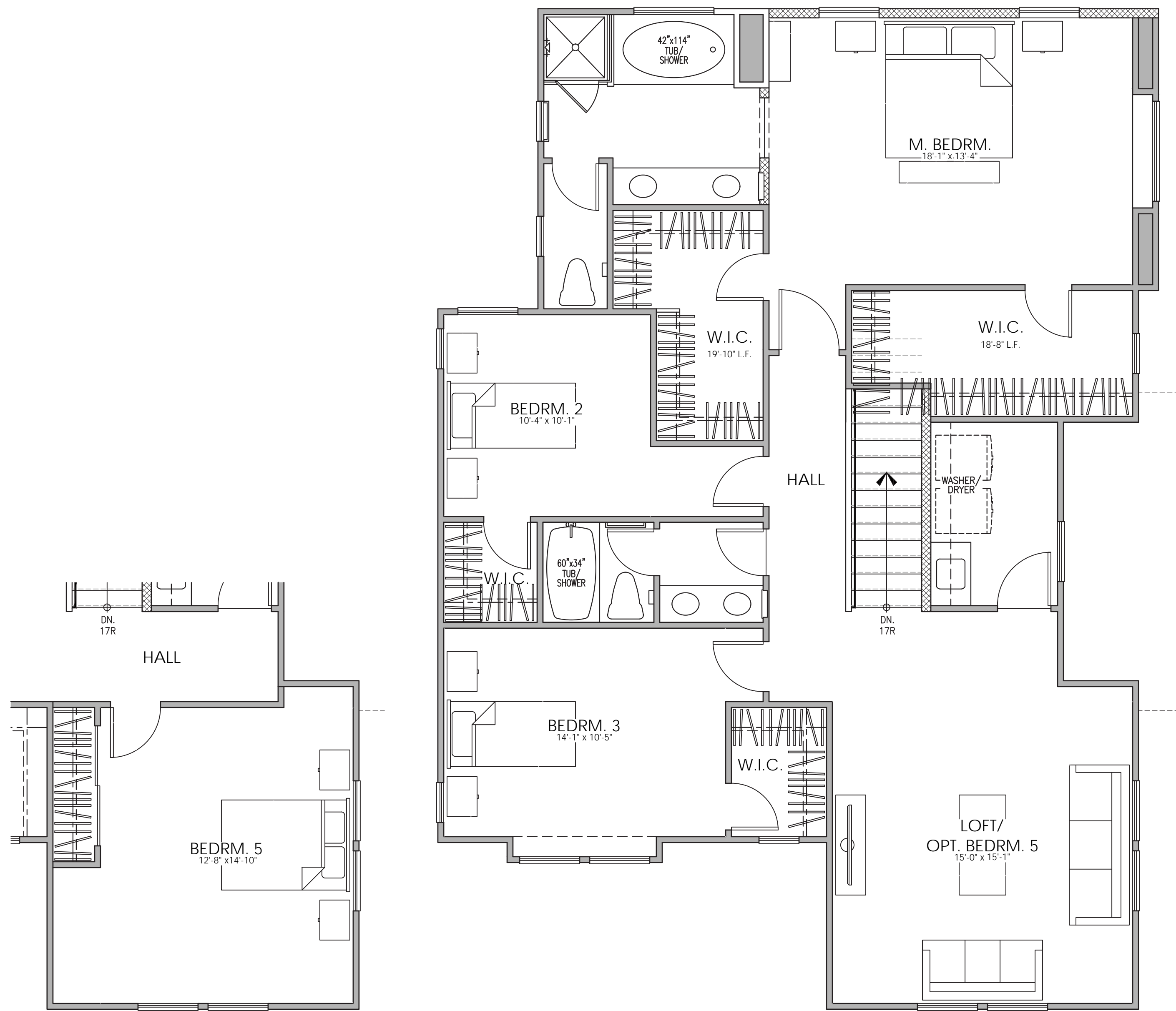
RIGHT

COLOR SCHEME 9

PLAN 3 "C"

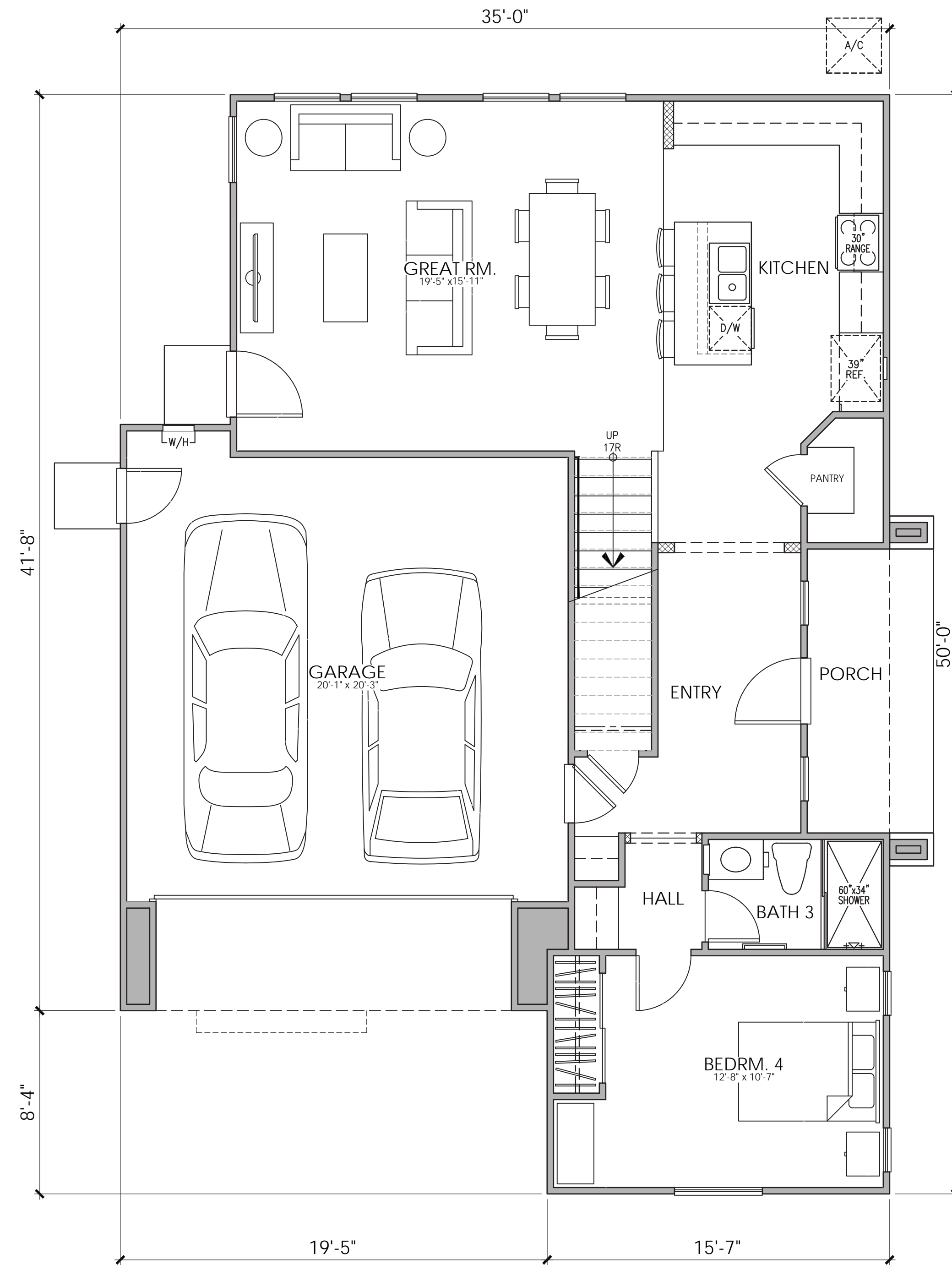
SPANISH ENHANCED ELEVATION





OPTIONAL BEDROOM 5

SECOND FLOOR PLAN

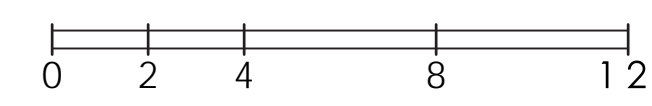


FIRST FLOOR PLAN

PLAN 3X  
AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	947 SQ. FT.
SECOND FLOOR AREA	1,418 SQ. FT.
TOTAL DWELLING	2,365 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	425 SQ. FT.
PORCH	14 SQ. FT.

PLAN 3X "A"  
4 BEDROOM, 3 BATH, LOFT/ OPT. BEDROOM 5







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Refer to landscape drawings for wall, tree, and shrub locations

LEFT



FRONT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO AND 8" LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - SHUTTERS: SIMULATED WOOD
  - COLUMNS: TAPERED STUCCO
  - POT SHELF: WOOD
  - SHELF: STUCCO WITH BRICK CAP
  - TRIM: STUCCO OVER RIGID FOAM

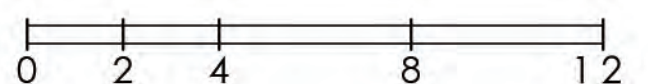


RIGHT



REAR

COLOR SCHEME 1  
**PLAN 3X "A"**  
 BUNGALOW ELEVATION



**MATERIALS LEGEND**

(WHERE OCCURS)

- FRONT DOOR: FIBERGLASS
- GARAGE DOOR: METAL SECTIONAL
- ROOF: CONCRETE FLAT TILE
- ROOF EXTENSIONS: WOOD CORBEL
- FASCIA: 2x6 WOOD
- BARGE: 2x6 WOOD
- GABLE END: BOARD AND BATTEN
- WALL: STUCCO AND 8" LAP SIDING
- WINDOWS: VINYL W/ GRIDS
- SHUTTERS: SIMULATED WOOD
- COLUMNS: TAPERED STUCCO
- POT SHELF: WOOD
- SHELF: STUCCO WITH BRICK CAP
- TRIM: STUCCO OVER RIGID FOAM



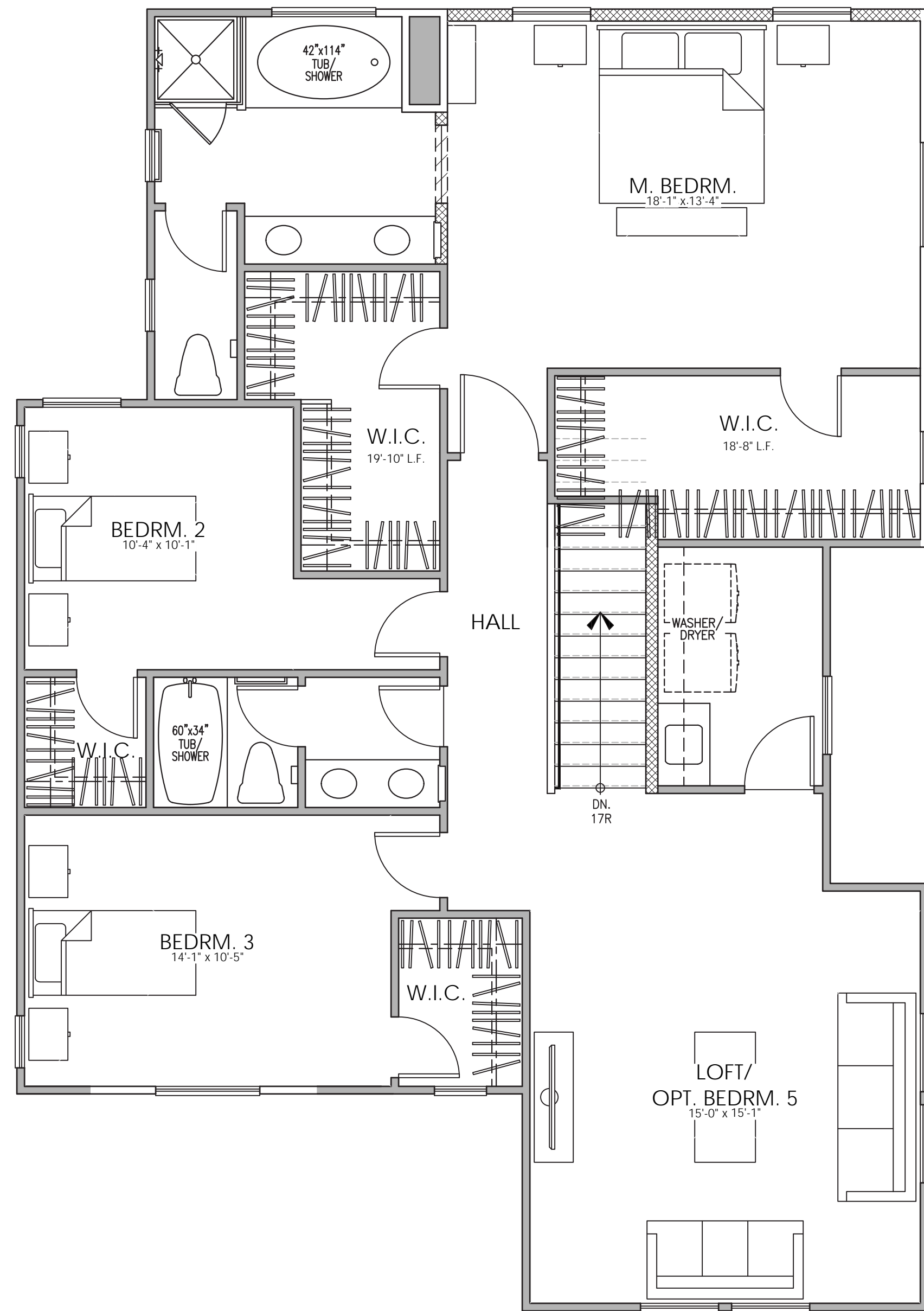
COLOR SCHEME 1

PLAN 3X "A"

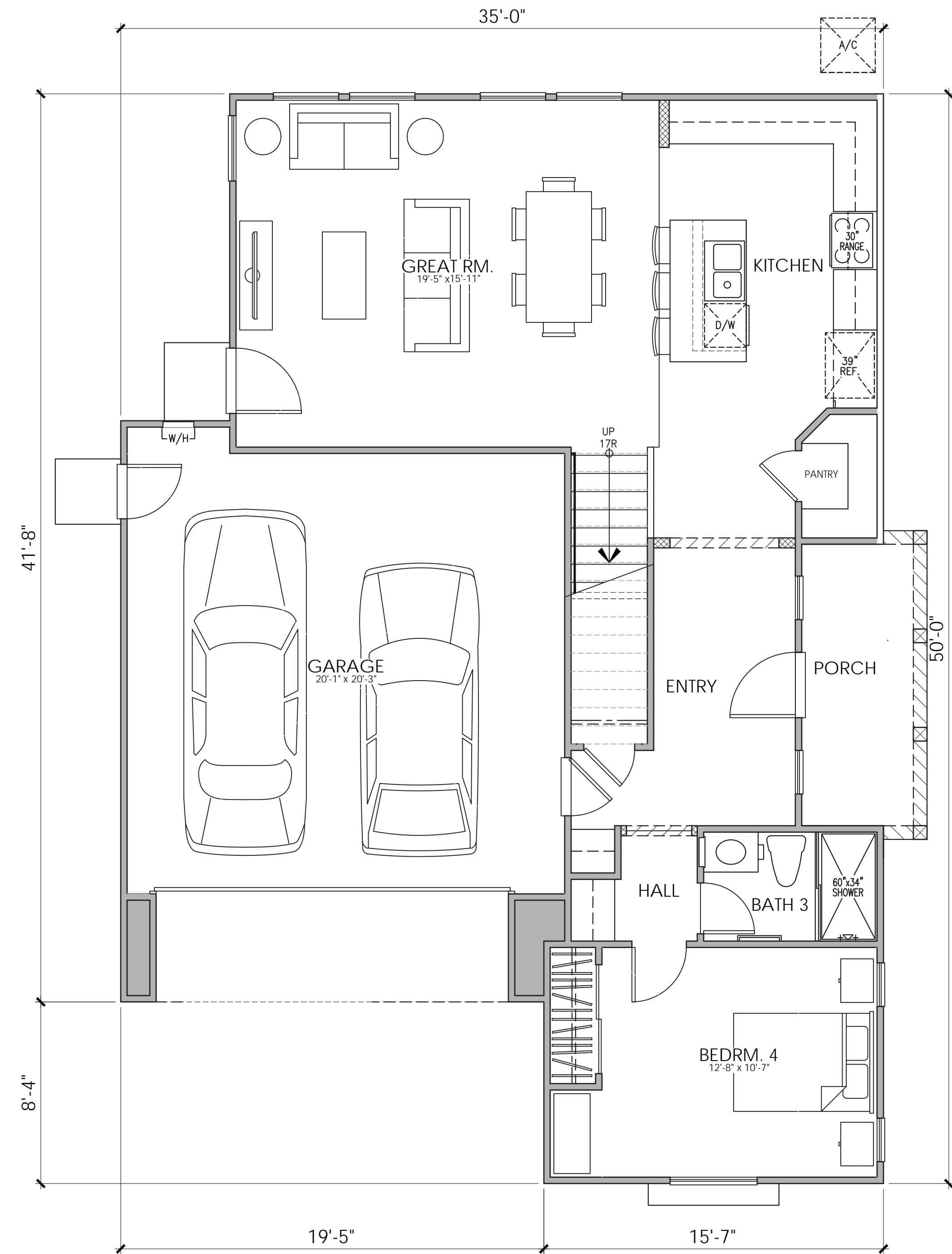
BUNGALOW ENHANCED ELEVATION

RIGHT



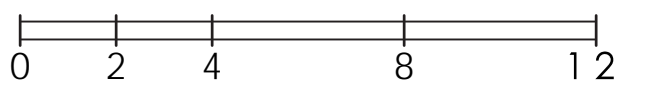


SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 3X "B"  
 4 BEDROOM, 3 BATH, LOFT/ OPT. BEDROOM 5





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Refer to landscape drawings for wall, tree, and shrub locations

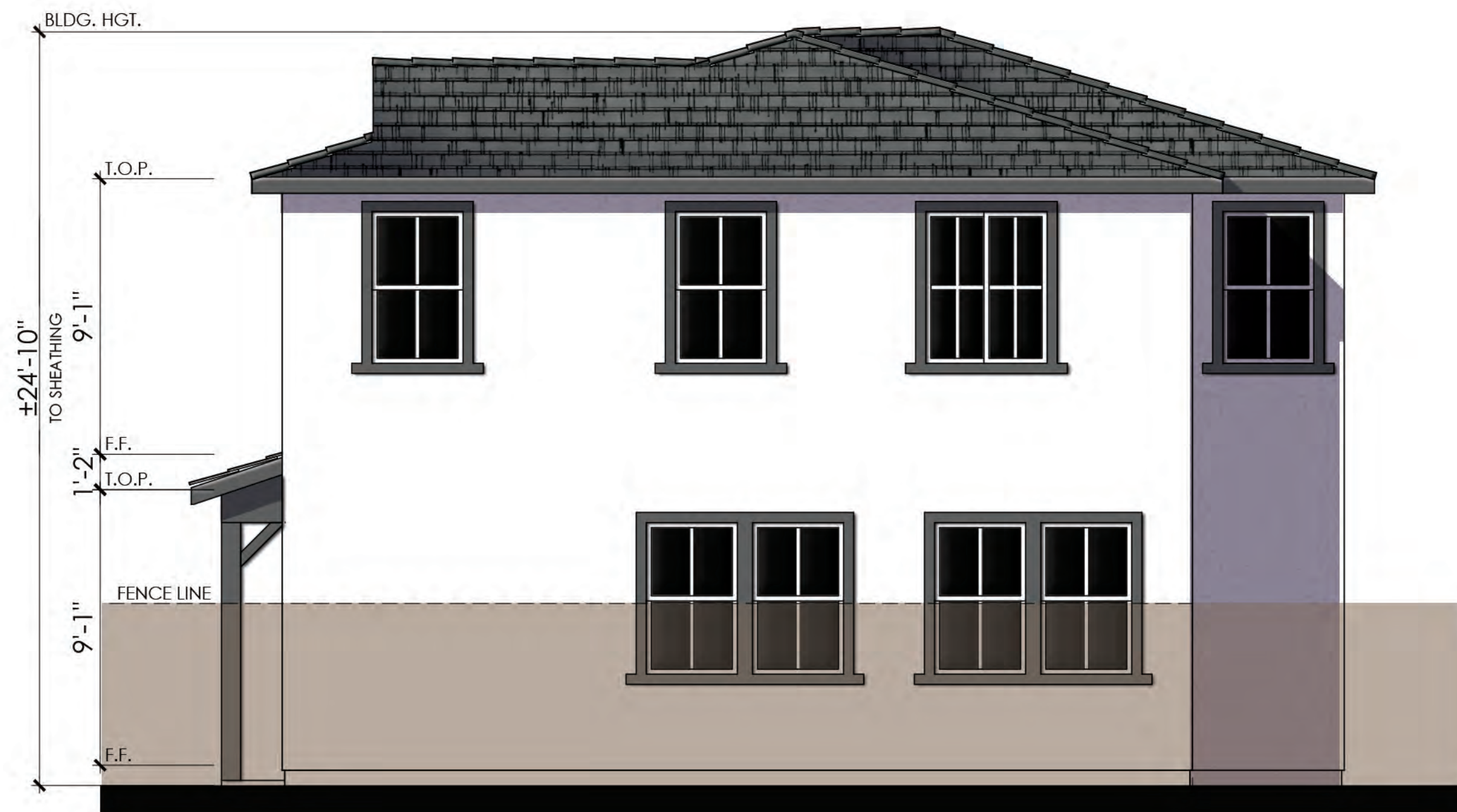
LEFT



FRONT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT TILE
  - ROOF EXTENSIONS: WOOD CORBEL / KNEE BRACE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: 4" LAP SIDING
  - WALL: STUCCO
  - WINDOWS: VINYL W/ GRIDS
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: SIMULATED WOOD
  - POT SHELF: WOOD
  - TRIM: STUCCO OVER RIGID FOAM



RIGHT



REAR

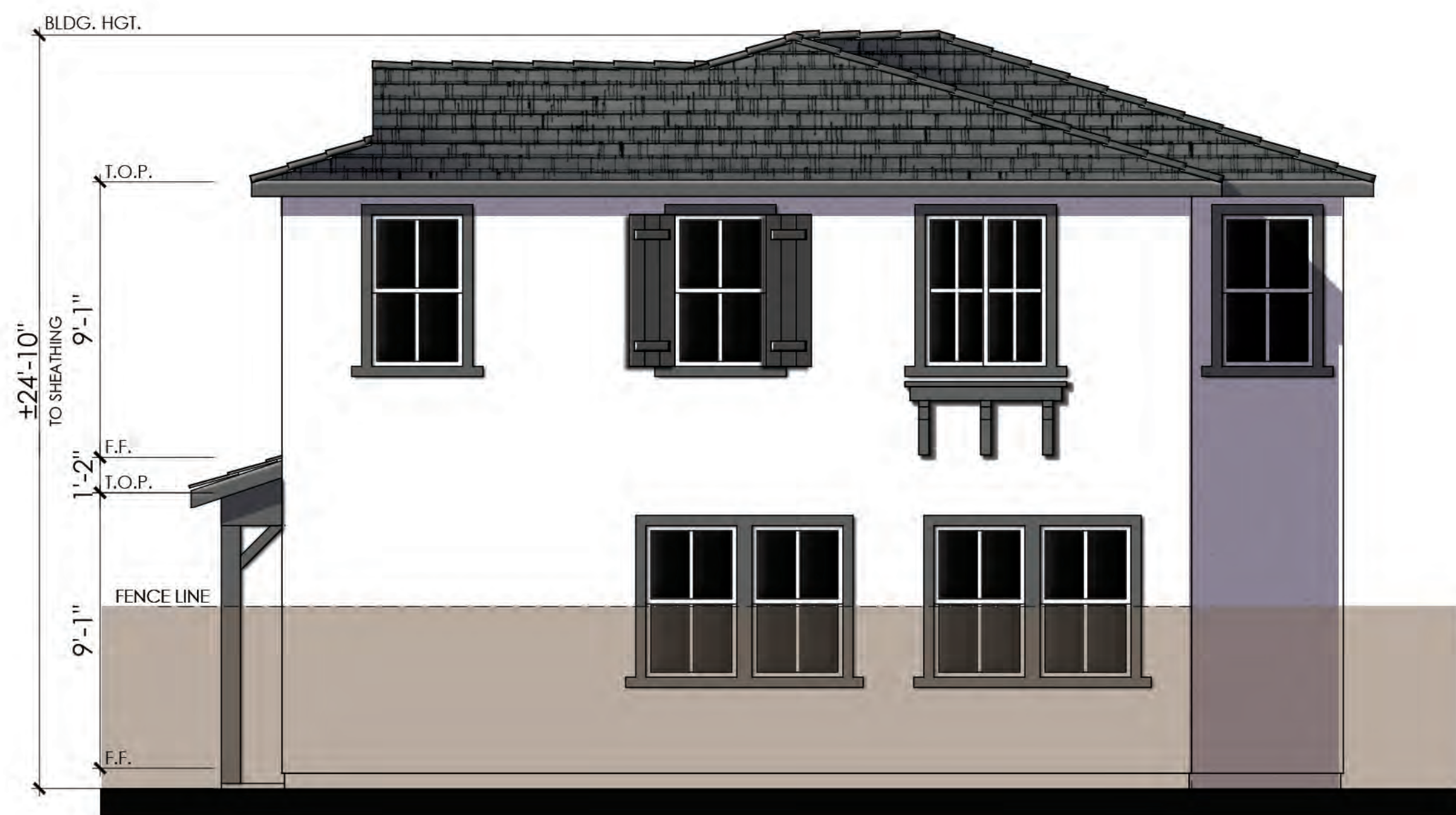
COLOR SCHEME 4

PLAN 3X "B"  
CALIFORNIA RANCH ELEVATION



**MATERIALS LEGEND**

- (WHERE OCCURS)  
FRONT DOOR: FIBERGLASS  
GARAGE DOOR: METAL SECTIONAL  
ROOF: CONCRETE FLAT TILE  
ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE  
FASCIA: 2x6 WOOD  
BARGE: 2x6 WOOD  
GABLE END: 4" LAP SIDING  
WALL: STUCCO  
WINDOWS: VINYL W/ GRIDS  
PORCH: WOOD POST AND BEAM  
SHUTTERS: SIMULATED WOOD  
POT SHELF: WOOD  
TRIM: STUCCO OVER RIGID FOAM



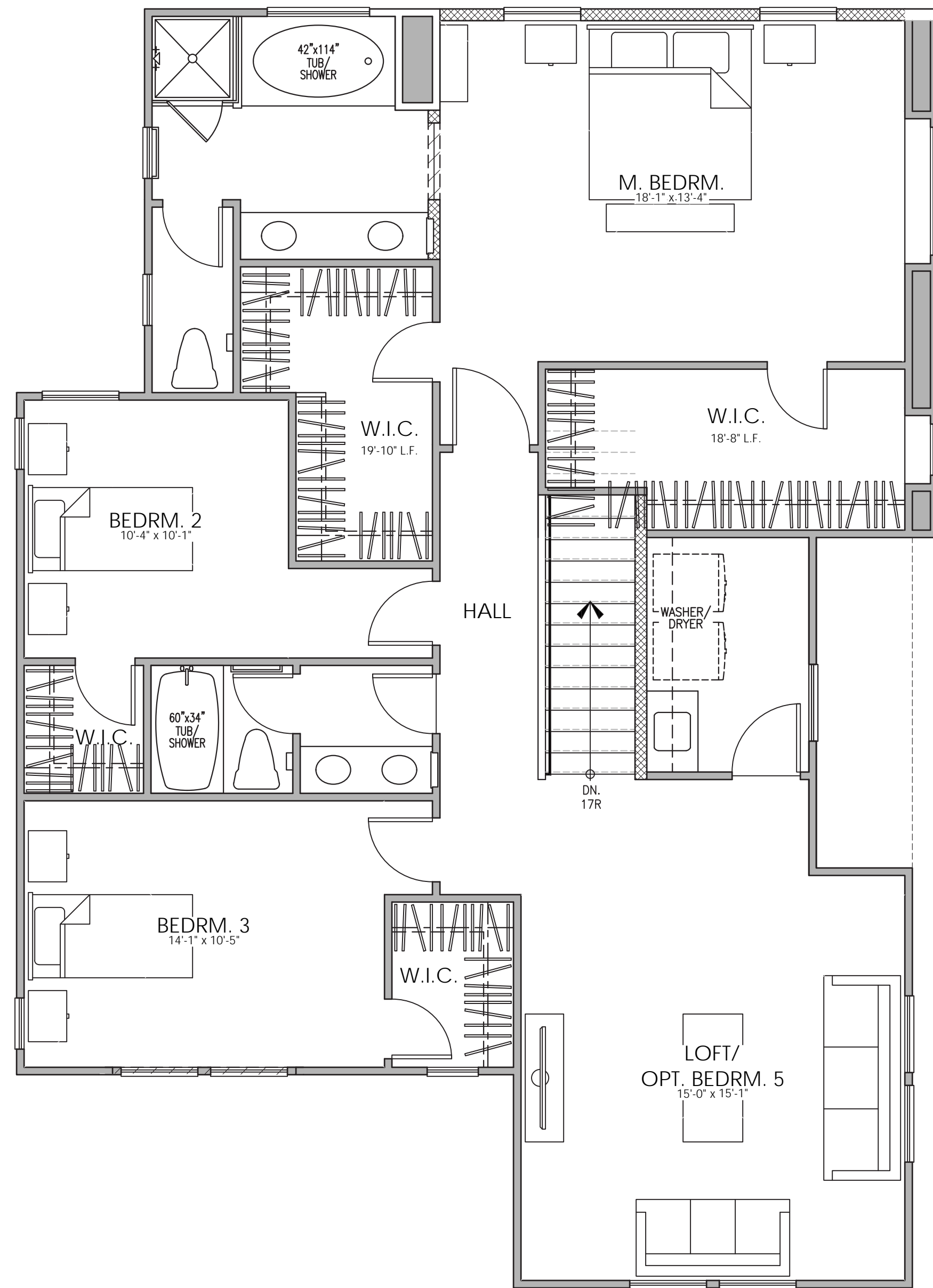
COLOR SCHEME 4

PLAN 3X "B"

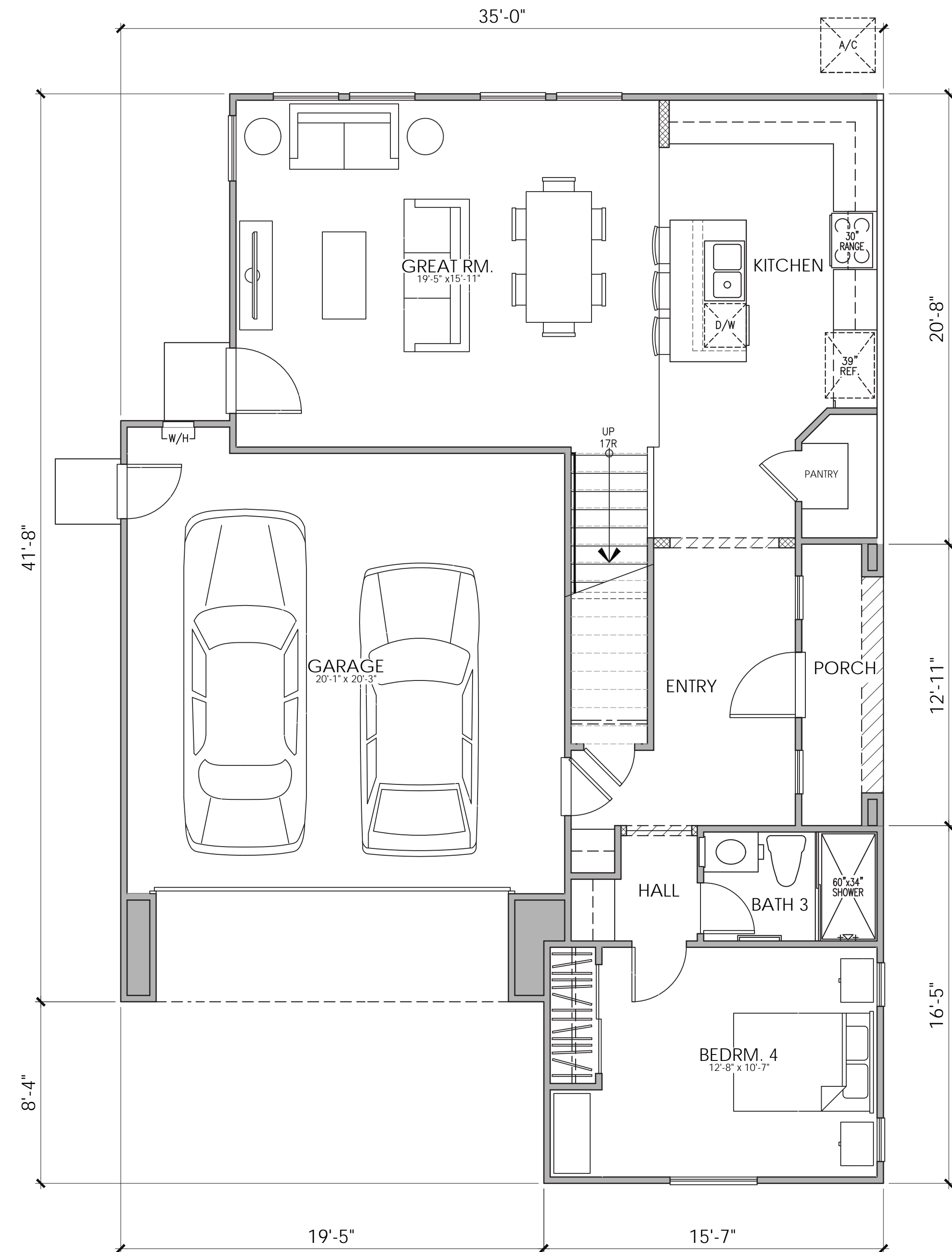
CALIFORNIA RANCH ENHANCED ELEVATION

RIGHT



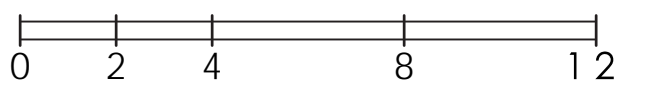


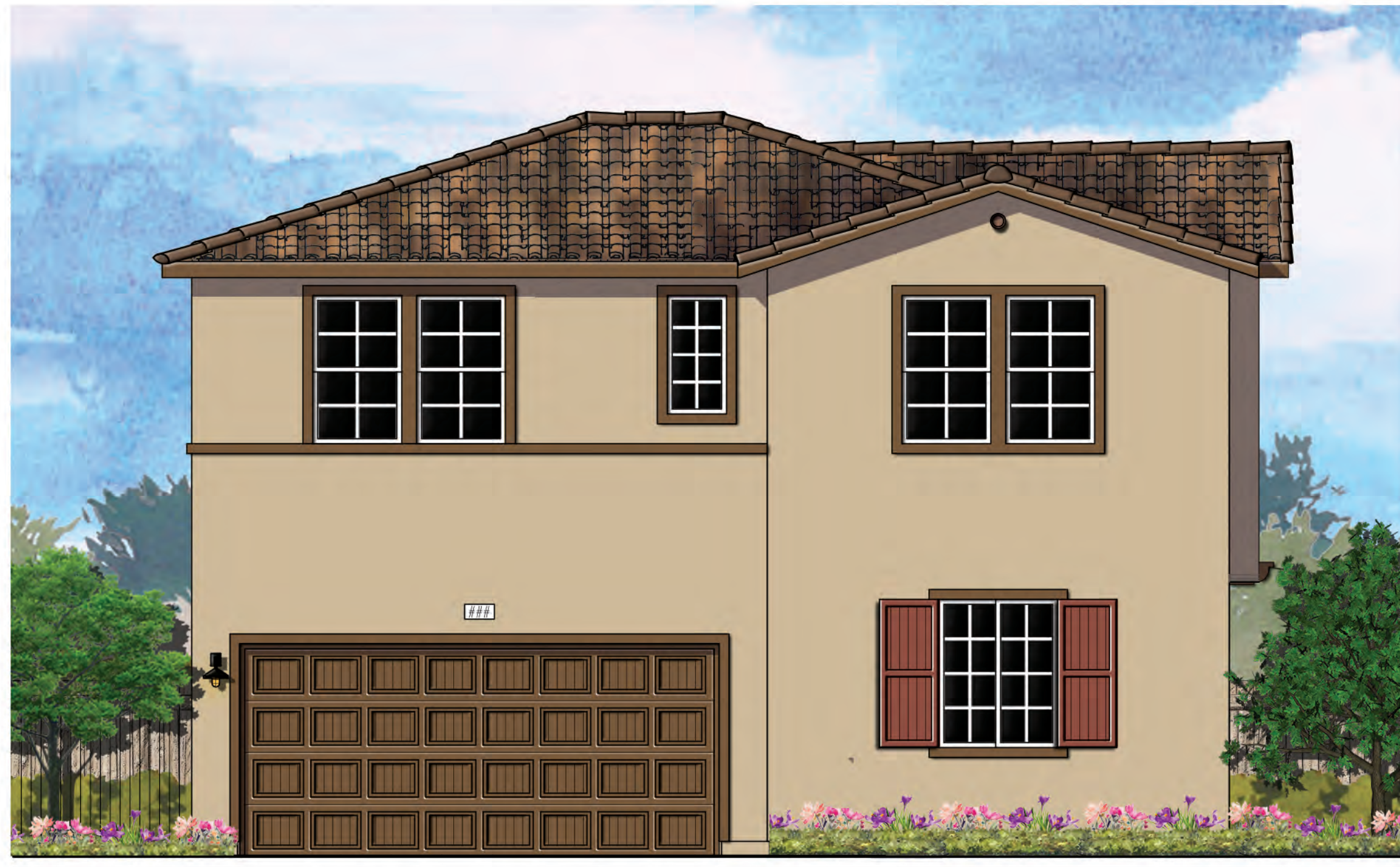
SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 3X "C"  
4 BEDROOM, 3 BATH, LOFT/ OPT. BEDROOM 5





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Refer to landscape drawings for wall, tree, and shrub locations

LEFT



FRONT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE "S" TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: SIMULATED CLAY TILE
  - WALL: STUCCO
  - WINDOWS: VINYL W/ GRIDS
  - SHUTTERS: SIMULATED WOOD
  - TRIM: STUCCO OVER RIGID FOAM
  - SHELF: STUCCO WITH BRICK CAP

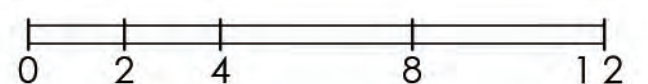


RIGHT



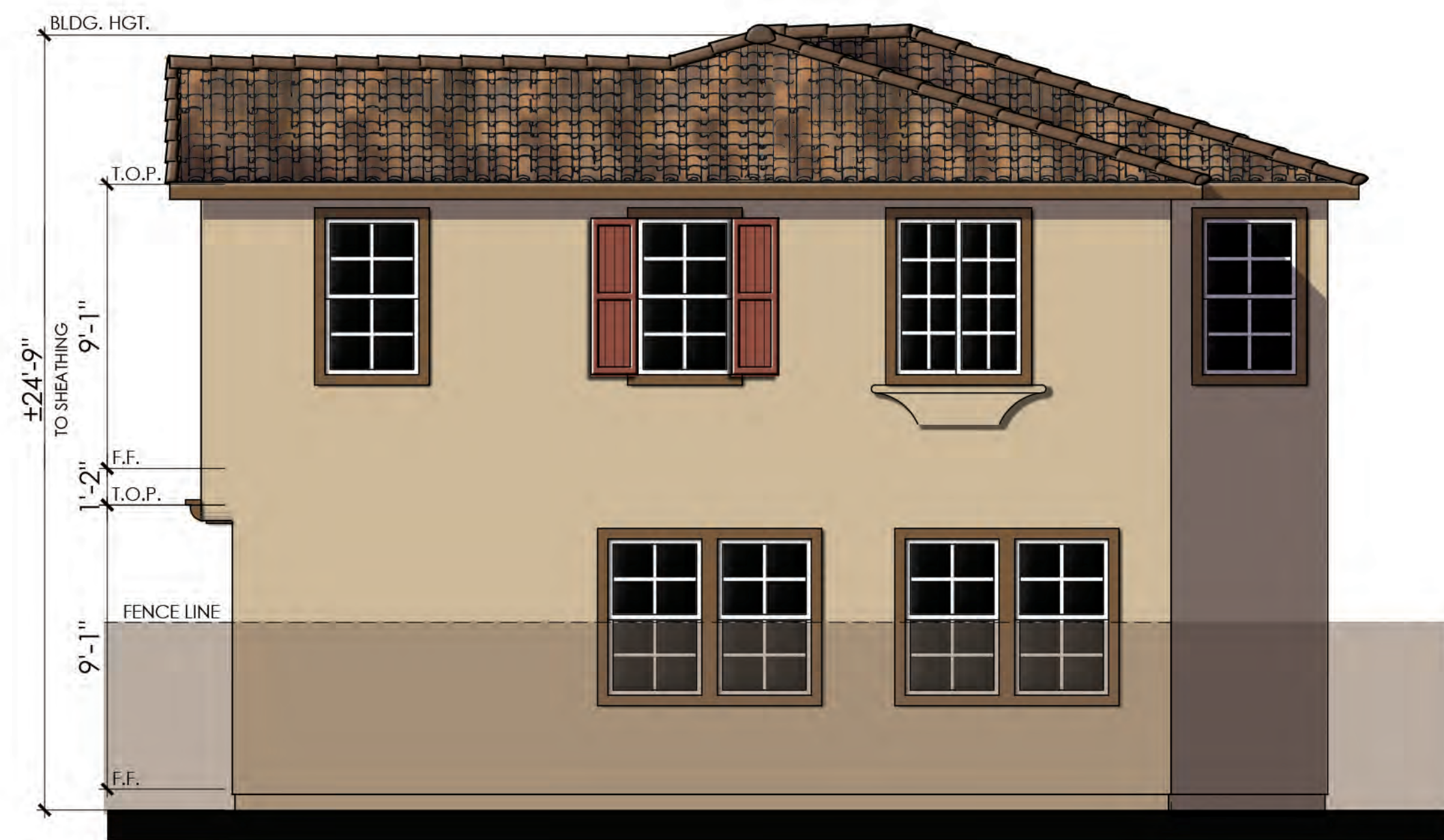
REAR

COLOR SCHEME 7  
 PLAN 3X "C"  
 SPANISH ELEVATION



**MATERIALS LEGEND**

(WHERE OCCURS)  
 FRONT DOOR: FIBERGLASS  
 GARAGE DOOR: METAL SECTIONAL  
 ROOF: CONCRETE "S" TILE  
 FASCIA: 2x6 WOOD  
 BARGE: 2x6 WOOD  
 GABLE END: SIMULATED CLAY TILE  
 WALL: STUCCO  
 WINDOWS: VINYL W/ GRIDS  
 SHUTTERS: SIMULATED WOOD  
 TRIM: STUCCO OVER RIGID FOAM  
 SHELF: STUCCO WITH BRICK CAP



RIGHT

COLOR SCHEME 7  
 PLAN 3X "C"  
 SPANISH ENHANCED ELEVATION





RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV20-032, A DEVELOPMENT PLAN TO CONSTRUCT 106 SINGLE-FAMILY DWELLINGS ON 10.49 ACRES OF LAND LOCATED AT THE NORTHEAST CORNER OF SOUTH MANITOBA PLACE AND EAST LA AVENIDA DRIVE, WITHIN THE LOW-MEDIUM DENSITY LAND USE DISTRICT OF THE AVENUE SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0218-652-27.

WHEREAS, Woodside 05S, LP. ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV20-032, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 10.49 acres of land generally located northeast corner of South Manitoba Place and East La Avenida Drive, within the Low-Medium Density Residential land use district of The Avenue Specific Plan, and is presently vacant; and

WHEREAS, the properties to the north, west, and south are within the Low-Density Residential land use district of The Avenue Specific Plan and are under construction with single-family homes. The property to the east is within the School land use district of The Avenue Specific Plan and is vacant; and

WHEREAS, the Development Plan proposes to develop 106 single-family, cluster courtyard homes and associated recreational amenities; and

WHEREAS, the subject site was previously subdivided into 106 numbered lots and 19 lettered lots (File No. PMTT19-015/TTM 20298), which was approved by the Planning Commission on October 27, 2020; and

WHEREAS, the architectural styles proposed consist of Bungalow, California Ranch, and Spanish; and

WHEREAS, the Project proposes three distinct two-story floor plans, with Plan 3 including a 3X floor plan; and

WHEREAS, the Project features a 0.47-acre park located near the southwest corner of the facility, and will include an open play field, tot lot, and an overhead trellis with barbeques, picnic tables, and park benches; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 (hereinafter referred to as "CEQA"); and

WHEREAS, the environmental impacts of this project were reviewed in conjunction with File No. PGPA19-008, for which an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was prepared. 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

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 April 19, 2021, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB21-019, recommending that the Planning Commission approve the Application; and

WHEREAS, on April 27, 2021, 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: 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 administrative record has been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(2) The environmental impacts of this project were reviewed in conjunction with File No. PGPA19-008, for which an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was prepared. 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.

**SECTION 2: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority 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. The project site is 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, and the proposed project is consistent with the number of dwelling units (2,875) and density (2-12 du/ac) specified in the Available Land Inventory.

**SECTION 3: 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 4: *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 through 3, 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 Low-Medium Density Residential (5.1-11 du/ac) land use district of the Policy Plan Land Use Map, and the Low-Medium Density Residential (PA-6B) zoning district of The Avenue Specific Plan. 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; and

(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 Low-Medium Density Residential (PA-6B) zoning district of The Avenue Specific Plan, including standards relative to the particular land use proposed (single-family residential), 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; and

(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 Planning Commission has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of The Avenue Specific Plan 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, and The Avenue Specific Plan. The Project will complement and improve upon the quality of existing development in the vicinity of the Project site. The Project site is currently vacant, and the proposed development will provide additional housing options to the greater Ontario community, as well as recreational facilities for the neighborhood; and

(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 Avenue Specific Plan 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 (single-family residential). As a result of this review, the Planning Commission 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 Avenue Specific Plan.

**SECTION 5: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, 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 6: 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 7: 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 8: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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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 27th day of April, 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Rick Gage  
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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A to the Resolution:**  
**File No. PDEV20-032**  
**Departmental Conditions of Approval**

*(Departmental conditions of approval to 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:** April 27, 2021  
**File No:** PDEV20-032  
**Related Files:** PMTT19-015 (TTM 20298)

**Project Description:** A Development Plan to construct 106 single-family dwellings on 10.49 acres of land located at the northeast corner of South Manitoba Place and East La Avenida Drive, within the Low-Medium Density land use district of The Avenue Specific Plan (APN: 0218-652-27); **submitted by Woodside 05S, LP.**

**Prepared By:** Alexis Vaughn, Assistant Planner  
Phone: 909.395.2416 (direct)  
Email: [avaughn@ontarioca.gov](mailto:avaughn@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.

(e) All parkland fees shall be paid prior to building permit issuance.

(f) The applicant shall work with Planning Department and Landscape Division staff to finalize all park details, including but not limited to, amenities and play equipment, and planting plan.

**2.4** Walls and Fences. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions), as well as The Avenue Specific Plan.

(a) Vinyl fencing has been permitted for the cluster-plotted products' interior fences (no vinyl fence shall be visible from the public right-of-way). Six-foot-high slump block walls with decorative caps and pilasters, as per The Avenue Specific Plan guidelines, shall be provided for all public-facing walls, and for the stretches of interior wall for the products plotted in a conventional fashion.

**2.5** 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 cluster court private drive aisles shall be provided with an enhanced pavement treatment.

(c) 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.

(d) 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.

(e) 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).

(f) 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).

**2.6** 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.

**2.7** 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.

**2.8** Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

**2.9** Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations), and any requirements of The Avenue Specific Plan.

**2.10** Sound Attenuation.

(a) 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).

(b) Noise Reduction (NR) measures shall be implemented per the "Tract No. 20298 Final Noise Impact Analysis", completed by Urban Crossroads, dated February 11, 2021 and on file with the Planning Department.

**2.11** 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.

#### 2.12 Disclosure Statements.

(a) A copy of the Public Report from the Department of Real Estate, prepared for the subdivision pursuant to Business and Professions Code Section 11000 et seq., shall be provided to each prospective buyer of the residential units and shall include a statement to the effect that:

- (i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.
- (ii) Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.
- (iii) The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.
- (iv) This tract is part of a Landscape Maintenance District. The homeowner(s) will be assessed through their property taxes for the continuing maintenance of the district.

#### 2.13 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with File No. PGPA19-008, for which 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 (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** 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.

**2.15** 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.

**2.16** Additional Requirements.

(a) The Project shall abide by all conditions of approval of related File No. PMTT19-015 (TTM 20298), including the request by the Gabrieleno Band of Mission Indians – Kizh Nation as a Consulting Tribe to the project pursuant to Assembly Bill AB52 – SB18, per the conditions of approval as listed for File No. PMTT19-015, included herein as a reference.

(b) The Project shall abide by all terms of the related Development Agreement (File No. PDA20-001), including but not limited to, utilities, maintenance, and Development Impact Fees. Additionally, all required parkland fees shall be paid prior to building permit issuance.

(c) The applicant shall work with the City in plan check to finalize all details, including but not limited to, architecture, enhanced elevations, wall and fence plan, sign plan, and park plan.

(d) The minimum 10-foot front setback shall be observed for all units fronting on to a public or private street. Reduced front setbacks within the cluster courtyard driveways or along the east-west alleyways shall be reviewed and approved at the discretion of the Planning Department.

(e) No windows shall be flush-mounted with the wall unless provided with full 360-degree window trim. Key windows shall be deep-recessed for Spanish elevations (minimum of two inches).

(f) Trim shall be wrapped and terminate at logical endpoints.

(g) Enhanced elevations shall be provided for all units where an elevation is prominently visible from public rights-of-way or park spaces. Enhanced elevations include, but are not limited to, the following units and shall be confirmed in the plan check process with final plotting:

lot 18. (i) All sides and rears facing Manitoba Place, including the northerly side of

(ii) All sides and rears facing private street "B Street", including the rear of lot 9 and the northerly side of lot 104.

(iii) All sides and rears facing the park.

(iv) All sides facing the future school site or residential neighborhood to the east, limited to units 103, 106, 85, and 90.

(h) All conditions of approval from other commenting City agencies shall be complied with.



# CITY OF ONTARIO MEMORANDUM

## ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations & Management Services Department Conditions incorporated)

**DAB MEETING DATE:** April 19<sup>th</sup>, 2021

**PROJECT:** PDEV20-032 - A Development Plan to construct 106 single-family dwellings on 10.49 acres of land within the Low-Medium Density land use district of The Avenue Specific Plan. Related Files: PMTT19-015, PGPA19-008, and PSPA19-011.

**LOCATION:** NEC La Avenida Drive and Manitoba Place


**PROJECT ENGINEER:** Miguel Sotomayor, Associate Engineer *MS* (909) 395-2108

**PROJECT PLANNER:** Alexis Vaughn, Assistant Planner (909) 395-2416

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**The following items are the Conditions of Approval for the subject project:**

1. Project shall comply with the requirements as set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017; as well as project-specific conditions/requirements as outlined below:
2. All the required improvements for this project shall be subject to completion of the required public improvements including public utilities beyond the tract limits as specified in The Avenue Specific Plan, the Development Agreement and the Conditions of Approval for TM-20298 (PMTT19-015).

  
Raymond Lee, P.E.  
Assistant City Engineer

*3/29/21*  
Date

  
Khoi Do, P.E.  
City Engineer

*3-29-21*  
Date



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Alexis Vaughn, Assistant Planner  
Planning Department

**FROM:** Mike Gerken, Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** January 13, 2021

**SUBJECT:** PDEV20-032 - A Development Plan approval to construct 106 detached single-family dwelling units on approximately 10.49 acres of land located at the northeast corner of Manitoba Place and La Avenida Drive, within the Low-Medium Density land use district of the Avenue Specific Plan (APN(s): 0218-652-27). Related Files: PMTT19-015, PGPA19-008, PSPA19-011.

- 
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply, as stated below.
- 

### **SITE AND BUILDING FEATURES:**

- A. 2019 CBC Type of Construction: Type V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 2
- E. Total Square Footage: Varies, 951 Sq. Ft. to 2,174 Sq. Ft./ Home
- F. 2019 CBC Occupancy Classification(s): R-3



## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

- ☒ 1.1 The following are the Ontario Fire Department (“Fire Department”) requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards (“Standards.”) It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ontarioca.gov/Fire/Prevention](http://www.ontarioca.gov/Fire/Prevention).
- ☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

### **2.0 FIRE DEPARTMENT ACCESS**

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- ☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

### **3.0 WATER SUPPLY**

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.

- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

#### **4.0 FIRE PROTECTION SYSTEMS**

- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13 D. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily final) before the building is enclosed.

#### **5.0 BUILDING CONSTRUCTION FEATURES**

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Alexis Vaughn, Assistant Planner

**FROM:** Bill Lee, Police Officer

**DATE:** February 16<sup>th</sup>, 2020

**SUBJECT:** PDEV20-032 - A DEVELOPMENT PLAN TO CONSTRUCT 106 SINGLE-FAMILY DWELLINGS LOCATED ON THE NORTHEAST CORNER OF MANITOBA PLACE AND LA AVENIDA DRIVE.

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The “Standard Conditions of Approval” contained in Resolution No. 2017-027 for “Ontario ranch Projects” apply. The applicant shall read and be thoroughly familiar with these conditions, including but not limited to, the requirements listed below.

- Required lighting for all walkways, paseos, driveways, doorways, parking areas, parks, park walkways, playgrounds, recreation areas and other areas used by the public shall be provided and operate on photosensor at the prescribed foot-candle levels. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- The Applicant shall install illuminated address numbers, powered by photocell, on each individual unit and shall not be controlled by the building occupants.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.

The Applicant is invited to contact Officer Bill Lee at (909) 408-1672 with any questions or concerns regarding these conditions.



# CITY OF ONTARIO MEMORANDUM

TO: Scott Murphy, Community Development Director  
 Rudy Zeledon, Planning Director (Copy of memo only)  
 Diane Ayala, Advanced Planning Division (Copy of memo only)  
 Charity Hernandez, Economic Development  
 James Caro, Building Official  
 Khoi Do, City Engineer  
 Jamie Richardson, Landscape Planning Division  
 Ahmed Aly, Municipal Utility Company  
 Gabriel Gutierrez, Police Department  
 Mike Gerken, Deputy Fire Chief/Fire Marshal  
 Jay Bautista, T. E., Traffic/Transportation Manager  
 Lorena Mejia, Airport Planning  
 Eric Woosley, Engineering/NPDES  
 Robin Lucero, Code Enforcement (Copy of memo only)  
 Jimmy Chang, IT Department

*Tom*

FROM: Alexis Vaughn, Assistant Planner

DATE: December 23, 2020

SUBJECT: FILE #: PDEV20-032 Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by .


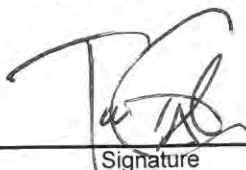
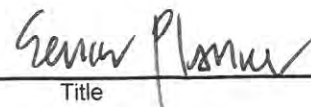
- Note:
- Only DAB action is required
  - Both DAB and Planning Commission actions are required
  - Only Planning Commission action is required
  - DAB, Planning Commission and City Council actions are required
  - Only Zoning Administrator action is required

**PROJECT DESCRIPTION:** A Development Plan approval to construct 106 detached single-family dwelling units on approximately 10.49 acres of land located at the northeast corner of Manitoba Place and La Avenida Drive, within the Low-Medium Density land use district of the The Avenue Specific Plan (APN(s): 0218-652-27). Related Files: PMTT19-015, PGPA19-008, PSPA19-011.

- The plan does adequately address the departmental concerns at this time.
  - No comments
  - Report attached (1 copy and email 1 copy)
  - Standard Conditions of Approval apply

*map already approved*

- The plan does not adequately address the departmental concerns.
  - The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Department \_\_\_\_\_ Signature \_\_\_\_\_ Title \_\_\_\_\_ Date 1/29/21

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV20-032

Address: NEC Manitoba Place & La Avenida Drive

APN: 0218-652-27

Existing Land Use: Vacant

Proposed Land Use: Development Plan to construct 106 Single Family homes

Site Acreage: 10.49 Proposed Structure Height: 25 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Alexis Vaughn

Date: 12/23/2020

CD No.: 2020-030

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 type="radio"/> 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 +</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.

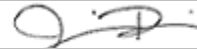
Real Estate Transaction Disclosure Required

Airport Planner Signature: \_\_\_\_\_

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

**CONDITIONS OF APPROVAL**

Sign Off



1/11/2021

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

**Jamie Richardson, Sr. Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:

PDEV20-032

Case Planner:

Alexis Vaughn

Project Name and Location:

Woodside Homes - 106 detached single-family homes  
 NE corner of Manitoba Place and La Avenida Drive

Applicant/Representative:

Woodside Homes – Craig Moraes [craig.moraes@woodsidehomes.com](mailto:craig.moraes@woodsidehomes.com)  
 1250 Corona Pointe Court, Suite 500  
 Corona, CA 92879



**A Preliminary Plans (dated 3/12/2021) 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.**



**A Preliminary Plans (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](mailto:landscapeplancheck@ontarioca.gov)  
**DIGITAL SUBMITTALS MUST BE 10MB OR LESS.**

Civil/ Site Plans

1. Show transformers set back 5' from paving all sides. Coordinate with landscape plans.
2. Show backflow devices set back 4' from paving all sides. Locate on level grade
3. Locate utilities including light standards, fire hydrants, water, drain and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans.

Landscape Plans

4. Locate light standards, fire hydrants, water and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
5. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
6. Show existing landscape and trees along La Avenida.
7. New residential projects shall use recycled water for HOA maintained property (parks, parkways, neighborhood edges, common areas). Potable water with a backflow shall only be used on single family detached properties even if HOA maintained. Provide an irrigation exhibit showing potable and recycled POC meter and pedestal locations.
8. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
9. 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. Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

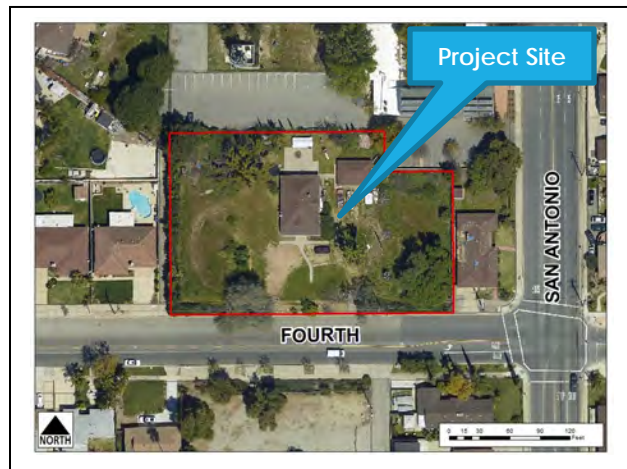
**FILE NOS:** PHP20-008, PDEV20-014 and PMTT20-004

**SUBJECT:** A Certificate of Appropriateness (File No. PHP20-008) and a Development Plan (File No. PDEV20-014) to relocate a Tier III historic single-family residence from its current location, approximately 130 feet southeast, to the corner of the site, in conjunction with a Tentative Parcel Map (File No. PMTT20-004/TPM 20255) to subdivide 1.1 acres of land into 4 lots located at 730 West Fourth Street, within the LDR-5 (Low Density Residential-2.1 to 5.0 du/ac) zoning district; (APN: 1047-594-52) **Submitted by Fred Herzog.**

**PROPERTY OWNER:** Shan Living Trust

**RECOMMENDED ACTION:** That the Planning/Historic Preservation Commission consider and adopt a Mitigated Negative Declaration and approve File Nos. PHP20-008, PDEV20-004 and PMTT20-004, 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 1.1 acres of land located at 730 West Fourth Street, within the LDR-5 (Low Density Residential-2.1 to 5.0 du/ac) zoning district and is depicted in *Figure 1: Project Location*. The property is located on the north side of West Fourth Street, near the northwest corner of Fourth Street and San Antonio Avenue. The site is developed with a single-family residence and detached garage (*Exhibit A-Existing Site*). 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**

**PROJECT ANALYSIS:**

(1) Background — In 2006, a Tentative Parcel Map (File No. PMTT06-030) was approved to subdivide the subject site into 3 parcels, with the existing single-family

Case Planner:	Elly Antuna, Associate Planner
Planning Director Approval:	
Submittal Date:	06/04/2020

Hearing Body	Date	Decision	Action
HPSC	03/11/2021	Approval	Recommend
DAB	04/05/2021	Approval	Recommend
PC	04/27/2021		Final
CC			

residence remaining at its original location. A one-year time extension was granted; however, the approved Tentative Parcel Map expired before its final recordation.

On June 4, 2020, a Certificate of Appropriateness (File No. PHP20-008) and Development Plan (File No. PDEV20-014) to allow the relocation of the Tier III historic resource in conjunction with a Tentative Parcel Map (File No. PMTT20-004) to subdivide the lot were submitted and are being processed concurrently. On March 11, 2021, the Historic Preservation Subcommittee recommended approval of the Certificate of Appropriateness application to the Planning/Historic Preservation Commission. On April 5, 2021, the Development Advisory Board voted unanimously to recommend approval of the Development Plan and Tentative Parcel Map applications to the Planning/Historic Preservation Commission.

(2) Tentative Parcel Map (TPM 20255). The proposed Tentative Parcel Map (TPM 20255) will subdivide the project site into four rectangular-shaped interior lots (see Exhibit E—Tentative Parcel Map (TPM 20255), attached). Parcels 1, 2, and 3 are 12,067 square feet in size, with a lot width of 71 feet and a lot depth of 180 feet. Lot 4 is 8,710 square feet in size, with a lot width of 67 feet and lot depth of 140 feet. The Development Code requires interior lots within the LDR-5 zoning district to have a minimum lot size of 7,200 square feet, a minimum lot width of 60 feet, and a minimum lot depth of 75 feet. The proposed lots exceed these minimum requirements. Access to the parcels will be taken from Fourth Street. Approval of the Tentative Parcel Map will facilitate the future construction of new single-family dwelling units on Lots 1 through 3. The development of the lots will require separate approval through the City's Building Plan Check process.

(3) Development Plan (Building Relocation) — The Applicant is proposing to relocate the historic single-family residence from its current location, approximately 130 feet southeast, to the corner of the site (see Figure 2: Proposed Relocation) and demolish a detached garage. The residence will be located on Lot 4 of the proposed subdivision and will be oriented towards Fourth Street (Exhibit B—Conceptual Site Plan, attached). The residence will be setback 30 feet from the south (front), 7 feet from the east (side), 66 feet from the north (rear), and 25 feet from the newly created west (side) property lines. The residence will be set on a raised rock foundation to match the original foundation. A detached two-car garage will be constructed at the northwest corner of the site to satisfy the off-street parking requirement. The Project has one point of vehicular access from Fourth Street that will lead to the off-street parking at the rear of the lot.

The original floor plan features 3 bedrooms and one bathroom. Upon relocation, the interior of the residence will be altered to add an additional bathroom. No building area will be added, and the exterior of the residence will be repaired to its original condition upon relocation (Exhibit D—Residence Photographs, attached). Proposed single-family dwellings on Lots 1 through 3 will be oriented towards Fourth Street and will be constructed with attached two-car garages. Vehicular access for each lot will be from Fourth Street. New dwellings will be setback at least 40 feet from the front property line.



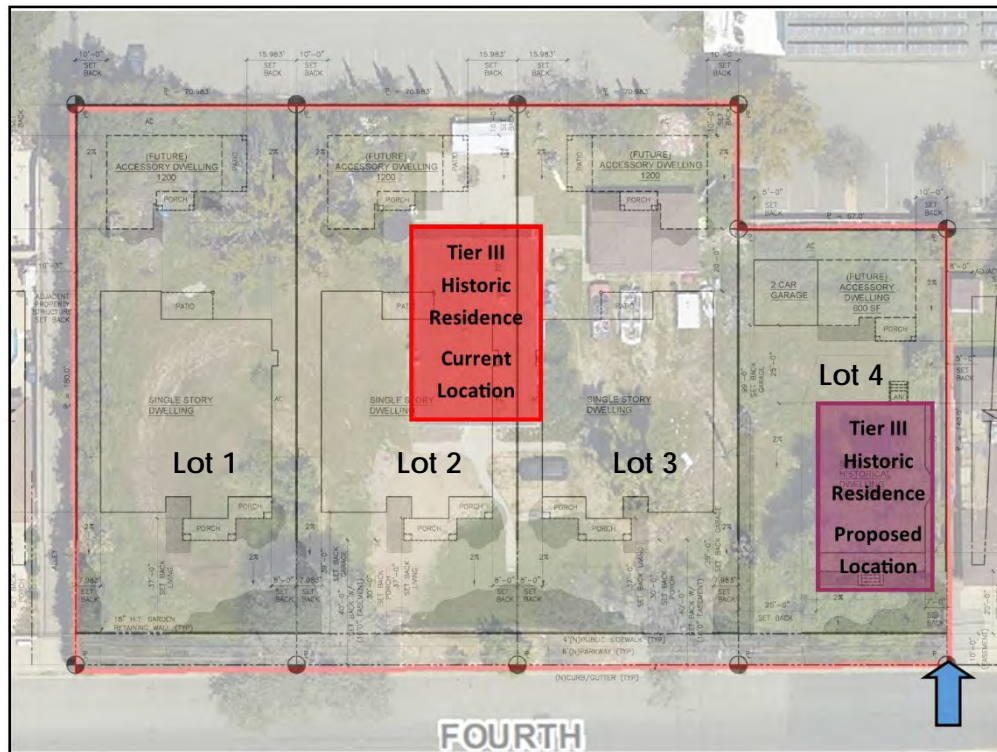


Figure 2: Proposed Relocation

(4) Certificate of Appropriateness — The existing 1,680 square foot one-story single-family residence was constructed in 1900 (est.) in the Victorian Bungalow style of architecture. Character defining features of the Victorian Bungalow architectural style include a hipped roof covered in composition shingles, narrow horizontal wood siding, a gable dormer on the primary façade, and a full width front porch supported by simple wood posts. The house sits on a stone (rock) foundation. The primary façade features a single wood entry door surrounded by wood trim, a hung window with a multi-pane upper sash and hung-fixed-hung triple window. The house features a bay with a dormer roof on the eastern façade and numerous wood frame hung and casement windows surrounded by wood trim. In 1954, a permit was issued to enclose the rear porch to expand the kitchen and living space.

The detached garage is rectangular in plan and is located to the northeast of the residence. Historic aerial photographs indicate that there had been a stable or garage structure to the north of the house that was removed prior to construction of the detached garage in 1954. The garage has a hipped roof clad in composition shingles and stucco-covered walls. There are numerous mature trees on the lot.

The Victorian Bungalow residence was one of the first in this area of the City and was originally surrounded by citrus groves. The First Methodist Church, north of the project site, was constructed in 1923. Between 1948 and 1959, the surrounding area was developed

with tracts of small single-family homes and all the citrus groves were removed. The first recorded owner of the residence, according to City directories, were Dr. Hugh Delahoyde, a local dentist, and his wife Lillian. Dr. Delahoyde came to Ontario in 1918 from Iowa. He was a member of the First Methodist Church, Ontario Masonic Lodge, Sons of Unions Veterans, and charter member of the Kiwanis Club. Mrs. Delahoyde continued to live in the home until 1940, one year after Dr. Delahoyde died of a stroke. The next recorded owners were Joseph and Mabel Vieira who owned the property until the current owner purchased it in 2017.

On July 12, 2007, the Historic Preservation Subcommittee approved a Tier III Determination for the residence. The detached garage/workshop was not included as part of the historic designation due to the date of construction and is not considered historic.

On March 11, 2021, the Historic Preservation Subcommittee ("HPSC") reviewed the Project and recommended approval to the Planning/Historic Preservation Commission, subject to conditions of approval, which are included with this report.

The Planning Commission, serving as the Historic Preservation Commission, must consider and clearly establish certain findings of facts for all Certificate of Appropriateness applications. The relocation of the Tier III historic resource is appropriate because:

- ***The proposed relocation will not detrimentally change, destroy, or adversely affect any significant architectural feature of the resource.*** The project proposes to relocate the existing residence approximately 130 feet southeast of its current location. The relocation will be completed with guidance from the Secretary of the Interior's Standards for the Treatment of Historic Properties and the guidelines presented in *Moving Historic Buildings*, by John Obed Curtis. No other alterations to the residence are being proposed. The residence will be fully documented at its current location with elevations, floor plan, site plan and photographs prior to commencement of construction. Therefore, no adverse effects to significant character-defining features of the residence will occur; and
- ***The proposed relocation will not detrimentally change, destroy, or adversely affect the historic character or value of the resource.*** The project proposes to relocate the existing residence approximately 130 feet southeast of its current location. Moving the residence to a different location within the same parcel will preserve the integrity aspects of setting, location, feeling, and association of the resource. Therefore, no adverse effects to the historic character or value of the residence will occur; and
- ***The proposed relocation will be compatible with the exterior character-defining features of the historic resource.*** The project proposes to relocate the existing residence approximately 130 feet southeast of its current location. The relocation will be completed with guidance from the Secretary of the Interior's Standards for the Treatment of Historic Properties and the guidelines presented in *Moving Historic*

Buildings, by John Obed Curtis. No other alterations to the residence are being proposed. Therefore, no adverse effects to significant character-defining features of the residence will occur; and

- ***The proposed relocation will not adversely affect or detract from the character of the historic district.*** The single-family residence is not located within a designated, proposed, or potential historic district. Therefore, no adverse impacts to a historic district will occur.

**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.

- 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)
  - Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities
  - Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(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.

**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.

Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.

**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:

- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- 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.

➤ 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.

➤ CD2-13 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.

➤ CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.

➤ CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways, and plazas for pedestrians.

- CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.
- CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.
- CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.
  - 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 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 application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts. On the basis of the initial study, which indicated that all potential environmental impacts from

the Project were less than significant or could be mitigated to a level of insignificance, a Mitigated Negative Declaration was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a Mitigation Monitoring and Reporting Program has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. The environmental documentation for this project is available for review at the Planning Department public counter.

**CONDITIONS OF APPROVAL:** See attached department reports.



**TECHNICAL APPENDIX:**

**Surrounding Zoning and Land Use:**

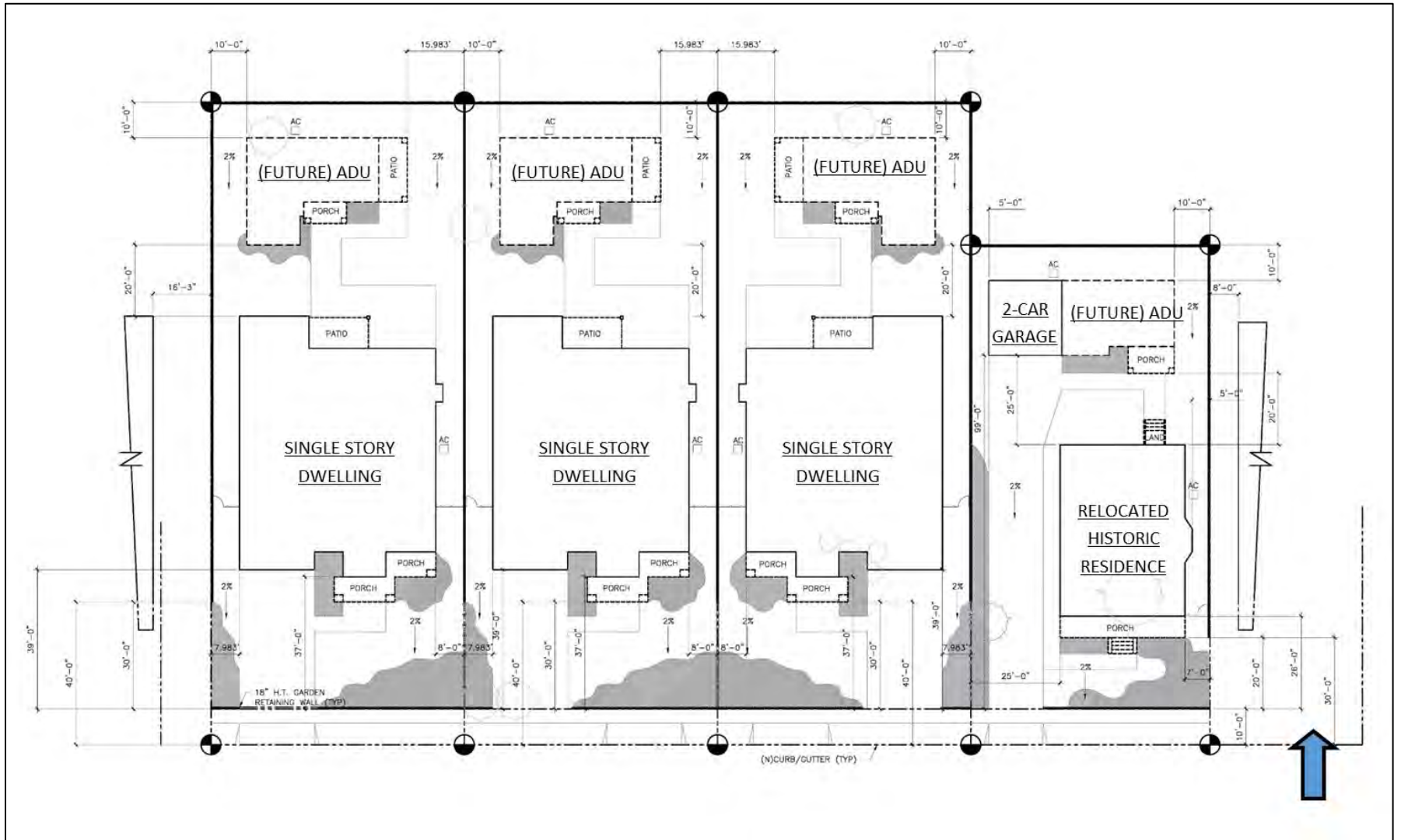
	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>
Site	Single-Family Residential	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 du/ac)
North	Religious Assembly	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 du/ac)
South	Vacant/ Single-Family Residential	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 du/ac)
East	Single-Family Residential	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 du/ac)
West	Single-Family Residential	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 du/ac)

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Project area (in acres):</i>	N/A	1.1-acres	Y
<i>Maximum project density (dwelling units/ac):</i>	2.1 to 5.0	3.6	Y
<i>Maximum coverage (in %):</i>	50%	31%	Y
<i>Minimum lot size (in SF):</i>	7,200 SF Average 8,000 SF	8,710 to 12,067 SF Average 11,227 SF	Y
<i>Minimum lot depth (in FT):</i>	75 FT	140 to 180 FT	Y
<i>Minimum lot width (in FT):</i>	60 FT	67 to 71 FT	Y
<i>Front yard setback (in FT):</i>	20 FT	20 to 30 FT	Y
<i>Side yard setback (in FT):</i>	5 FT	7 to 25 FT	Y
<i>Rear yard setback (in FT):</i>	10 FT – 1 <sup>st</sup> Floor 20 FT – 2 <sup>nd</sup> /3 <sup>rd</sup> Floors	55 FT	Y
<i>Maximum height (in FT):</i>	35 FT	25 FT	Y
<i>Off Street Parking:</i>	2 spaces per dwelling within a garage	2 spaces per dwelling within a garage	Y

*Exhibit A—EXISTING SITE*



Exhibit B—CONCEPTUAL SITE PLAN



*Exhibit C—SITE PHOTOGRAPHS*



*Residence-Front  
View looking north*



*Residence-Side  
View looking northwest*

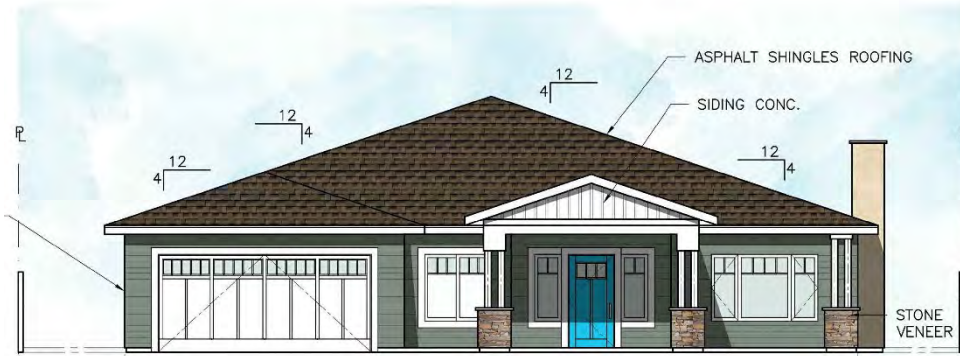


*Residence-Rear  
View looking west*

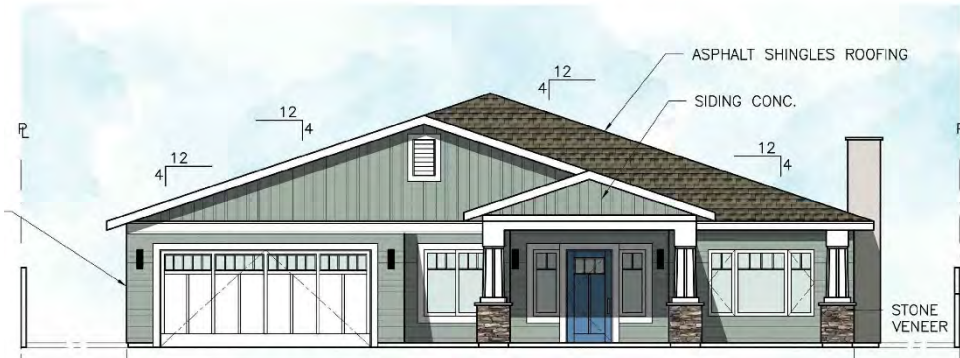


*Detached garage with workshop  
View looking north*

**Exhibit D—CONCEPTUAL ELEVATIONS**



**Lot 1 – South Elevation**

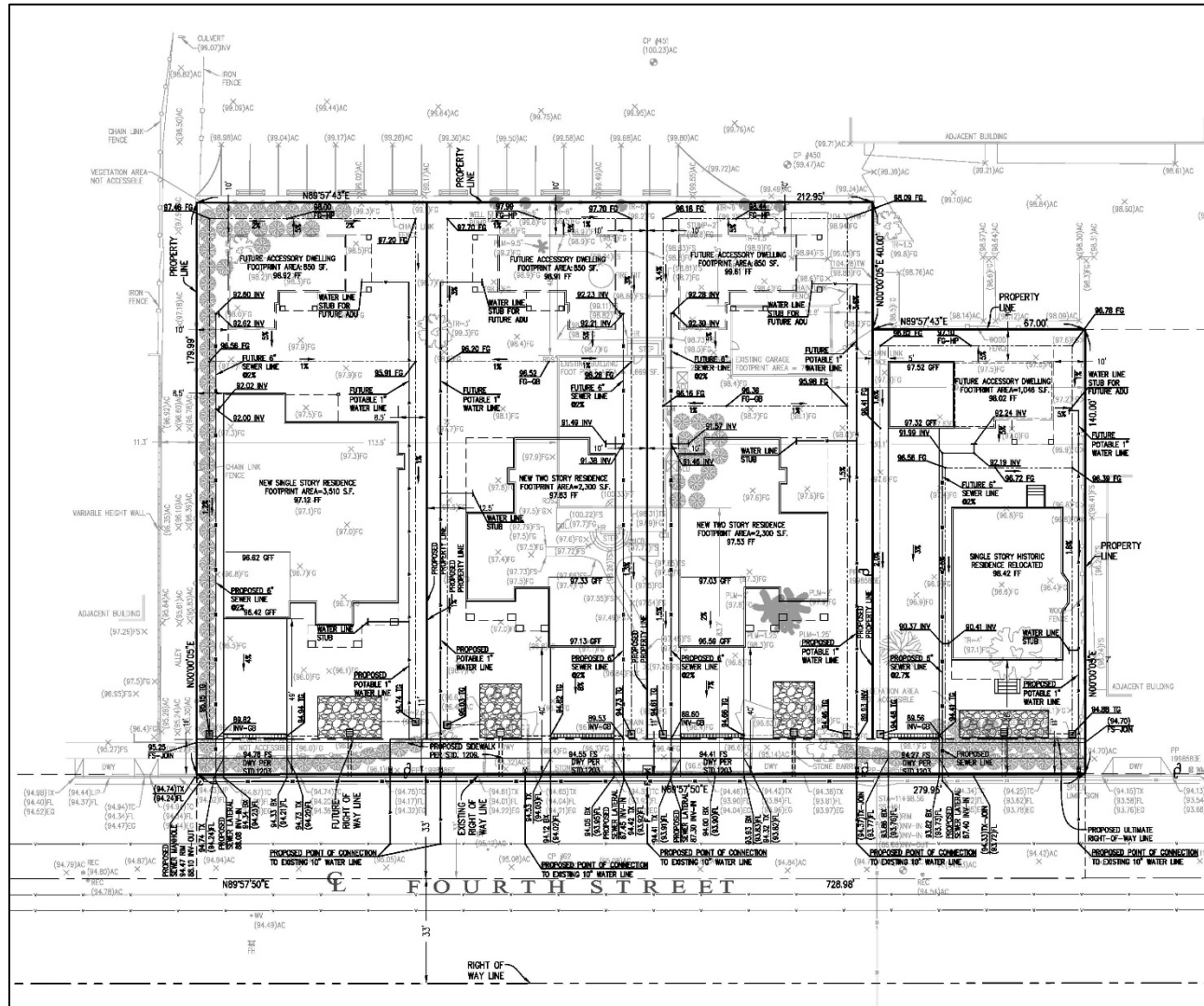


**Lot 2 – South Elevation**



**Lot 3 – South Elevation**

Exhibit E—TENTATIVE PARCEL MAP (TPM 20255)



RESOLUTION NO.

A RESOLUTION OF THE PLANNING/HISTORIC PRESERVATION COMMISSION OF THE CITY OF ONTARIO APPROVING A MITIGATED NEGATIVE DECLARATION IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, AND ADOPTING A RELATED MITIGATION MONITORING AND REPORTING PROGRAM FOR FILE NOS. PHP20-008, PDEV20-014 AND PMTT20-004.

WHEREAS, prior to the adoption of this Resolution, the Planning Director of the City of Ontario prepared an Initial Study, and approved for circulation, a Mitigated Negative Declaration for File Nos. PHP20-008, PDEV20-014 and PMTT20-004 (hereinafter referred to as "MND"), all 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, File Nos. PHP20-008, PDEV20-014 and PMTT20-004 analyzed under the MND consists of a Certificate of Appropriateness (File No. PHP20-008) and Development Plan (PDEV20-014) for the relocation of a Tier III historic single-family residence from its current location, approximately 130 feet southeast, to the corner of the site to facilitate subdivision (File No. PMTT20-004/TPM 20255) of the project site into 4 parcels, located at 730 West Fourth Street, in the City of Ontario, California (hereinafter referred to as the "Project"); and

WHEREAS, the MND concluded that implementation of the Project could result in significant effects on the environment and identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, in connection with the approval of a project involving the preparation of a MND that identifies one or more significant environmental effects, CEQA requires the approving authority of the lead agency to incorporate feasible mitigation measures that would reduce those significant environment effects to a less-than-significant level; and

WHEREAS, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during project implementation, and such a Mitigation Monitoring and Reporting Program has been prepared for the Project for consideration by the approving authority of the City of Ontario as lead agency for the Project (hereinafter referred to as the "MMRP"); and

WHEREAS, the City of Ontario is the lead agency on the Project, and the Planning/Historic Preservation Commission is the approving authority for the proposed approval to construct and otherwise undertake the Project; and

WHEREAS, the Planning/Historic Preservation Commission has reviewed and considered the MND and related MMRP for the Project, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the MND and related MMRP 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.

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 body for the Project, the Planning/Historic Preservation Commission has reviewed and considered the information contained in the MND and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND and the administrative record, including all written and oral evidence presented to the Planning/Historic Preservation Commission, the Planning/Historic Preservation Commission finds as follows:

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

(2) The MND contains a complete and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment of the Planning Commission; and

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

(4) All environmental impacts of the Project are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the MND and the related MMRP, and

**SECTION 2: Planning/Historic Preservation Commission Action.** The Planning/Historic Preservation Commission does hereby find that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will have a significant effect on the environment and does hereby adopt the MND and related MMRP prepared for the Project, 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.

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The Secretary Pro Tempore for the Planning/Historic Preservation 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/Historic Preservation Commission of the City of Ontario at a regular meeting thereof held on the 27th day of April, 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Rick Gage  
Planning/Historic Preservation  
Commission Chairman

ATTEST:

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Rudy Zeledon  
Planning Director and  
Secretary to the Planning/Historic  
Preservation Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning/Historic Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning/Historic Preservation Commission of the City of Ontario at their regular meeting held on April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

***Mitigated Negative Declaration and Mitigation  
Monitoring and Reporting Program***

*(Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program  
follows this page)*



City of Ontario  
Planning Department  
303 East B Street  
Ontario, California 91764  
Phone: 909.395.2036  
Fax: 909.395.2420

## California Environmental Quality Act Environmental Checklist

### Section I – PROJECT INFORMATION

**Project Title/File No.:** PHP20-008, PDEV20-014, and PMTT20-004

**Lead Agency:** City of Ontario, 303 East “B” Street, Ontario, California 91764, (909) 395-2036

**Contact Person:** Elly Antuna, Associate Planner, Phone: 909-395-2414, Email: eantuna@ontarioca.gov

**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 on Assessor Parcel Number (APN): 1047-594-52 which is comprised of 1.1 gross acres.

Figure 1: REGIONAL LOCATION MAP

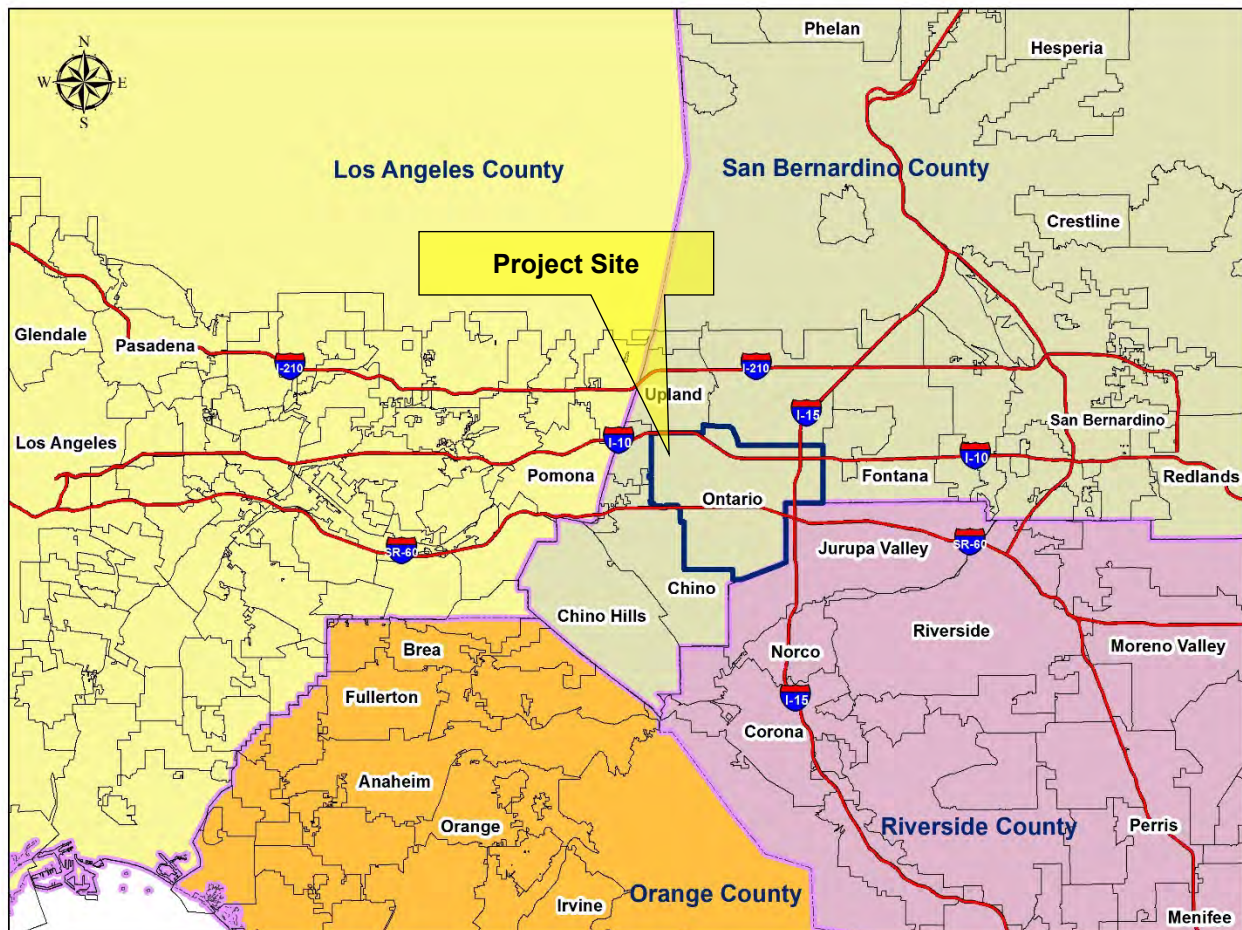


Figure 2: VICINITY MAP



Figure 3: AERIAL PHOTOGRAPH



**General Plan Designation:** Low Density Residential (LDR)

**Zoning:** LDR-5 (Low Density Residential 2.1-5.0 DU/Acre)

**Description of Project:** A Certificate of Appropriateness (File No. PHP20-008) and Development Plan (File No. PDEV20-014) to relocate a Tier III historic single-family residence from its current location, approximately 130 feet to the southeast to the corner of the existing site. The relocation will facilitate the subdivision of the 1.1-acre project site into four lots (File No. PMTT20-004/TPM 20255) for future residential development.

**Project Setting:** The Project consists of one parcel of land, which is currently developed with a historic single-family residence that was constructed in 1900 (est.) and a detached garage constructed in 1954. The buildings are generally located at the center of the site. The residence was one of the first in the area, which consisted largely of citrus groves until the late 1940s and 1950s, when the surrounding area was developed with tracts of small, family homes. The single-family residence has been determined a Tier III local historic resource. The detached garage was not a part of the Tier III determination and is not considered a historic resource.

	<b>Existing Land Use</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>
<b>Site:</b>	Single-Family Residential	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 DU/ac)
<b>North:</b>	Religious Assembly	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 DU/ac)
<b>South:</b>	Vacant/ Single-Family Residential	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 DU/ac)
<b>East:</b>	Single-Family Residential	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 DU/ac)
<b>West:</b>	Single-Family Residential	Low Density Residential	LDR-5 (Low Density Residential-2.1 to 5.0 DU/ac)

**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

**Section II - 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                             |

**Section III - 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

Elly Antuna, Associate Planner  
Printed Name and Title

March 11, 2021  
Date

City of Ontario  
For

**Section IV - 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.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>1. AESTHETICS.</b> Would the project:				
<b>a.</b> Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</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"/>
<b>c.</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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d.</b> 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	No Impact
<p><b>2. AGRICULTURE AND FOREST RESOURCES.</b> 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><b>a.</b> 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>b.</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><b>c.</b> 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><b>d.</b> 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><b>e.</b> 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><b>3. AIR QUALITY.</b> 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><b>a.</b> 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>b.</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><b>c.</b> Expose sensitive receptors to substantial pollutant concentrations?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>d.</b> 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	No Impact
<b>4. BIOLOGICAL RESOURCES.</b> Would the project:				
<b>a.</b> 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>b.</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"/>
<b>c.</b> 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"/>
<b>d.</b> 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"/>
<b>e.</b> 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"/>
<b>f.</b> 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"/>
<b>5. CULTURAL RESOURCES.</b> Would the project:				
<b>a.</b> Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>b.</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"/>
<b>c.</b> Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. ENERGY.</b> Would the project:				
<b>a.</b> 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>b.</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"/>
<b>7. GEOLOGY AND SOILS.</b> Would the project:				
<b>a.</b> 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	No Impact
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"/>
<b>8. GREENHOUSE GAS EMISSIONS.</b> 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"/>
<b>9. HAZARDS AND HAZARDOUS MATERIALS.</b> 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	No Impact
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<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"/>
<b>10. HYDROLOGY AND WATER QUALITY.</b> 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"/>
<b>11. LAND USE AND PLANNING.</b> Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>b.</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"/>
<b>12. MINERAL RESOURCES.</b> Would the project:				
<b>a.</b> 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>b.</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"/>
<b>13. NOISE.</b> Would the project result in:				
<b>a.</b> 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>b.</b> Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> 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"/>
<b>14. POPULATION AND HOUSING.</b> Would the project:				
<b>a.</b> 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>b.</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"/>
<b>15. PUBLIC SERVICES.</b> Would the project:				
<b>a.</b> 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:				
<b>i.</b> Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>ii.</b> Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>iii.</b> Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>iv.</b> Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>v.</b> 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	No Impact
<b>16. RECREATION.</b> Would the project:				
<b>a.</b> 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>b.</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"/>
<b>17. TRANSPORTATION.</b> Would the project:				
<b>a.</b> 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>b.</b> Conflict or be inconsistent with CEQA Guidelines section 15064.3 or will conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> 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"/>
<b>d.</b> Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>18. TRIBAL CULTURAL RESOURCES.</b> 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				
<b>a.</b> 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>b.</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>19. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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"/>
<b>20. WILDFIRES.</b> 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"/>
<b>21. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
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"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p><b>b.</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.)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>c.</b> Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<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>				

**Section V - 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 Fourth Street which is a west-east street. 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 EIR analyses are necessary.

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

Discussion of Effects: The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation. 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.

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

Discussion of Effects: 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.

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

Discussion of Effects: 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: The site does not contain any agricultural uses. 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 TOP 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 Low 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 LDR-5 (Low 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 TOP 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 LDR-5 (Low Density Residential 2.1-5 du/ac) and is not designated as Farmland. There are no agricultural uses occurring on site. 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 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 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 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 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.

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 TOP EIR analyses are necessary.

**c. Expose sensitive receptors to substantial pollutant concentrations?**

Discussion of Effects: As discussed in Section 5.3 of TOP EIR, the proposed Project is within a non-attainment region of the SCAB. Essentially, this means that any new contribution of emissions into the SCAB would be considered significant and adverse. The subject site was previously analyzed by TOP EIR as Low Density Residential and the proposed Project is consistent with The Ontario Plan (TOP) land use designation. Adequate mitigation (Mitigation Measure 3-1) has already been adopted by the City that would reduce air pollutants to a less-than-significant level with mitigation. No new impacts beyond those identified in TOP EIR 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 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 Low Density Residential (2.1 – 5.1 du/ac). The proposed parcel map and 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 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. 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 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 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 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 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 developed with a single-family residence and the surrounding area was previously developed with citrus groves until the 1940s and 1950s when the surrounding area was developed with single family residences. 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 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 have a tree preservation policy in place. A tree inventory has been provided and treatment or removal of the trees will be done in compliance with the approved tree preservation policy. The Project does not conflict with existing policies or ordinances protecting biological resources. 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 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 another 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 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: The Project site is developed with a historic single-family residence that was determined a Tier III historic resource by the City of Ontario Historic Preservation Subcommittee and is listed on the City's local historic resource registry. For the purposes of CEQA, the single-family residence is a historic resource. The one-story single-family residence was constructed in 1900 (est.) in the Victorian Bungalow style of architecture. The 1,680 square foot (approximate) residence possesses character defining features of the Victorian Bungalow architectural style such as a hipped roof covered in composition shingles, narrow horizontal wood siding, a gable dormer on the primary façade and a full width front porch supported by simple wood posts. The house sits on a stone (rock) foundation. The primary façade features

a single wood entry door surrounded by wood trim, a hung window with a multi-pane upper sash and hung-fixed-hung triple window. The house features a bay with a dormer roof on the eastern façade. The house has numerous wood frame hung and casement windows surrounded by wood trim.

The Project proposes to relocate the historic residence to accommodate the subdivision of the lot into 4 parcels. The relocation of the historic resource has the potential to cause adverse impacts to the historic resource. The Applicant consulted with an architectural historian to review the potential adverse effects of moving the historic resource (Exhibit A – Daly & Associates Letter). It was determined that if the Project is conducted using the Secretary of the Interior’s Standards and John Obed Curtis’ book, *Moving Historic Buildings*, the relocation Project would not impede the building from retaining its historic character. Moving the building (in its entirety) will not detrimentally change, destroy, or adversely affect the historic character or value of the resource. Furthermore, by moving the house to a different location within the existing parcel, it will preserve the integrity aspects of setting, location, feeling, and association of the resource.

Mitigation: Project is less than significant with implementation of mitigation measures. The historic residence shall be relocated approximately 130 feet southeast by a professional house moving company in accordance with the *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, & Reconstructing Historic Buildings (SOIS)*. The SOIS and the guidelines outlined in *Moving Historic Buildings* by John Obed Curtis, U.S. Department of the Interior must be used as reference materials for the relocation project.

i) All character-defining features, including but not limited to building height, roof shape and material, exterior wood siding, windows, trim and front porch shall be preserved without alteration.

ii) A City approved relocation and structural plan of the residence that is in compliance with the *Secretary of the Interior’s Standards for the Treatment of Historic Properties* and the guidelines presented in *Moving Historic Buildings*, by John Obed Curtis shall be completed prior to issuance of any grading and/or building permit for the site and prior to any alterations to the residence.

iii) Residence shall be relocated to newly created Lot 4 and shall be setback 20-feet from south property line (Fourth Street), 7-feet from east property line and 25-feet from west property line.

iv) A new, 2-car garage shall be constructed on Lot 4 in conjunction with the relocation of the residence. The garage shall be constructed to match the historic residence and shall feature a hipped roof, horizontal wood siding and wood trim around windows and doors.

v) The relocation of the historic residence, inspections and approvals shall be completed prior to issuance of any building permit for Lots 1 through 3 from proposed Tentative Parcel Map (File No. PMTT20-004).

vi) As-built drawings of historic residence in its original condition and location shall be provided and shall include site plan, elevations, and floor plan. Detailed cross-sections of significant architectural features shall be provided, included but not limited to windows and dormer.

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

Discussion of Effects: The Ontario Plan EIR (Section 5.5) indicates no archeological sites or resources have been recorded in the City with the Archeological Information Center at San Bernardino County Museum. However, only about 10 percent of the City of Ontario has been adequately surveyed for prehistoric or historic archaeology. The site was previously rough graded when the property was developed with the single-family residence and detached garage, and no archaeological resources were found. While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature, standard conditions will be imposed on future development 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 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 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?**

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).

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts. No changes or additions to TOP EIR analyses are necessary.

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

Discussion of Effects: Implementation of the Project will not obstruct or conflict with a state or local renewable energy plan. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts. No changes or additions to 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 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 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 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. Changing the General Plan and zoning will not create greater landslide potential impacts than were identified in the Certified TOP EIR. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal Code for any future development 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 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. 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 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. 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 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 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 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. No changes or additions to 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 TOP EIR as residential uses. According to the Certified TOP EIR, this impact would be significant and unavoidable (Recirculated 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.

Implementing the Project will not create significantly greater impacts than were identified in the Certified TOP EIR. 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, which was certified by the City; (2) the proposed Project would not result in any greenhouse gas impacts that were not addressed in the Certified TOP EIR; (3) the proposed Project is



consistent with The Ontario Plan. The proposed impacts of the Project were already analyzed in the Certified TOP 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 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 TOP EIR analyses are necessary. The mitigation measures adopted as part of TOP EIR adequately address any potential significant impacts.

**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 Environmental Impact Report for The Ontario Plan, which aims to reduce the City's contribution of greenhouse gas emissions at build-out by fifteen (15%), because the Project is upholding the applicable City's adopted mitigation measures as represented in 6-1 through 6-6. 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 TOP EIR. No changes or additions to 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 Project will not 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 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 use. 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 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 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 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: Implementation of the Project will not create greater impacts than were identified in the Certified TOP EIR. The Project site is located outside on the safety zone for ONT and Chino Airports. 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 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: Implementation of the Project will not create greater impacts than were identified in the Certified TOP EIR. 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 future development would be required to comply with all applicable State and City codes, no 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 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 facilities, 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.

**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 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:** Implementation of the Project will not create greater impacts than were identified in the Certified TOP EIR. Increases in the current amount of water flow to the Project site are anticipated and have been determined to not be significant. 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 will be negligible. The future 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 250 to 450 feet below the ground surface. 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 TOP EIR analyses are necessary.

**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 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 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 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 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 dominated by agricultural fallow fields and does not contain any vegetation associated with riparian features. 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 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. Development allowed by the Project would be required to adhere to requirements of the water quality control plan, including all existing regulation and permitting requirements. This would include the incorporation of best management practices (“BMPs”) to protect water quality during construction and operational periods. Development of the Project would be 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 would also be applicable to the Project. Implementation of these policies, in conjunction with compliance with existing regulatory programs, would ensure that water quality impacts related to the Project would be 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 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 currently developed with residential land uses. The 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 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 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: Implementation of the Project on the subject site will not create greater impacts than were identified in the Certified TOP EIR. The Project site is located within a mostly developed area surrounded by urban land 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 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 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: Implementation of the Project on the subject site will not create greater impacts than were identified in the Certified TOP EIR. The Project will not expose people to or generate noise levels in excess of standards as established in The Ontario Plan EIR (Section 5.12). No additional analysis will be required at the time of site development review.

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 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 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 site is not located within the vicinity of a private airstrip. 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 Project is located outside of the Safety, Noise Impact and Airspace Protection Zones. 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 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 contains an existing historic single-family residence that will be relocated on-site. Relocating the existing residence on-site and subdividing the parcel will not create existing housing 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 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 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 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 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 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 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. Future construction of housing would be very limited in scope due to the small size of the site and the project does not include a large employment generator that would cause an increase in the use of neighborhood parks or other recreational 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 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: Implementation of the Project on the subject site will not create greater impacts than were identified in the Certified TOP EIR. Future construction of housing would be very limited in scope due to the small size of the site and does not include a large employment generator that would require the construction of neighborhood parks or other recreational 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 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 parkway along the north side of Fourth Street and installation of a sidewalk along Project frontage to connect to existing sidewalks located on the west and east. 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 TOP EIR analyses are necessary.

**b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 or will conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

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 TOP EIR analyses are necessary.



**b. 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 TOP EIR analyses are necessary.

**c. Result in inadequate emergency access?**

Discussion of Effects: Implementation of the Project will not create greater impacts than were identified in the Certified TOP EIR. Any future development on the Project site 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 TOP EIR analyses are necessary.

**d. 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 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)?**

Discussion of Effects: The subject site is not listed in the California Register of Historic Resources. Implementing the project will not create greater impacts than were identified in the Certified TOP EIR.

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. 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:, Pursuant to Assembly Bill A52, tribal consultation has been completed and the Kizh Nation Gabrieleño Band Of Mission Indians has requested mitigation (Exhibit B – Kizh Nation Gabrieleño Band Of Mission Indians Consultation) due to the project site being located within and around a sacred village (Wajijangna), adjacent to sacred water courses and a major traditional trade route. As such, there is a high potential to impact Tribal Cultural Resources still present within the soil from the thousands of years of prehistoric activities that occurred within and around these Tribal Cultural landscapes. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction. Therefore, it is concluded that the proposed Project's impact to Tribal Cultural Resources (TCR) or Native America artifacts relating to TCRs will be less than significant with mitigation.

Mitigation: Prior to the commencement of any ground disturbing activity at the Project site, the Project Applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission

Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the City of Ontario Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that 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. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

**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 existing 10-inch water main available for connection in Fourth Street adequate for the Project. The proposed Project will connect to an existing sewer main east of the Project which has been found to be sufficient for the Project. 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 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 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 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. The Project will be required to meet the requirements of the Ontario Engineering Department regarding wastewater. No 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 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 enough 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 TOP EIR 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 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 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 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 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 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 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 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 projects, 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 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 TOP EIR analyses are necessary.

## **Section VI - 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.

## **Section VII - 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.)* Mitigation Measures incorporated as part of the Certificate of Appropriateness (File No. PHP20-008) and Development Plan (File No. PDEV20-014) to relocate a Tier III historic single-family home are specific to Cultural Resources mitigations in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and Tribal Cultural Resources mitigations regarding tribal noticing and on-site monitoring during construction.

**Exhibit A—DALY & ASSOCIATES LETTER**

*(Document follows this page)*



2242 El Capitan Drive, Riverside, California 92506  
(951) 369-1366 ■ [daly.rvrsde@sbcglobal.net](mailto:daly.rvrsde@sbcglobal.net)

October 15, 2019

Elly Antuna  
Planning Department  
City of Ontario  
303 East "B" Street  
Ontario, CA 91764

Re: 730 West Fourth Street, Ontario, San Bernardino County

Dear Ms. Antuna;

The purpose of this letter is to review the proposed project to move the single-family dwelling currently situated in the approximate middle of a large lot at 730 West Fourth Street, in the City of Ontario. The project proponents retained the services of Daly & Associates to ascertain if the project's plan to move the building has the potential to adversely impact a historic built-environment resource that was constructed circa 1900 per San Bernardino County Assessor's Office.<sup>1</sup> The project proponents propose to move the house from its present location, to a new site approximately 30 feet south and 120 feet to the east, and near the east boundary line, within the legal parcel.

This letter is being prepared by Principal Architectural Historian, Pamela Daly, who holds a Master of Science Degree from the University of Vermont in Historic Preservation. Ms. Daly has over 22 years experience in the field of Historic Preservation, and exceeds the Secretary of the Interior's Standards level of professional qualifications for architectural historians and historians.

Based upon a review of historic topographic maps dating to 1903, and aerial photographs dating from 1938, there is sufficient evidence to find that the single-family dwelling was associated with the history of the citrus industry in Ontario. The aerial photograph of 1938 shows only one or two small houses per city block surrounded by citrus groves, in this northwest area of the city. Between 1948 and 1959, the area surrounding the subject property was radically altered with the construction of tracts of small, family homes, and the removal of almost all the citrus groves.

According to building permits issued to the owners of the house in 1954, Mabel and Joseph Vieira, the rear porch of the house was enclosed in order to remodel the

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<sup>1</sup> Due to lack of historic building permits, early dates of construction are based upon the change in the value of a property in the property tax rolls.

730 West Fourth Street  
Ontario  
Page 2 of 3

kitchen and provide additional interior living space. The early aerial photographs present evidence that there had been a stable or garage structure located to the north of the house. This building was removed at some point in time, and the Vieira's built a new, two-car garage to the immediate northeast of the house in conjunction with the kitchen remodel project. The house at 730 West Fourth Street is a rare, remaining example of a modest, citrus grove house in the City of Ontario, dating from the period of significance of the early settlement of the city.

Based upon information from the City of Ontario's Planning Department, the property at 730 West Fourth Street has been determined by the City's Historic Preservation Subcommittee to be a Tier 3 Eligible Historical Resource. The building has a direct relationship to the Citrus industry, which is one of the principal historic contexts in the City's history.

Any property listed on the City's List of Historical Resources prior to September 1, 2003, or after September 1, 2003, surveyed at the intensive level in accordance with the standards set forth by the California Office of Historic Preservation, and determined to meet the designation criteria for historic landmarks, as set forth in Section 9-1.2615 by the Historic Preservation Subcommittee shall be determined to be an Eligible Historical Resource.

Per California Environmental Quality Act (CEQA) 14 CCR § 15064.5, a resource that is included in a local register of historical resources, such as the City of Ontario's Register of Historical Properties, shall be presumed to be historically significant.

The house should be raised and moved by a professional house moving company in accordance with a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, & Reconstructing Historic Buildings* (SOIS) (Kay D. Weeks and Anne E. Grimmer, revised 2017). The SOIS, plus the use of guidelines as presented in *Moving Historic Buildings* by John Obed Curtis, U.S. Department of the Interior; 1979, must be used as reference materials for the proposed project activities.<sup>2</sup>

The use of the SOIS is instituted by CEQA to present the methods required to protect and preserve the historic character, features, and physical integrity of the Melton House.

The current property owners are proposing to develop the large parcel, and to move the historic dwelling on the property to a new location within the legal parcel. Moving the historic resource is a preferred alternative to demolishing the structure. By moving the house to a different location within the same parcel, it will preserve the integrity aspects of setting, location, feeling, and association of the resource. A project that follows the SOIS to preserve the physical aspects of the buildings

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<sup>2</sup> While the technology of moving a building has greatly improved since 1979, with the introduction of computer-controlled hydraulic lift systems, Curtis' book is valuable for describing the protection of architectural features of a historic building before and during the move.



730 West Fourth Street  
Ontario  
Page 3 of 3

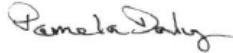
integrity shall be considered as having a less-than-significant impact on a historical resource.

Our review of the proposed project activity to move the house at 730 West Fourth Street from its present location to a new site within the same legal parcel, has determined that if the project is conducted using the SOIS and Curtis' book for moving historic buildings, the relocation project does not appear to impede the building from retaining its historic character. Moving the building (in its entirety) will not detrimentally change, destroy, or adversely affect the historic character or value of the resource.

Our review of the project was limited to presenting an opinion to the potential adverse effects of moving the historic resource. We have not been requested to review any plans or designs for any aspects of the rehabilitation of the historic building, including the new foundation, front porch landing, or landscaping.

Please do not hesitate to contact me if you have any questions.

Sincerely,



Pamela Daly, M.S.H.P.  
Principal

Cc: Fred Herzog; Studio Matrix

**Exhibit B—KIZH NATION GABRIELEÑO BAND OF MISSION INDIANS  
CONSULTATION**

*(Document follows this page)*

**From:** [Andrew Sales](#)  
**To:** [Elly Antuna](#)  
**Cc:** [Gabrieleno Administration](#); [Kara Grant](#)  
**Subject:** Re: REQUEST FOR CONSULTATION - PHP20-008 & PDEV20-014  
**Date:** Friday, February 19, 2021 3:57:24 PM

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Hello Elly ,

Thank you for your phone Call this morning and email response . After going over the project location and some of our old documentation regarding the specific area location our tribal council as well as our legal counsel has suggested the city please utilize the attached mitigation's measure/ conditions to protect our last remaining tribal Cultural resources . If you have any questions feel free to contact us . Thank you and have a good weekend

Please note that CEQA has been revised to add Tribal Cultural Resources as their own element. The State has defined Tribes as the experts of the resources within this element. No longer are Archaeologist or Anthropologist or Historians or academic institution or any non-tribal entity the authority over our resources. We are the experts of our own resources. Therefore please keep our Tribal cultural Resources ( TCR) separate from Archaeological resources . Also please utilize the attached mitigation measures in order to protect our tribal cultural resources .

*MM TCR-1 Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Ki'zh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the City of Ontario Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that 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. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to nopotential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burialgoods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by*

*the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.*

**Confidentiality Statement:**

This email and any files transmitted with it may contain confidential information and trade secrets of Kizh Nation Gabrieleño Band Of Mission Indians and / or its subsidiaries and affiliates. It is intended solely for the use of the individual or entity to whom it is addressed. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, dissemination, distribution, or use of any of the information contained in or attached to this transmission is STRICTLY PROHIBITED. If you are not the intended recipient, please notify the sender by replying to this message and then delete it from your system.

Sent from my iPhone

On Feb 19, 2021, at 12:05 PM, Elly Antuna <EAntuna@ontarioca.gov> wrote:

Hello Andrew Salas

In effort to preserve and protect California Native American traditional tribal cultural places, the City of Ontario invites you to consult on the proposed Certificate of Appropriateness (PHP20-008) and Development Plan (PDEV20-014), pursuant to Government Code 65352.3. The City of Ontario recognizes that the proposed project may have impacts to potential cultural resources and encourages tribal participation. It is important for the City and the Gabrieleño Band of Mission Indians - Kizh Nation to collaborate efforts in order to preserve cultural resources through the local planning process.

Project File Nos.: PHP20-008 & PDEV20-014 – Certificate of Appropriateness and Development Plan to Relocate a Tier III Historic Single-Family Residence (Related File No. PMTT20-004)

Applicant: Dan Liu, Shan Living Trust, 71 Gainsboro, Irvine, CA 92620

Lead Agency Contact: Elly Antuna, Associate Planner; City of Ontario, 303 East "B" Street, Ontario, California 91764; (909) 395-2414

Project Description and 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. The project site is bounded by Fifth Street to the north, Fourth Street to the south, Mountain Avenue to the west, and San Antonio Avenue to the east. The surrounding land uses include residential uses to the west, east and south and a religious assembly use to the north.

The project is a request for a Certificate of Appropriateness (File No. PHP20-008) and Development Plan (File No. PDEV20-014) to relocate a Tier III historic single-family residence from its current location approximately 130 feet southeast to the corner of the existing site to accommodate the subdivision of 1.1-acres of land into four (4) lots within the LDR-5 (Low Density Residential –2.1 to 5.0 DU/Acre) zoning district located at 730 West Fourth Street. The project consists of one parcel which is currently developed with a single-family residence that was constructed in 1900 (est.) and a detached garage constructed in 1954. The buildings are generally located at the center of the existing lot. The residence was one of the first in the area, which consisted largely of citrus groves until the late 1940s and 1950s when the surrounding area was developed with tracts of small, family homes. The single-family residence has been identified as a local historic resource and relocation of the historic resource on-site requires Certificate of Appropriateness and Development Plan approval. (APN: 1047-594-52). Related File: PMTT20-004 / TPM 20255.

More information is provided within the PDF attached. Please let me know if you need more information and/or whether or not consultation is required on behalf of your tribe. Thank you and have a great day.

**Elly Antuna**  
Associate Planner

City of Ontario | Planning Department  
303 East B Street, Ontario, CA 91764  
T (909) 395-2414 | E [ellantuna@ontarioca.gov](mailto:ellantuna@ontarioca.gov)  
[www.ontarioca.gov](http://www.ontarioca.gov)

<image003.png>

### COVID-19 PLANNING DEPARTMENT UPDATES

- The Planning Department counter is open for appointments. [Click here to book your appointment.](#)  
[\[booknow.appointment-plus.com\]](#)
- Contact us by phone at (909) 395-2036 or by email at [PlanningCounterMail@ontarioca.gov](mailto:PlanningCounterMail@ontarioca.gov) for general Planning-related information.

- *TUP applications for large gatherings, as determined by the City, are not being accepted until further notice.*
- *We appreciate your business and your patience.*

<Request Consultation PHP20-008\_Gabrieleno.pdf>



City of Ontario  
 Planning Department  
 303 East B Street  
 Ontario, California 91764  
 Phone: 909-395-2036  
 Fax: 909-395-2420

**ATTACHMENT A**

**California Environmental Quality Act  
 Mitigation Monitoring and Reporting Program**

**Project Title:** Fourth Street Relocation / **Project File Nos.:** PHP20-008, PDEV20-014 and PMTT20-004

**Project Sponsor:** Fred Herzog, Studio Matrix, 4351 E. Alderdale Avenue, Anaheim, CA 92807 and Dan Liu, Shan Living Trust, 71 Gainsboro, Irvine, CA 92620

**Lead Agency/Contact Person:** Elly Antuna, Associate Planner, City of Ontario, Planning Department, 303 East B Street, Ontario, California 91764 (909) 395-2036

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
<b>Cultural Resources</b>						
a) As-built drawings of historic residence in its original condition and location shall be provided and shall include site plan, elevations, and floor plan. Detailed cross-sections of significant architectural features shall be provided, included but not limited to windows and dormer.	Planning Dept	Building Permit Issuance	Prior to issuance of Building Permit	Plan Check		Withhold Building Permit
b) A City approved relocation and structural plan of the residence that is in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and the guidelines presented in Moving Historic Buildings, by John Obed Curtis shall be completed prior to issuance of any grading and/or building permit for the site and prior to any alterations to the residence.	Planning Dept	Building Permit Issuance	Prior to issuance of Building Permit	Plan Check		Withhold Building Permit
c) The historic residence shall be relocated approximately 130 feet southeast by a professional house moving company in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, & Reconstructing Historic Buildings (SOIS). The SOIS and the guidelines outlined in Moving Historic Buildings by John Obed Curtis, U.S.	Planning Dept & Building Dept	Building Permit Issuance	Prior to issuance of Building Permit	Plan Check		Withhold Building Permit

<b>Mitigation Measures/Implementing Action</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified (Initial/Date)</b>	<b>Sanctions for Non-Compliance</b>
<p>Department of the Interior must be used as reference materials for the relocation project.</p> <p>i) All character-defining features, including but not limited to building height, roof shape and material, exterior wood siding, windows, trim and front porch shall be preserved without alteration.</p> <p>ii) Residence shall be relocated to newly created Lot 4 and shall be setback 30-feet from south property line (Fourth Street), 7-feet from east property line and 25-feet from west property line.</p> <p>iii) A new, 2-car garage shall be constructed on Lot 4 in conjunction with the relocation of the residence. The garage shall be constructed to match the historic residence and shall feature a hipped roof, horizontal wood siding and wood trim around windows and doors.</p> <p>iv) Building permit to relocate the residence shall obtain all final inspections and approvals prior to permit issuance for any infill construction on Lots 1-3 from proposed Tentative Parcel Map (File No. PMTT20-004).</p>						
<b>Tribal Cultural Resources</b>						
<p>a) Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the “Tribe” or the “Consulting Tribe”). A</p>	<p>Building Dept &amp; Planning Dept</p>	<p>At issuance of grading permit</p>	<p>Prior to issuance of grading permit</p>	<p>Copy of executed contract</p>		<p>Withhold grading permit</p>



<b>Mitigation Measures/Implementing Action</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified (Initial/Date)</b>	<b>Sanctions for Non-Compliance</b>
<p>copy of the executed contract shall be submitted to the City of Ontario Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that 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.</p>						
<p>b) The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified.</p>	<p>Building Dept &amp; Planning Dept</p>	<p>At issuance of grading permit</p>	<p>Prior to issuance of grading permit</p>	<p>Copy of executed contract</p>		<p>Withhold grading permit</p>
<p>c) Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be</p>	<p>Building Dept &amp; Planning Dept</p>	<p>At issuance of grading permit</p>	<p>Prior to issuance of grading permit</p>	<p>Copy of executed contract</p>		<p>Withhold grading permit</p>

<b>Mitigation Measures/Implementing Action</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified (Initial/Date)</b>	<b>Sanctions for Non-Compliance</b>
notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).						

RESOLUTION NO.

A RESOLUTION OF THE HISTORIC PRESERVATION COMMISSION OF THE CITY OF ONTARIO, APPROVING FILE NO. PHP20-008, A CERTIFICATE OF APPROPRIATENESS TO RELOCATE A TIER III HISTORIC SINGLE-FAMILY RESIDENCE FROM ITS CURRENT LOCATION, APPROXIMATELY 130 FEET SOUTHEAST, TO THE CORNER OF THE SITE, LOCATED AT 730 WEST FOURTH STREET WITHIN THE LDR-5 (LOW DENSITY RESIDENTIAL – 2.1 TO 5.0 DU/AC) ZONING DISTRICT AND MAKING FINDINGS IN SUPPORT THEREOF – APN: 1047-594-52

WHEREAS, FRED HERZOG (“Applicant”) has filed an application for the approval of a Certificate of Appropriateness, File No. PHP20-008, as described in the title of this Resolution (hereinafter referred to as “Project”); and

WHEREAS, the City’s character and history are reflected in its cultural, historical, and architectural heritage, with an emphasis on the “Model Colony” as declared by an act of the Congress of the United States and presented at the St. Louis World’s Fair in 1904; and

WHEREAS, the City’s historical foundations should be preserved as living parts of community life and development in order to foster an understanding of the City’s past, so that future generations may have a genuine opportunity to appreciate, enjoy, and understand Ontario’s rich heritage; and

WHEREAS, the Community Development and the Aesthetic, Cultural, Open Space, and Recreational Resources Elements of the Policy Plan component of The Ontario Plan sets forth Goals and Policies to conserve Ontario’s historic buildings and districts; and

WHEREAS, the Application applies to 1.10 acres of land generally located at the northwest corner of Fourth Street and San Antonio Avenue, at 730 West Fourth Street within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district, and is presently improved with an historic single-family residence and detached garage; and

WHEREAS, the property to the north of the Project site is within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district and is developed with a church. The properties to the east, south and west are within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district and are developed with single-family residential; and

WHEREAS, the one-story, single-family 1,680 square foot residence built in the Victorian Bungalow architectural style was constructed in 1900 (est.), located at 730 West Fourth Street met local landmark criteria and was determined by the Historic Preservation Subcommittee, on July 12, 2007, to meet Tier III criteria; and

WHEREAS, the Project will facilitate the relocation of a historic single-family residence from its current location, approximately 130 feet southeast, to the corner of the site; and

WHEREAS, upon relocation of the historic single-family residence, the residence will be orientated towards West Fourth Street, be set on a raised rock foundation to match the original foundation, and the exterior of the residence will be repaired and rehabilitated to its original condition; and

WHEREAS, Ontario Development Code Section 4.02.025 requires approval of a Development Plan for the relocation of a building within any zoning district; and

WHEREAS, on June 4, 2020 a Tentative Parcel Map (File No. PMTT20-004/TPM 20255) to subdivide the 1.10 acres parcel into 4 lots was submitted in conjunction with the Project and the historic single-family residence will be relocated to Lot 4 of the proposed subdivision; and

WHEREAS, on June 4, 2020 a Development Plan (File No. PDEV20-014) to relocate the residence to facilitate subdivision of the lot was submitted in conjunction with the Project; and

WHEREAS, the Project is contingent upon Planning Commission approval of the submitted Development Plan (File No. PDEV20-014) and Tentative Parcel Map (File No. PMTT20-004/TPM 20255); and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 et seq. (hereinafter referred to as "CEQA"); and

WHEREAS, an initial study has been prepared which analyzed the environmental impacts of the proposed Project. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, an Initial Study/Mitigated Negative Declaration (hereinafter referred to as "MND") and Mitigation Monitoring and Reporting Program (hereinafter referred to as "MMRP") were prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

WHEREAS, the MND was made available to the public and to all interested agencies for review and comment pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation 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 March 11, 2021, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing to consider the Project, MND, and MMRP, prepared pursuant to CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of non-significance, and concluded said hearing on that date, voting to issue Decision No. HPSC21-004, recommending the Historic Preservation Commission approve the Application; and

WHEREAS, as the first action on the Project, on April 27, 2021, the Planning/Historic Preservation Commission approved a resolution adopting a MND and MMRP, each prepared pursuant to CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance, and concluded said hearing on that date; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Historic Preservation 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 authority for the Project, the Historic Preservation Commission finds that based on 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, 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 Historic Preservation 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 HISTORIC PRESERVATION 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 Historic Preservation Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 and 2, above, the Historic Preservation Commission hereby concludes as follows:

(1) **The proposed relocation will not detrimentally change, destroy, or adversely affect any significant architectural feature of the resource.** The project proposes to relocate the existing residence approximately 130 feet southeast of its current location. The relocation will be completed with guidance from the Secretary of the Interior’s Standards for the Treatment of Historic Properties and the guidelines presented in *Moving Historic Buildings*, by John Obed Curtis. No other alterations to the residence are being proposed. The residence will be fully documented at its current location with elevations, floor plan, site plan and photographs prior to commencement of construction. Therefore, no adverse effects to significant character-defining features of the residence will occur; and

(2) **The proposed relocation will not detrimentally change, destroy, or adversely affect the historic character or value of the resource.** The project proposes to relocate the existing residence approximately 130 feet southeast of its current location.

Moving the residence to a different location within the same parcel will preserve the integrity aspects of setting, location, feeling, and association of the resource. Therefore, no adverse effects to the historic character or value of the residence will occur; and

(3) ***The proposed relocation will be compatible with the exterior character-defining features of the historic resource.*** The project proposes to relocate the existing residence approximately 130 feet southeast of its current location. The relocation will be completed with guidance from the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and the guidelines presented in *Moving Historic Buildings*, by John Obed Curtis. No other alterations to the residence are being proposed. Therefore, no adverse effects to significant character-defining features of the residence will occur; and

(4) ***The proposed relocation will not adversely affect or detract from the character of the historic district.*** The single-family residence is not located within a designated, proposed or potential historic district. Therefore, no adverse impacts to a historic district will occur.

**SECTION 4: Historic Preservation Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 3, above, the Historic Preservation 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.

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Historic Preservation Commission Resolution  
File No. PHP20-008  
April 27, 2021  
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The Secretary Pro Tempore for the Historic Preservation 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 Historic Preservation Commission of the City of Ontario at a regular meeting thereof held on the 27th day of April 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Rick Gage  
Historic Preservation Commission  
Chairman

ATTEST:

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Rudy Zeledon  
Planning Director and Secretary of the  
Historic Preservation Commission



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

I, Gwen Berendsen, Secretary Pro Tempore of the Historic Preservation Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_\_ was duly passed and adopted by the Historic Preservation Commission of the City of Ontario at their regular meeting held on April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

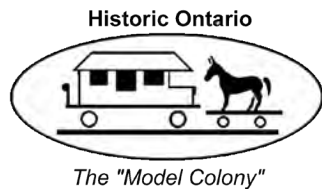
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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PHP20-008  
Departmental Conditions of Approval**

*(Departmental conditions of approval follow this page)*



# CERTIFICATE OF APPROPRIATENESS

## CONDITIONS OF APPROVAL

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**Date:** March 11, 2021  
**File No.:** PHP20-008  
**Location:** 730 West Fourth Street, (APN: 1047-594-52)  
**Prepared By:** Elly Antuna, Associate Planner

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**Description:**

A Certificate of Appropriateness to relocate a Tier III historic single-family residence from its current location approximately 130 feet southeast to the corner of the site to accommodate subdivision of 1.1-acres of land into 4 lots within the LDR-5 (Low Density Residential –2.1 to 5.0 DU/Acre) zoning district located at 730 West Fourth Street.

**Conditions:**

1. The Certificate of Appropriateness shall become void eighteen (24) months from the date of approval unless a building permit has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.
2. All character-defining features, including but not limited to building height, roof shape and material, rock foundation (not veneer), exterior wood siding, windows, trim and front porch shall be preserved without alteration. Photo documentation of the residence prior to relocation shall be reproduced on the construction drawings (plans) for the relocation.
3. A City approved relocation and structural plan of the residence that is in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and the guidelines presented in *Moving Historic Buildings*, by John Obed Curtis shall be completed and approved prior to issuance of any grading and/or building permit for the site and prior to any alterations to the residence.
4. Residence shall be relocated to newly created Lot 4 and shall be oriented towards West Fourth Street, setback 20-feet from south property line , 7-feet from east property line and 25-feet from west property line.
5. Infill construction on Lots 2 through 4 shall be oriented towards West Fourth Street, have a greater front yard setback than relocated historic residence. Infill construction shall be setback a minimum of 30-feet from south property line (Fourth Street).

**Conditions of Approval**

**File No.: PHP20-008**

**March 11, 2021**

**Page 2**

6. A new, 2-car garage shall be constructed on Lot 4 in conjunction with the relocation of the residence. The garage shall be constructed to match the historic residence and shall feature a hipped roof, horizontal wood siding and wood trim around windows and doors.
7. A Paint plan shall be approved by the Planning Department prior to issuance of building permit for relocation. A minimum application of 4 colors in and appropriate Victorian architectural style paint pallet is required.
8. The relocation of the building, inspections and approvals shall be completed and final prior to issuance of any building permit for Lots 1 through 3 as depicted in Tentative Parcel Map 20255 (File No. PMTT20-004). The historic building shall be relocated onto raised foundation, porch shall be reconstructed, exterior siding shall be repaired and repainted, and all mechanical equipment (plumbing, sewer, electrical, heating) shall be in working order with final building permits issued and a Certificate of Completion from the Planning Department.
9. The Project is contingent upon Planning Commission approval of the submitted Development Plan (File No. PDEV20-014) and Tentative Parcel Map (File No. PMTT20-004/TPM 20255).
10. The Applicant shall obtain a building permit prior to any demolition, relocation, or construction.
11. Any deviation from the approved plans shall require approval of the Planning Department and, if necessary, the Historic Preservation Commission.
12. Conditions of Approval and approved Mitigation Measures Monitoring table shall be reproduced onto the all plans submitted for permits.
13. Prior to Occupancy the Planning Department shall inspect the premises to ensure the Conditions of Approval have been met and that the addition has been constructed per the approved plans. Upon the completion of the addition and compliance with the requirements stated above, the Planning Department shall issue a Certificate of Completion.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV20-014, A DEVELOPMENT PLAN TO RELOCATE A TIER III HISTORIC SINGLE-FAMILY RESIDENCE FROM ITS CURRENT LOCATION, APPROXIMATELY 130 FEET SOUTHEAST, TO THE CORNER OF THE SITE, WITHIN THE LDR-5 (LOW DENSITY RESIDENTIAL – 2.1 TO 5.0 DU/AC) ZONING DISTRICT LOCATED AT 730 WEST FOURTH STREET, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 1047-594-52.

WHEREAS, FRED HERZOG ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV20-014, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 1.10 acres of land generally located at the northwest corner of Fourth Street and San Antonio Avenue, at 730 West Fourth Street within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district, and is presently improved with an historic single-family residence and detached garage; and

WHEREAS, the property to the north of the Project site is within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district and is developed with a church. The properties to the east, south and west are within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district and are developed with single-family residential; and

WHEREAS, the Project will facilitate the relocation of a historic single-family residence from its current location, approximately 130 feet southeast, to the corner of the site; and

WHEREAS, on June 4, 2020 a Certificate of Appropriateness (File No. PHP20-008) to relocate the residence to facilitate subdivision of the lot was submitted in conjunction with the Project; and

WHEREAS, on June 4, 2020 a Tentative Parcel Map (File No. PMTT20-004/TPM 20255) to subdivide the 1.10 acres parcel into 4 lots was submitted in conjunction with the Project and the historic single-family residence will be relocated to Lot 4 of the proposed subdivision; and

WHEREAS, upon relocation of the historic single-family residence, the residence will be oriented towards Fourth Street, be set on a raised rock foundation to match the original foundation, and the exterior of the residence will be repaired and rehabilitated to its original condition; and

WHEREAS, the Project is contingent upon Historic Preservation Commission approval of a Certificate of Appropriateness (File No. PHP20-008) and Planning Commission approval of Tentative Parcel Map (File No. PMTT20-004/ TPM 20255); and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 et seq. (hereinafter referred to as "CEQA"); and

WHEREAS, an initial study has been prepared which analyzed the environmental impacts of the proposed Project. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, an Initial Study/Mitigated Negative Declaration (hereinafter referred to as "MND") and Mitigation Monitoring and Reporting Program (hereinafter referred to as "MMRP") were prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

WHEREAS, the MND was made available to the public and to all interested agencies for review and comment pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; 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 April 5, 2021, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, MND, and MMRP, prepared pursuant to CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of non-significance, and concluded said hearing on that date, voting to issue Decision Nos. DAB21-012 and DAB21-014 recommending that the Planning Commission issue a MND and MMRP, and approve the Application; and

WHEREAS, on April 27, 2021, the Planning Commission of the City of Ontario conducted a hearing to consider the MND and MMRP, and the Project, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on April 27, 2021, the Planning Commission approved a resolution adopting a MND and MMRP, each prepared pursuant to CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance, 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 Low Density Residential land use district of the Policy Plan Land Use Map, and the LDR-5 (Low Density Residential - 2.1 to 5.0 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 LDR-5 (Low Density Residential - 2.1 to 5.0 du/ac) zoning district, including standards relative to the particular land use proposed (single-family residential), 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 (single-family residential). 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 6: 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 7: 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 8: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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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 27th day of April 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV20-014  
Departmental Conditions of Approval**

*(Departmental conditions of approval to 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:** April 27, 2021  
**File No:** PDEV20-014  
**Related Files:** PHP20-008 and PMTT20-004

**Project Description:** A Development Plan (File No. PDEV20-014) to relocate a Tier III historic single-family residence from its current location approximately 130 feet southeast to the corner of the site, within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district located at 730 West Fourth Street. (APN: 1047-594-52); **submitted by Fred Herzog**

**Prepared By:** Elly Antuna, Associate Planner  
Phone: 909.395.2414 (direct)  
Email: eantuna@ontarioca.gov

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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. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

**2.5** 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) 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.

(c) 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.

**2.6** 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.

**2.7** Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

**2.8** Environmental Review.

(a) The Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 Et Seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts. On the basis of the initial study, which indicated that all potential

environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a **Mitigated Negative Declaration** was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a **Mitigation Monitoring and Reporting Program** has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. All mitigation measures listed in the **Mitigation Monitoring and Reporting Program** shall be a condition of project approval 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.

**2.9 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.

**2.10 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.

**2.11 Additional Requirements.**

(a) All character-defining features, including but not limited to building height, roof shape and material, exterior wood siding, windows, trim and front porch shall be preserved without alteration.

(b) A City approved relocation and structural plan of the residence that is in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and the guidelines presented in Moving Historic Buildings, by John Obed Curtis shall be completed prior to issuance of any grading and/or building permit for the site and prior to any alterations to the residence.

(c) Residence shall be relocated to newly created Lot 4, will be oriented towards Fourth Street and shall be setback 20-feet from south property line (Fourth Street), 7-feet from east property line and 25-feet from west property line.

**(d)** A new, 2-car garage shall be constructed on Lot 4 in conjunction with the relocation of the residence. The garage shall be constructed to match the historic residence and shall feature a hipped roof, horizontal wood siding and wood trim around windows and doors.

**(e)** Building permit to relocate the residence shall obtain all final inspections and approvals prior to permit issuance for any infill construction on Lots 1-3 from proposed Tentative Parcel Map (File No. PMTT20-004/TPM 20255).

**(f)** The applicant shall obtain a building permit prior to any demolition, relocation, or construction.

**(g)** Any deviation from the approved plans shall require approval of the Planning Department and, if necessary, the Planning Commission.

**(h)** Development Plan approval is contingent upon Planning/Historic Preservation Commission approval of the related Certificate of Appropriateness (File No. PHP20-008) and Tentative Parcel Map (File No. PMTT20-004/TPM 20255) applications.

**(i)** Conditions of Approval and approved Mitigation Measures Monitoring table shall be reproduced onto construction drawings submitted for permits.





**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"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> <b>OTHER</b>	<input checked="" type="checkbox"/> <b>PARCEL MAP</b> <input type="checkbox"/> <b>TRACT MAP</b> <input type="checkbox"/> <b>FOR CONDOMINIUM PURPOSES</b>
<b>PROJECT FILE NO. <u>PM-20255</u></b>  <b>RELATED FILE NO(S). <u>PMTT20-004 &amp; PDEV20-014</u></b>	
<input checked="" type="checkbox"/> <b>ORIGINAL</b> <input type="checkbox"/> <b>REVISED: <u>  /  /  </u></b>	

**CITY PROJECT ENGINEER & PHONE NO:** Antonio Alejos *AA* (909) 395-2384

**CITY PROJECT PLANNER & PHONE NO:** Elly Antuna (909) 395-2414

**DAB MEETING DATE:** March 1<sup>st</sup>, 2021

**PROJECT NAME / DESCRIPTION:** PM-20255, a Parcel Map to subdivide 1.09 acres of land into four (4) parcels located at 730 W 4th St, within the LDR-5 (Low Density Residential zoning district).

**LOCATION:** 730 West Fourth Street

**APPLICANT:** Fred Herzog

**REVIEWED BY:** *Raymond Lee* 1/28/21  
 Raymond Lee, P.E. Date  
 Assistant City Engineer

**APPROVED BY:** *Khoi Do* 2-2-21  
 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 OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:**   

**11 feet on Fourth Street property frontage for an ultimate right-of-way of 44 feet from street centerline.**
- 1.02 Dedicate to the City of Ontario, the following easement(s): \_\_\_\_\_
- 1.03 Restrict vehicular access to the site as follows: \_\_\_\_\_
- 1.04 Vacate the following street(s) and/or easement(s): \_\_\_\_\_
- 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](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.ontarioca.gov](http://www.ontarioca.gov)) 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) 395-2341 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: \_\_\_\_\_

**2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:**

**A. GENERAL  
 ( Permits includes Grading, Building, Demolition and Encroachment )**

- 2.01 Record Parcel Map No. 20255 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF 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](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: Non-interference Letter required from each easement holder listed in the title report**
- 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 100% 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	Fourth St	Street 2	Street 3	Street 4
<b>Curb and Gutter</b> (see Sec. 2.F)	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> <b>Replace damaged</b> <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
<b>AC Pavement</b> (see Sec. 2.18)	<input checked="" type="checkbox"/> <b>Replacement</b> <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	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement</b> (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
<b>Drive Approach</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>New</b> <input checked="" type="checkbox"/> <b>In-fill existing drive approach no longer to be used</b>	<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
<b>Sidewalk</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>New</b> <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
<b>ADA Access Ramp</b>	<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
<b>Parkway</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<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)
<b>Raised Landscaped Median</b>	<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
<b>Fire Hydrant</b> (see Sec. 2.D)	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation
<b>Sewer</b> (see Sec. 2.C)	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral w/ clean-outs</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral



<b>Water</b> (see Sec. 2.D)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> <b>Services w/ meters</b>	<input type="checkbox"/> Main <input 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 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
<b>Street Light</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>New</b> <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. 2.G)	<input type="checkbox"/> Main <input 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
<b>Fiber Optics</b> (see Sec. 2.K)	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input 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:**

- If there is a conflict with existing improvements (utility devices, utility lines/poles, etc.) during the construction of the proposed improvements, then the ultimate location of these improvements shall be in accordance with City Standard Drawing Numbers 1216 and 1217.**
- Existing utility mains/services no longer to be used shall be abandoned or removed per the current City procedure. All services/laterals shall be abandoned by shutting off the corporation stops at the existing main and removing the service pipe at the point of connection with the main.**



- 2.18 **Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s):** 
  1. **Fourth Street – Minimum limits of construction shall be along the entire property frontage, from street centerline to curb/gutter.**
- 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 **An 8-inch water main is available for connection by this project in Fourth Street.**   
 (Ref: Sewer plan bar code: \$12822)
- 2.24 **Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately 200 feet away.**
- 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:** 
  1. **The applicant/developer shall install all new sewer laterals and connect them to the new 8-inch public sewer main in Fourth Street per the latest City Design Guidelines/Standard Drawings.**
  2. **The applicant/developer shall extend the existing sewer main east of the project to the westerly project property line to service lot numbers one and two. In addition, a manhole shall also be constructed at the end of the sewer main extension. The alignment of the new sewer extension shall be 12-ft away from the northerly curb face, which will result in a jog between the existing and proposed sewer alignment.**
  3. **As part of the precise grading plan submittal, the applicant/developer shall provide a Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.**

**D. WATER**

- 2.27 **A 10-inch water main is available for connection by this project in Fourth Street.**   
 (Ref: Water plan bar code: Unknown)
- 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:** 
  1. **The applicant/developer shall submit an application with the Fire Prevention Bureau requesting a Fire Water Flow Test in order to verify the size and alignment of the proposed water system improvements for this project. The project is responsible for installing all water system improvements which may be necessary in order to meet Fire Flow requirements and to mitigate any potential deficiencies.**



2. The applicant/developer shall install a new fire hydrant and connect it to the existing 10-inch domestic water main in Fourth Street per the latest City Design Guidelines/Standard Drawings.
3. The applicant/developer shall install all new domestic water services and connect them to the existing 10-inch domestic water main in Fourth Street per the latest City Design Guidelines/Standard Drawings.
4. As part of the precise grading plan submittal, the applicant/developer shall provide a Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.

**E. RECYCLED WATER**

- 2.30 A recycled water main is not available for connection by this project. (Ref: Recycled Water plan bar code: **None**)
  - 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:
- 1. The applicant/developer shall replace any curb/gutter currently damaged or damaged during construction per City Standard Drawing Number 1201.
- 2. The applicant/developer shall construct all new driveway approaches per City Standard Drawing Number 1203.
- 3. The applicant/developer shall in-fill all existing driveway approaches no longer to be used with full height curb, sidewalk and parkway landscaping per the latest City Guidelines/Standard Drawings.
- 4. The applicant/developer shall install parkway trees/landscaping along Fourth Street property frontage per the Landscape Planning Division Requirements.
- 5. The applicant/developer shall remove all hardscape (concrete, rocks, etc.) from within the parkway landscape area along the entire property frontage per Landscape Planning Division Requirements.





6. All landscaping, block walls and other obstructions in the parkway shall be compatible with the stopping sight distance requirements per City Standard Drawing Number 1309.
7. The applicant/developer shall install new sidewalk along Fourth Street property frontage per City Standard Drawing Number 1209.
8. The applicant/developer shall be responsible to design and construct in-fill public street lights along Fourth Street property frontage. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines. In addition, a new service pedestal shall be constructed along Fourth Street property frontage if there is not an existing service pedestal available.

**G. DRAINAGE / HYDROLOGY**

- 2.38 A storm drain main is not available to accept flows from this project. (Ref: Storm Drain plan bar code: None)
- 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: \_\_\_\_\_

**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:**
- 1. If one acre or more is required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at <https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml>.**

#### 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) 395-2341 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. Generally located along Fourth Street property frontage.
- 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:
- 1. The applicant/developer shall install new trash bins per the Refuse & Recycling Planning Manual.**
  - 2. As part of the grading plan submittal, the applicant/developer shall provide a final Solid Waste Handling Plan (SWHP). See "SWHP Requirements" document for details.**
- For questions on the SWHP submittal requirements, please contact:**  
**Peter Tran, Associate Engineer**  
[ptran@ontarioca.gov](mailto:ptran@ontarioca.gov)  
Phone: (909) 395-2677



**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**

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**Project Number: PDEV20-014, and Parcel Map No. 20255**

**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: \_\_\_\_\_



# CITY OF ONTARIO MEMORANDUM



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**DATE:** December 14, 2020  
**TO:** Antonio Alejos, Engineering Department  
**CC:** Elly Antuna, Planning Department  
**FROM:** Peter Tran, Utilities Engineering  
**SUBJECT:** DPR #2 – Conditions of Approval (COA) - Utilities Comments (#7296 and 7297)  
**PROJECT NO.:** PDEV20-014 and PMTT20-004 (A Development Plan to construct 4 single-family, 730 W. 4<sup>th</sup> St.)

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## BRIEF DESCRIPTION

*A Development Plan approval to construct 4 single-family dwellings and to relocate 1 historic single-family dwelling on approximately 1.09 acres of land located at 730 W 4th St, within the LDR-5 (Low Density Residential zoning district. (APN(s): 1047-594-52). Related File(s): PMTT20-004 & PHP-20-008.*

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## THIS SUBMITTAL IS COMPLETE AND RECOMMENDED FOR APPROVAL.

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**CONDITIONS OF APPROVAL:** *The Ontario Municipal Utilities Company (OMUC) recommends this application for approval subject to the conditions outlined below and compliance with the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

### **General Conditions:**

1. **Standard Conditions of Approval:** Project shall comply with the requirements as set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017; as well as project-specific conditions/requirements as outlined below:
2. **Final Utilities Systems Map (USM):** As part of the precise grading plans submittal, provide a Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems

### **Potable Water Conditions:**

3. **Fire Hydrant:** Construct one new fire hydrant, fronting and midway of the proposed project site.
4. **Fire Water Flow Test:** Submit an application with the Fire Prevention Bureau requesting a Fire Water Flow Test in order to verify the size and alignment of the proposed water system improvements for this project. The project is responsible for installing all water system improvements which may be necessary in order to meet Fire Flow requirements and to mitigate any potential deficiencies.

### **Sanitary Sewer Conditions:**

5. **Sewer Main Extension:** Extend the existing sewer main east of the project to the most westerly project property line to service lot numbers one and two. In additions, construct the terminus manhole at the very end of the sewer main extension and the alignment of the new sewer extension is to be 12 away from the northerly curb face, which will result in the jog between the existing sewer alignment and the proposed.

### **Solid Waste Conditions:**

6. **Final Solid Waste Handling Plan (SWHP):** Prior to approval of any building permits, submit a Final SWHP with the Precise Grading Plan for review and approval of Ontario Municipal Utility Company.

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

<b>DAB CONDITIONS OF APPROVAL</b>	
Sign Off	
	12/15/20
Jamie Richardson, Sr. Landscape Planner	Date

Reviewer's Name: <b>Jamie Richardson, Sr. Landscape Planner</b>	Phone: <b>(909) 395-2615</b>
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D.A.B. File No.: PDEV20-014	Case Planner: Elly Antuna
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Project Name and Location:

Low-Density Residential  
 730 W 4<sup>th</sup> Street

Applicant/Representative:

Fred Herzog  
 4351 WE Alderdale Ave  
 Anaheim, CA 92807

- |                                     |  |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <b>A Preliminary Landscape Plan (dated 12/14/20) 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.</b> |
| <input type="checkbox"/>            | <b>A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.</b>  |

**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](mailto:landscapeplancheck@ontarioca.gov)  
**DIGITAL SUBMITTALS MUST BE 10MB OR LESS.**

**Civil/ Site Plans**

- Provide a utility clear space 8' wide in parkways 30' apart for street trees. Move water meters, drain lines, light standards to the minimum utility spacing and show utility lines at the edges of the parkway, toward the driveway apron, to allow space for street trees.

**Landscape Plans**

- Investigate methods to preserve trees #1 and #12 identified on the tree inventory to be removed. Tree #1 is in the future backyard of Lot #1 and can be protected during construction and grading activities. Tree #12 on Lot 4 is located close to the porch of the historic home. This home is being relocated to this site. Work with the project planner to reduce the driveway's width to locate the house further to the west and look at the setbacks to locate the home further north on the lot. The tree will add instant value to the project, the historic home and will reduce mitigation fees.
- Note on landscape plans: for compaction to be no greater than 85% at landscape areas. All finished grades at 1 1/2" below finished surfaces. Slopes to be maximum 3:1.
- Residential projects shall include a stub-out for future back yard irrigation systems with anti-siphon valves. All single-family and multi-family residential front yards shall have landscape and irrigation.
- 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—less than 5 acres .....	\$1,561.00
Inspection—Construction (up to 3 inspections per phase).....	\$600.00
Total.....	\$2,161.00

Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT20-004, PHP20-008 & PDEV20-014  
 Address: 730 West Fourth Street  
 APN: 1047-594-52  
 Existing Land Use: Single Family Home  
 Proposed Land Use: Parcel map to subdivide 1.09 acres into four parcels and construct 3 single-family homes  
 Site Acreage: 1.09 Proposed Structure Height: 25 FT  
 ONT-IAC Project Review: n/a  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Elly Antuna  
 Date: 12/23/2020  
 CD No.: 2020-026  
 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: 200 FT +	
<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: \_\_\_\_\_





# CITY OF ONTARIO

## MEMORANDUM

**TO:** Elly Antuna, Associate Planner

**FROM:** Emily Hernandez, Police Officer

**DATE:** June 19, 2020

**SUBJECT:** PDEV20-014- A DEVELOPMENT PLAN APPROVAL TO CONSTRUCT 3 SINGLE-FAMILY DWELLINGS AND RELOCATE 1 HISTORIC SINGLE-FAMILY DWELLING AT 730 WEST 4<sup>TH</sup> STREET.

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The “Standard Conditions of Approval” contained in Resolution No. 2017-027 apply. The applicant shall read and be thoroughly familiar with these conditions, including but not limited to, the requirements listed below.

- Required lighting for all walkways, paseos, driveways, doorways, parking areas, parks, park walkways, playgrounds, recreation areas and other areas used by the public shall be provided and operate on photosensor at the prescribed foot-candle levels. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- The Applicant shall install illuminated address numbers, powered by photocell, on each individual unit and shall not be controlled by the building occupants.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.

The Applicant is invited to contact Officer Emily Hernandez at (909) 408-1755 with any questions or concerns regarding these conditions.

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Elly Antuna  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** June 10, 2020  
**SUBJECT:** PDEV20-014

- 
- The plan does adequately address the departmental concerns at this time.  
 No comments  
 Report below.

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### Conditions of Approval

1. Standard Conditions of Approval apply.

KS:lr

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT20-004 (TPM 20255), A TENTATIVE PARCEL MAP TO SUBDIVIDE 1.1-ACRES OF LAND INTO 4 LOTS, WITHIN THE LDR-5 (LOW DENSITY RESIDENTIAL – 2.1 TO 5.0 DU/AC) ZONING DISTRICT LOCATED AT 730 WEST FOURTH STREET, AND MAKING FINDINGS IN SUPPORT THEREOF— APN: 1047-594-52.

WHEREAS, FRED HERZOG ("Applicant") has filed an Application for the approval of a Tentative Parcel Map, File No. PMTT20-0014 (TPM 20255), as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 1.1-acres of land generally located at the northwest corner of Fourth Street and San Antonio Avenue, at 730 West Fourth Street within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac), and is presently improved with an historic single-family residence and detached garage; and

WHEREAS, the property to the north of the Project site is within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district and is developed with church. The properties to the east, south and west are within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district and are developed with single-family residential; and

WHEREAS, in 2006 a Tentative Parcel Map (File No. PMTT06-030) was approved to subdivide the subject site into 3 parcels, with the existing historic single-family remaining at its original location, however, the approval became invalid as the Tentative Parcel Map was not exercised within the time limits specified in Government Code Section 66452.6; and

WHEREAS, the Applicant has applied for a Certificate of Appropriateness (File No. PHP20-008) and a Development Plan (File No.20-014) to relocate the historic single-family residence from its current location, approximately 130 feet southeast, to the corner of the site; and

WHEREAS, the relocation of the historic single-family residence will facilitate subdivision of the project site into 4 rectangular-shaped interior lots; and

WHEREAS, the Development Code requires interior lots within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district to have a minimum lot size of 7,200 square feet, a minimum lot width of 60 feet, and a minimum lot depth of 75 feet and the proposed lots meet or exceed these minimum standards; and

WHEREAS, the development of Lots 1 through 3 will consist of single-story single-family residences and the historic single-family residence will be located on Lot 4; and

WHEREAS, the Project is contingent upon Planning Commission approval of the submitted Development Plan (File No. PDEV20-014) and Historic Preservation Commission approval of a Certificate of Appropriateness (File No. PHP20-008); and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 (hereinafter referred to as "CEQA"); and

WHEREAS, an initial study has been prepared which analyzed the environmental impacts of the proposed Project. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, an Initial Study/Mitigated Negative Declaration (hereinafter referred to as "MND") and Mitigation Monitoring and Reporting Program (hereinafter referred to as "MMRP") were prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

WHEREAS, the MND was made available to the public and to all interested agencies for review and comment pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; 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 April 5, 2021, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, MND, and MMRP, prepared pursuant to CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of non-significance, and concluded said hearing on that date, voting to issue Decision Nos. DAB21-012 and DAB21-013 recommending that the Planning Commission issue a MND and MMRP, and approve the Application; and

WHEREAS, on April 27, 2021, the Planning Commission of the City of Ontario conducted a hearing to consider the MND and MMRP, and the Project, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on April 27, 2021, the Planning Commission approved a resolution adopting a MND and MMRP, each prepared pursuant to CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance, 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 authority for the Project, the Planning Commission finds that based on 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 through 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 Low Density Residential land use district of the Policy Plan Land Use Map, and the LDR-5 (Low Density Residential – 2.1 to 5.0 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 Low Density Residential land use district

of the Policy Plan Land Use Map, and the LDR-5 (Low Density Residential-2.1 to 5.0 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;
- 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 LDR-5 (Low Density Residential – 2.1 to 5.0 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 8.16 DUs/acre. The project site meets the minimum lot area and dimensions of the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district and is physically suitable for this proposed density.

(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 single-family residential 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 5: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, 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 6: 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 7: 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 8: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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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 27th day of April, 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PMTT20-004 (TPM 20255)  
Departmental Conditions of Approval**

*(Departmental conditions of approval to 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*

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**Meeting Date:** April 27, 2021  
**File No:** PMTT20-004  
**Related Files:** PHP20-008 and PDEV20-014

**Project Description:** A Tentative Parcel Map-TPM 20255 (File No. PMTT20-004) to subdivide 1.1-acres of land into 4 lots in conjunction with a Development Plan (File No. PDEV20-014) to relocate a Tier III historic single-family residence from its current location approximately 130 feet southeast to the corner of the site, within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district located at 730 West Fourth Street. (APN: 1047-594-52); **submitted by Fred Herzog**

**Prepared By:** Elly Antuna, Associate Planner  
Phone: 909.395.2414 (direct)  
Email: eantuna@ontarioca.gov

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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/Parcel Map shall be in conformance with the approved Tentative Tract/Parcel Map on file with the City. Variations from the approved Tentative Tract/Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Tract/Parcel Map may require review and approval by the Planning Commission, as determined by the Planning Director.

(b) Tentative Tract/Parcel Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

(c) 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. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

**2.6** Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

**2.7** Disclosure Statements.

(a) A copy of the Public Report from the Department of Real Estate, prepared for the subdivision pursuant to Business and Professions Code Section 11000 et seq., shall be provided to each prospective buyer of the residential units and shall include a statement to the effect that:

(i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

**2.8** Environmental Review.

(a) The Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 Et Seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a **Mitigated Negative Declaration** was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a **Mitigation Monitoring and Reporting Program** has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. All mitigation measures listed in the **Mitigation Monitoring and Reporting Program** shall be a condition of project approval 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.

**2.9** 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.

**2.10** 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.

**2.11** Additional Requirements.

(a) Infill single-family residential on Lots 1, 2 and 3 shall be single-story and setback 30-feet from front (south) property line.

(b) Historic single-family residence shall be relocated to Lot 4, will be oriented towards Fourth Street and shall be setback 20-feet from south property line (Fourth Street), 7-feet from east property line and 25-feet from west property line.



**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"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> <b>OTHER</b>	<input checked="" type="checkbox"/> <b>PARCEL MAP</b> <input type="checkbox"/> <b>TRACT MAP</b> <input type="checkbox"/> <b>FOR CONDOMINIUM PURPOSES</b>
<b>PROJECT FILE NO. <u>PM-20255</u></b>  <b>RELATED FILE NO(S). <u>PMTT20-004 &amp; PDEV20-014</u></b>	
<input checked="" type="checkbox"/> <b>ORIGINAL</b> <input type="checkbox"/> <b>REVISED: <u>  /  /  </u></b>	

**CITY PROJECT ENGINEER & PHONE NO:** Antonio Alejos *AA* (909) 395-2384

**CITY PROJECT PLANNER & PHONE NO:** Elly Antuna (909) 395-2414

**DAB MEETING DATE:** March 1<sup>st</sup>, 2021

**PROJECT NAME / DESCRIPTION:** PM-20255, a Parcel Map to subdivide 1.09 acres of land into four (4) parcels located at 730 W 4th St, within the LDR-5 (Low Density Residential zoning district).

**LOCATION:** 730 West Fourth Street

**APPLICANT:** Fred Herzog

**REVIEWED BY:** *Raymond Lee* 1/28/21  
 Raymond Lee, P.E. Date  
 Assistant City Engineer

**APPROVED BY:** *Khoi Do* 2-2-21  
 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 OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:**   

**11 feet on Fourth Street property frontage for an ultimate right-of-way of 44 feet from street centerline.**
- 1.02 Dedicate to the City of Ontario, the following easement(s):** \_\_\_\_\_
- 1.03 Restrict vehicular access to the site as follows:** \_\_\_\_\_
- 1.04 Vacate the following street(s) and/or easement(s):** \_\_\_\_\_
- 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](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.ontarioca.gov](http://www.ontarioca.gov)) 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) 395-2341 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: \_\_\_\_\_

**2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:**

**A. GENERAL  
 ( Permits includes Grading, Building, Demolition and Encroachment )**

- 2.01 Record Parcel Map No. 20255 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF 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](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: Non-interference Letter required from each easement holder listed in the title report**
- 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 100% 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	Fourth St	Street 2	Street 3	Street 4
<b>Curb and Gutter</b> (see Sec. 2.F)	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> <b>Replace damaged</b> <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
<b>AC Pavement</b> (see Sec. 2.18)	<input checked="" type="checkbox"/> <b>Replacement</b> <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	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement</b> (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
<b>Drive Approach</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>New</b> <input checked="" type="checkbox"/> <b>In-fill existing drive approach no longer to be used</b>	<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
<b>Sidewalk</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>New</b> <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
<b>ADA Access Ramp</b>	<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
<b>Parkway</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<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)
<b>Raised Landscaped Median</b>	<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
<b>Fire Hydrant</b> (see Sec. 2.D)	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation
<b>Sewer</b> (see Sec. 2.C)	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral w/ clean-outs</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral



<b>Water</b> (see Sec. 2.D)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> <b>Services w/ meters</b>	<input type="checkbox"/> Main <input 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 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
<b>Street Light</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>New</b> <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 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
<b>Fiber Optics</b> (see Sec. 2K)	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input 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:**

- If there is a conflict with existing improvements (utility devices, utility lines/poles, etc.) during the construction of the proposed improvements, then the ultimate location of these improvements shall be in accordance with City Standard Drawing Numbers 1216 and 1217.**
- Existing utility mains/services no longer to be used shall be abandoned or removed per the current City procedure. All services/laterals shall be abandoned by shutting off the corporation stops at the existing main and removing the service pipe at the point of connection with the main.**



- 2.18 **Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s):** 
  1. **Fourth Street – Minimum limits of construction shall be along the entire property frontage, from street centerline to curb/gutter.**
- 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 **An 8-inch water main is available for connection by this project in Fourth Street.**   
 (Ref: Sewer plan bar code: \$12822)
- 2.24 **Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately 200 feet away.**
- 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:** 
  1. **The applicant/developer shall install all new sewer laterals and connect them to the new 8-inch public sewer main in Fourth Street per the latest City Design Guidelines/Standard Drawings.**
  2. **The applicant/developer shall extend the existing sewer main east of the project to the westerly project property line to service lot numbers one and two. In addition, a manhole shall also be constructed at the end of the sewer main extension. The alignment of the new sewer extension shall be 12-ft away from the northerly curb face, which will result in a jog between the existing and proposed sewer alignment.**
  3. **As part of the precise grading plan submittal, the applicant/developer shall provide a Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.**

**D. WATER**

- 2.27 **A 10-inch water main is available for connection by this project in Fourth Street.**   
 (Ref: Water plan bar code: Unknown)
- 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:** 
  1. **The applicant/developer shall submit an application with the Fire Prevention Bureau requesting a Fire Water Flow Test in order to verify the size and alignment of the proposed water system improvements for this project. The project is responsible for installing all water system improvements which may be necessary in order to meet Fire Flow requirements and to mitigate any potential deficiencies.**



2. The applicant/developer shall install a new fire hydrant and connect it to the existing 10-inch domestic water main in Fourth Street per the latest City Design Guidelines/Standard Drawings.
3. The applicant/developer shall install all new domestic water services and connect them to the existing 10-inch domestic water main in Fourth Street per the latest City Design Guidelines/Standard Drawings.
4. As part of the precise grading plan submittal, the applicant/developer shall provide a Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.

**E. RECYCLED WATER**

- 2.30 A recycled water main is not available for connection by this project. (Ref: Recycled Water plan bar code: **None**)
  - 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: 
  1. The applicant/developer shall replace any curb/gutter currently damaged or damaged during construction per City Standard Drawing Number 1201.
  2. The applicant/developer shall construct all new driveway approaches per City Standard Drawing Number 1203.
  3. The applicant/developer shall in-fill all existing driveway approaches no longer to be used with full height curb, sidewalk and parkway landscaping per the latest City Guidelines/Standard Drawings.
  4. The applicant/developer shall install parkway trees/landscaping along Fourth Street property frontage per the Landscape Planning Division Requirements.
  5. The applicant/developer shall remove all hardscape (concrete, rocks, etc.) from within the parkway landscape area along the entire property frontage per Landscape Planning Division Requirements.



6. All landscaping, block walls and other obstructions in the parkway shall be compatible with the stopping sight distance requirements per City Standard Drawing Number 1309.
7. The applicant/developer shall install new sidewalk along Fourth Street property frontage per City Standard Drawing Number 1209.
8. The applicant/developer shall be responsible to design and construct in-fill public street lights along Fourth Street property frontage. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines. In addition, a new service pedestal shall be constructed along Fourth Street property frontage if there is not an existing service pedestal available.

**G. DRAINAGE / HYDROLOGY**

- 2.38 A storm drain main is not available to accept flows from this project. (Ref: Storm Drain plan bar code: None)
- 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: \_\_\_\_\_

**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.sbccounty.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:**
1. **If one acre or more is required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at <https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml>.**

#### 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) 395-2341 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. Generally located along Fourth Street property frontage.
- 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:
1. **The applicant/developer shall install new trash bins per the Refuse & Recycling Planning Manual.**
  2. **As part of the grading plan submittal, the applicant/developer shall provide a final Solid Waste Handling Plan (SWHP). See "SWHP Requirements" document for details.**
- For questions on the SWHP submittal requirements, please contact:**  
**Peter Tran, Associate Engineer**  
[ptran@ontarioca.gov](mailto:ptran@ontarioca.gov)  
Phone: (909) 395-2677





**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**

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**Project Number: PDEV20-014, and Parcel Map No. 20255**

**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: \_\_\_\_\_



# CITY OF ONTARIO MEMORANDUM



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**DATE:** December 14, 2020  
**TO:** Antonio Alejos, Engineering Department  
**CC:** Elly Antuna, Planning Department  
**FROM:** Peter Tran, Utilities Engineering  
**SUBJECT:** DPR #2 – Conditions of Approval (COA) - Utilities Comments (#7296 and 7297)  
**PROJECT NO.:** PDEV20-014 and PMTT20-004 (A Development Plan to construct 4 single-family, 730 W. 4<sup>th</sup> St.)

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## BRIEF DESCRIPTION

*A Development Plan approval to construct 4 single-family dwellings and to relocate 1 historic single-family dwelling on approximately 1.09 acres of land located at 730 W 4th St, within the LDR-5 (Low Density Residential zoning district. (APN(s): 1047-594-52). Related File(s): PMTT20-004 & PHP-20-008.*

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## THIS SUBMITTAL IS COMPLETE AND RECOMMENDED FOR APPROVAL.

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**CONDITIONS OF APPROVAL:** *The Ontario Municipal Utilities Company (OMUC) recommends this application for approval subject to the conditions outlined below and compliance with the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

### **General Conditions:**

1. **Standard Conditions of Approval:** Project shall comply with the requirements as set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017; as well as project-specific conditions/requirements as outlined below:
2. **Final Utilities Systems Map (USM):** As part of the precise grading plans submittal, provide a Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems

### **Potable Water Conditions:**

3. **Fire Hydrant:** Construct one new fire hydrant, fronting and midway of the proposed project site.
4. **Fire Water Flow Test:** Submit an application with the Fire Prevention Bureau requesting a Fire Water Flow Test in order to verify the size and alignment of the proposed water system improvements for this project. The project is responsible for installing all water system improvements which may be necessary in order to meet Fire Flow requirements and to mitigate any potential deficiencies.

### **Sanitary Sewer Conditions:**

5. **Sewer Main Extension:** Extend the existing sewer main east of the project to the most westerly project property line to service lot numbers one and two. In additions, construct the terminus manhole at the very end of the sewer main extension and the alignment of the new sewer extension is to be 12 away from the northerly curb face, which will result in the jog between the existing sewer alignment and the proposed.

### **Solid Waste Conditions:**

6. **Final Solid Waste Handling Plan (SWHP):** Prior to approval of any building permits, submit a Final SWHP with the Precise Grading Plan for review and approval of Ontario Municipal Utility Company.

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

<b>DAB CONDITIONS OF APPROVAL</b>	
Sign Off	
	12/15/20
Jamie Richardson, Sr. Landscape Planner	Date

Reviewer's Name: <b>Jamie Richardson, Sr. Landscape Planner</b>	Phone: <b>(909) 395-2615</b>
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D.A.B. File No.: PDEV20-014	Case Planner: Elly Antuna
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Project Name and Location:

Low-Density Residential  
 730 W 4<sup>th</sup> Street

Applicant/Representative:

Fred Herzog  
 4351 WE Alderdale Ave  
 Anaheim, CA 92807

- |                                     |  |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <b>A Preliminary Landscape Plan (dated 12/14/20) 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.</b> |
| <input type="checkbox"/>            | <b>A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.</b>  |

**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](mailto:landscapeplancheck@ontarioca.gov)  
**DIGITAL SUBMITTALS MUST BE 10MB OR LESS.**

**Civil/ Site Plans**

- Provide a utility clear space 8' wide in parkways 30' apart for street trees. Move water meters, drain lines, light standards to the minimum utility spacing and show utility lines at the edges of the parkway, toward the driveway apron, to allow space for street trees.

**Landscape Plans**

- Investigate methods to preserve trees #1 and #12 identified on the tree inventory to be removed. Tree #1 is in the future backyard of Lot #1 and can be protected during construction and grading activities. Tree #12 on Lot 4 is located close to the porch of the historic home. This home is being relocated to this site. Work with the project planner to reduce the driveway's width to locate the house further to the west and look at the setbacks to locate the home further north on the lot. The tree will add instant value to the project, the historic home and will reduce mitigation fees.
- Note on landscape plans: for compaction to be no greater than 85% at landscape areas. All finished grades at 1 1/2" below finished surfaces. Slopes to be maximum 3:1.
- Residential projects shall include a stub-out for future back yard irrigation systems with anti-siphon valves. All single-family and multi-family residential front yards shall have landscape and irrigation.
- 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—less than 5 acres .....	\$1,561.00
Inspection—Construction (up to 3 inspections per phase).....	\$600.00
Total.....	\$2,161.00

Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT20-004, PHP20-008 & PDEV20-014

Address: 730 West Fourth Street

APN: 1047-594-52

Existing Land Use: Single Family Home

Proposed Land Use: Parcel map to subdivide 1.09 acres into four parcels and construct 3 single-family homes

Site Acreage: 1.09 Proposed Structure Height: 25 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Elly Antuna

Date: 12/23/2020

CD No.: 2020-026

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 +</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: \_\_\_\_\_



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Elly Antuna, Associate Planner  
Planning Department

**FROM:** Paul Ehrman, Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** June 29, 2020

**SUBJECT:** PMTT20-004 – A Parcel Map to subdivide 1.09 acres of land into four (4) parcels located at 730 W 4th St, within the LDR-5 (Low Density Residential zoning district (APN(s): 1047-594-52). Related File(s): PDEV20-014 & PHP-20-008.

- 
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply, as stated below.
- 

### **SITE AND BUILDING FEATURES:**

- A. 2013 CBC Type of Construction: Type V-B wood frame
- B. Type of Roof Materials: non-rated
- C. Ground Floor Area(s): Various
- D. Number of Stories: One and Two Story
- E. Total Square Footage: Various
- F. 2013 CBC Occupancy Classification(s): R-3

## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

- ☒ 1.1 The following are the Ontario Fire Department (“Fire Department”) requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards (“Standards.”) It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ontarioca.gov](http://www.ontarioca.gov), click on “Fire Department” and then on “Standards and Forms.”
- ☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

### **2.0 FIRE DEPARTMENT ACCESS**

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

### **3.0 WATER SUPPLY**

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300’) apart, per Engineering Department specifications.
- ☒ 3.4 The public water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.



## 5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Homes that do not front street shall be provided with an address entry sign at the street. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Elly Antuna  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** June 10, 2020  
**SUBJECT:** PMTT20-004

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1. The plan does adequately address the departmental concerns at this time.  
No comments.

KS:lr



# CITY OF ONTARIO MEMORANDUM

TO: Scott Murphy, Development Director  
 Cathy Wahlstrom, Planning Director (Copy of memo only)  
 Diane Ayala, Advanced Planning Division (Copy of memo only)  
 Charity Hernandez, Economic Development  
 Kevin Shear, Building Official  
 Khoi Do, City Engineer  
 Jamie Richardson, Landscape Planning Division  
 Ahmed Aly, Municipal Utility Company  
 Emily Hernandez, Police Department  
 Paul Ehrman, Deputy Fire Chief/Fire Marshal  
 Jay Bautista, T. E., Traffic/Transportation Manager  
 Lorena Mejia, Airport Planning  
 Eric Woosley, Engineering/NPDES  
 Joe De Sousa, Code Enforcement (Copy of memo only)  
 Jimmy Chang, IT Department

FROM: Elly Antuna, Associate Planner

DATE: June 09, 2020

SUBJECT: FILE #: PMTT20-004

Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by .

- Note:
- Only DAB action is required
  - Both DAB and Planning Commission actions are required
  - Only Planning Commission action is required
  - DAB, Planning Commission and City Council actions are required
  - Only Zoning Administrator action is required

**PROJECT DESCRIPTION:** A Parcel Map to subdivide 1.09 acres of land into four (4) parcels located at 730 W 4th St, within the LDR-5 (Low Density Residential zoning district (APN(s): 1047-594-52). Related File(s): PDEV20-014 & PHP-20-008.

- The plan does adequately address the departmental concerns at this time.
  - No comments
  - Report attached (1 copy and email 1 copy)
  - Standard Conditions of Approval apply
- The plan does not adequately address the departmental concerns.
  - The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

POLICE  
Department

E. HERNANDEZ  
Signature

POLICE OFFICER  
Title

6/19/2020  
Date

**FILE NO:** PMTT21-001

**SUBJECT:** A Tentative Parcel Map (TPM 20328) to subdivide 0.49-acre of land into 4 parcels generally located at the northeast corner of Euclid and Acacia Avenues, at 1325 and 1329 South Euclid Avenue, within the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts (APNs: 1049-531-01 and 1049-531-02). **Submitted by Alex Espinoza, California Capitol, Inc.**


**PROPERTY OWNER:** Ontario Housing Authority

**RECOMMENDED ACTION:** That the Planning Commission consider and approve File No. PMTT21-001, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

**PROJECT SETTING:** The project site is comprised of 0.49-acre of land generally located at the northeast corner of Euclid and Acacia Avenues, within the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts, and is depicted in Figure 1: Project Location. The project site is currently vacant and consists of 2 rectangular-shaped lots oriented east/west, towards Euclid Avenue. The north end of the project site has historically been used for vehicular access, via an existing drive approach on Euclid Avenue, to off-street parking for the multiple family residence to the north. The curb fronting the project site along Euclid Avenue consists of rock curb and the curb fronting the project site on Acacia Street consists of both rock and standard curb. The project site is surrounded by residential land uses to the north, east and south, and De Anza Park (public park) to the west. The existing surrounding land uses, zoning, and general plan land use designations are



**Figure 1: Project Location**

Case Planner:	Elly Antuna, Associate Planner
Planning Director Approval:	
Submittal Date:	01/12/2021

Hearing Body	Date	Decision	Action
DAB	04/19/2021	Approval	Recommend
PC	04/27/2021		Final
CC			

summarized in the “Surrounding Zoning & Land Uses” table located in the Technical Appendix of this report.

**PROJECT ANALYSIS:** The proposed Tentative Parcel Map will subdivide the Project site into 4 rectangular-shaped numbered lots (see Exhibit B—Tentative Parcel Map, attached). The Project site is currently comprised of 2 rectangular-shaped lots oriented east/west towards Euclid Avenue. The subdivision will create 2 additional lots and reconfigure the orientation of the 4 lots from north to south, with the frontages located along Acacia Street. The parcels range in size from 5,000 to 5,836 square feet, lot widths will range from 41.15 to 48.03 feet, and the depth of all lots will be 121.54 feet. The Development Code requires lots established by a Small Lot Infill Single-Family Subdivision to have a minimum lot size of 4,000 square feet and minimum lot width of 40 feet and lot depth of 100 feet. In addition, the project is consistent with the Small Lot Infill Subdivisions Development Code standards (Section 6.01.010.G) that requires that lots have a minimum area of 480 square feet and a minimum lot width of 16 feet. The proposed lots exceed these minimum requirements.

Vehicular access to the parcels will be taken from Euclid Avenue via an existing shared drive approach that will be widened to 20 feet. A reciprocal access agreement with the multiple-family property to the north (1321 South Euclid Avenue) will be recorded on the property to facilitate continued access to the existing off-street parking facilities.

Approval of the Tentative Parcel Map will facilitate the future construction of new single-family dwelling units on the lots. The infill project will front onto Acacia Street (Exhibit C—Conceptual Site Plan, attached), with enhanced architecture on the Euclid Avenue and Acacia Street elevations (Exhibit D—Conceptual Elevations, attached). Attached garages will be oriented north, with access from the shared driveway. Conditions of Approval have been imposed on the project to ensure future development of the lots will be designed so as to safeguard Euclid Avenue’s national register status. The development of the lots will require separate approval through the City’s Building Plan Check process.

On April 19, 2021, the Development Advisory Board (“DAB”) reviewed the subject application and recommended that the Planning Commission approve the proposed Project, subject to the department conditions of approval included with 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
  - Operate in a Businesslike Manner

- Focus Resources in Ontario's Commercial and Residential Neighborhoods

(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.
- 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.

Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.

**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;
- 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.

➤ 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.

➤ CD2-13 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 CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

➤ CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.

➤ CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.

➤ CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.

➤ CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.

➤ CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

▪ 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 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 project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) of the CEQA Guidelines, which consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent.

**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	Vacant	LMDR (Low-Medium Density Residential)	MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac)/EA (Euclid Avenue Overlay)
North	Multi-Family Residential	LMDR (Low-Medium Density Residential)	MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) /EA (Euclid Avenue Overlay)
South	Multi-Family Residential	LMDR (Low-Medium Density Residential)	MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) /EA (Euclid Avenue Overlay)
East	Single-Family Residential	LMDR (Low-Medium Density Residential)	MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac)
West	Park	OS-R (Open Space–Parkland)	OS-R (Open Space-Recreation) /EA (Euclid Avenue Overlay)

**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	.49	N
<i>Maximum project density (dwelling units/ac):</i>	5.1 to 11.0	8.16	Y
<i>Minimum lot size (in SF):</i>	4,000 SF – Interior Lot 4,500 SF – Corner Lot	5,000 to 5,202 SF – Interior Lots 5,836 SF – Corner Lot	Y
<i>Minimum lot depth (in FT):</i>	75 FT	121.54 FT	Y
<i>Minimum lot width (in FT):</i>	40 FT – Interior Lots 45 FT – Corner Lots	41.14 to 44.53 FT – Interior Lots 48.03 FT – Corner Lot	Y

Exhibit A—PROJECT LOCATION MAP



Exhibit B—TENTATIVE PARCEL MAP

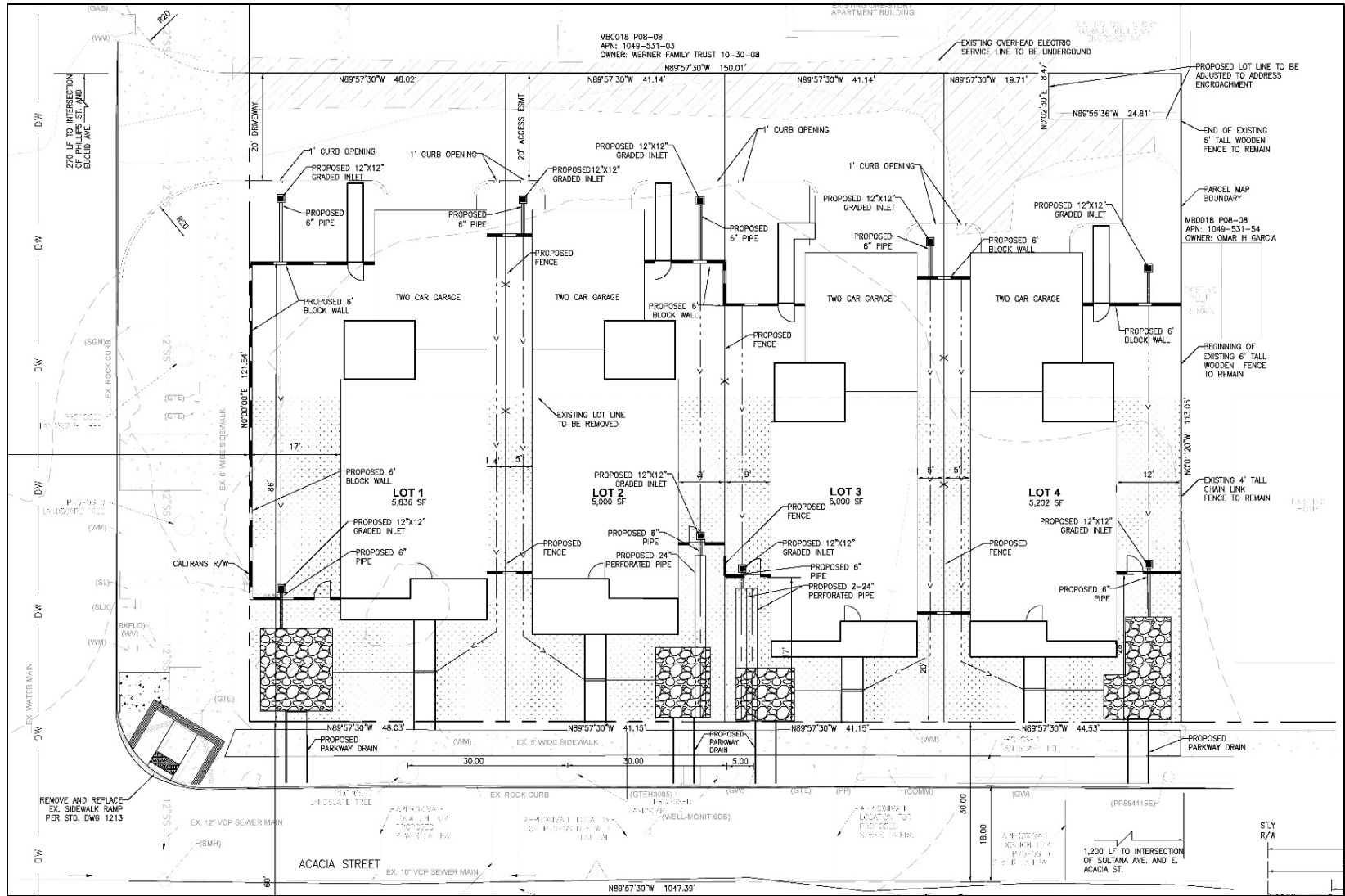
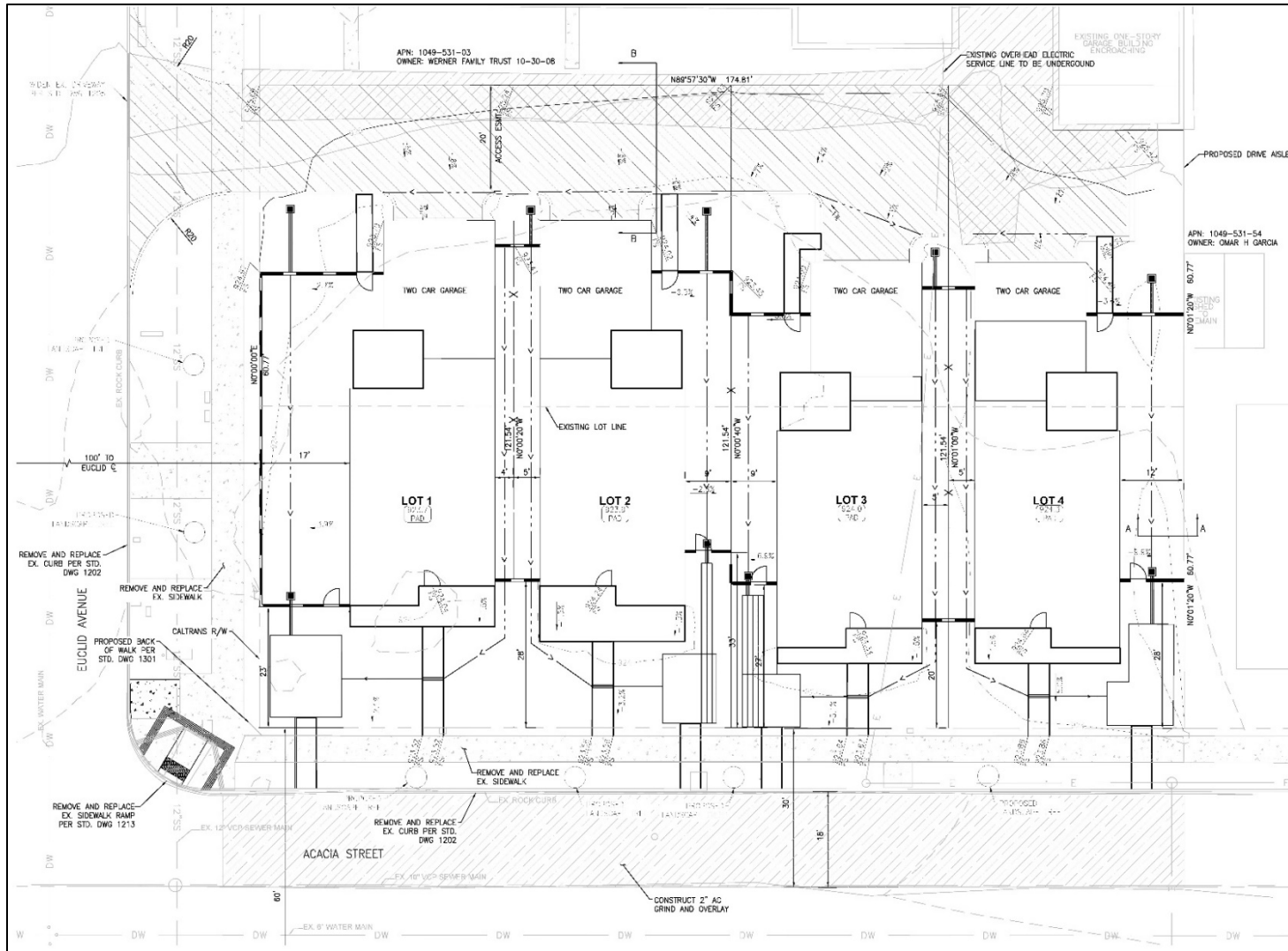


Exhibit C—CONCEPTUAL SITE PLAN



**Exhibit D—CONCEPTUAL ELEVATIONS**



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT21-001, A TENTATIVE PARCEL MAP (TPM 20328) TO SUBDIVIDE 0.49-ACRE OF LAND INTO 4 PARCELS GENERALLY LOCATED AT THE NORTHEAST CORNER OF EUCLID AND ACACIA AVENUES, AT 1325 AND 1329 SOUTH EUCLID AVENUE, WITHIN THE MDR-11 (MEDIUM DENSITY RESIDENTIAL – 5.1 TO 11.0 DU/AC) AND EA (EUCLID AVENUE OVERLAY) ZONING DISTRICTS, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1049-531-01 AND 1049-531-02.

WHEREAS, ALEX ESPINOZA, California Capitol, Inc. ("Applicant") has filed an Application for the approval of a Tentative Parcel Map, File No. PMTT21-001, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 0.49-acre of land generally located at the northeast corner of Euclid and Acacia Avenues, at 1325 and 1329 South Euclid Avenue, within the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts, and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts and is developed with multiple-family dwellings. The properties to the east are within the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) zoning district and are developed with single-family dwellings. The properties to the south, across Acacia Avenue, are within the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts and are developed with single-family dwellings. The property to the west, across Euclid Avenue, is within the OS-R (Open Space-Recreation) and EA (Euclid Avenue Overlay) zoning districts and is developed with a public park; and

WHEREAS, the proposed Tentative Parcel Map will subdivide the Project site into 4 rectangular-shaped lots ranging in size from 5,000 to 5,836 square feet and having lot widths ranging from 41.15 to 48.03 feet and a lot depth 121.54 feet; and

WHEREAS, vehicular access to the parcels will be taken from Euclid Avenue via an existing shared drive approach that will be widened to 20 feet. A reciprocal access agreement with the multiple-family property to the north (1321 South Euclid Avenue) will be recorded on the property to facilitate continued access to the existing off-street parking facilities; and



WHEREAS, the Tentative Parcel Map will facilitate the future construction of new single-family dwelling units on the lots; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 (hereinafter referred to as "CEQA"); and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; 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 April 19, 2021, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB21-016, recommending that the Planning Commission approve the Application; and

WHEREAS, on April 27, 2021, 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: 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 administrative record has been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(2) The Project is categorically exempt from environmental review pursuant to Section 15315 (Class 15, Minor Land Divisions) of the CEQA Guidelines, which consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent; and

(3) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(4) The determination of CEQA exemption reflects the independent judgment of the Planning Commission.

**SECTION 2: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Planning Commission finds that based on 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 3: *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 4: *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 through 3, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed Tentative 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 Parcel Map is located within the LMDR (Low-Medium Density Residential) land use district of the Policy Plan Land Use Map, and the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts. 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 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 Parcel Map is located within the LMDR (Low-Medium Density Residential) land use district of the Policy Plan Land Use Map, and the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts. 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:

- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- 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-11 (Medium Density Residential – 5.1 to 11.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts, 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 8.16 DUs/acre. The Project site meets the minimum lot area and dimensions of the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts 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 single-family residential improvements 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 5: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, 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 6: 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 7: 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 8: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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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 27th day of April 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PMTT21-001  
Departmental Conditions of Approval**

*(Departmental conditions of approval to 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*

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**Meeting Date:** April 27, 2021

**File No:** PMTT21-001 (TPM 20328)

**Project Description:** A Tentative Parcel Map (TPM 20328) to subdivide 0.49-acre of land into 4 parcels generally located at the northeast corner of Euclid Avenue and Acacia Avenue, at 1325 and 1329 South Euclid Avenue, within the MDR-11 (Medium Density Residential – 5.1 to 11.0 du/ac) zoning district. (APNs: 1049-531-01 & -02); **submitted by Alex Espinoza**

**Prepared By:** Elly Antuna, Associate Planner  
Phone: 909.395.2414 (direct)  
Email: eantuna@ontarioca.gov

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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 Parcel Map shall be in conformance with the approved Tentative Tract/Parcel Map on file with the City. Variations from the approved Tentative Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Parcel Map may require review and approval by the Planning Commission, as determined by the Planning Director.

(b) Tentative Parcel Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

(c) 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. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

(a)     Side yard wall/fence on corner Lot 1 shall be setback a minimum of 10 feet from Euclid Avenue property line. Area between the wall/fence and sidewalk shall be fully landscaped.

**2.6**     Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

**2.7**     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).

**2.8**     Mutual Access and Maintenance Agreements.

(a)     A Reciprocal Access Agreement (“Agreement”) shall be prepared for the Project and shall be recorded with the Final Map.

(b)     The Agreement shall be in a form and contain provisions satisfactory to the City.

(i) Agreement shall ensure reciprocal driveway access between parcels located within the Project site and the property to the north (1321 South Euclid Avenue, APN: 1049-531-03); and

(ii) Agreement shall ensure common maintenance of shared driveway.

**2.9** Disclosure Statements.

(a) A copy of the Public Report from the Department of Real Estate, prepared for the subdivision pursuant to Business and Professions Code Section 11000 et seq., shall be provided to each prospective buyer of the residential units and shall include a statement to the effect that:

(i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

**2.10** Environmental Review.

(a) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to Section 15315 (Class 15, Minor Land Division) of the CEQA Guidelines, which consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within 2 years, and the parcel does not have an average slope greater than 20 percent.

(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.

**2.11** 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.

**2.12** 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.

**2.13** Additional Requirements.

**(a)** Rock curb fronting the project site on Euclid Avenue and Acacia Street shall be repaired and restored pursuant to City of Ontario Rock Curb Detail Standard Drawing Number 1202.

**(b)** Development of Lots 1 through 4 shall be constructed in conformance with conceptual plans provided with the Tentative Parcel Map.

**(i)** Dwellings shall be constructed in the Craftsman or Mediterranean architectural style, or any other appropriate architectural style as determined by the Planning Director.

**(ii)** Primary entrances shall be enhanced with covered front porches and sidelight windows.

**(iii)** Floor plans shall be designed to accommodate focal windows on primary elevations.

**(iv)** Second stories shall be setback from first floor wall planes on elevations facing Euclid Avenue and Acacia Street to create one- and two-story roof lines.

**(c)** Development on Lot 1 shall feature enhanced architectural treatment on both the Euclid Avenue (west) and Acacia Street (south) elevations and will incorporate such features as a wraparound front porch, a setback second story, focal windows, and generously inset windows.

**(d)** Single-family dwelling unit on Lot 1 shall maintain a minimum 17-foot setback from Euclid Avenue (west) property line.

**(e)** Garages shall be attached to the rear of the dwelling and oriented north with access from the shared driveway.



**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 type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> <b>PARCEL MAP</b>	<input type="checkbox"/> TRACT MAP  <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. <u>PMTT21-001/PM-20328</u></b>  <b>RELATED FILE NO(S). _____</b>		
<input checked="" type="checkbox"/> <b>ORIGINAL</b> <input type="checkbox"/> REVISED: <u>  </u> / <u>  </u> / <u>  </u>		

**CITY PROJECT ENGINEER & PHONE NO:**      Eric Woosley, PE (909) 395-2134

**CITY PROJECT PLANNER & PHONE NO:**      Elly Antuna      (909) 395-2414

**DAB MEETING DATE:**      April 19, 2021

**PROJECT NAME / DESCRIPTION:**      PM-20328, a Tentative Parcel Map to subdivide 0.49 acres of land into four (4) parcels

**LOCATION:**      Northeast corner of Euclid Avenue and Acacia Street

**APPLICANT:**      Alex Espinoza

**REVIEWED BY:**      Raymond Lee      4/13/21  
    Raymond Lee, P.E.      Date  
    Assistant City Engineer

**APPROVED BY:**      Khoi Do      4-13-21  
    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 OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** **Check When Complete**

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:   
\_\_\_\_\_ feet on \_\_\_\_\_  
**Property line corner 'cut-back' required at the intersection of Euclid Avenue And Acacia Street.**
  
- 1.02 Dedicate to the City of Ontario, the following easement(s): \_\_\_\_\_   
\_\_\_\_\_
  
- 1.03 Restrict vehicular access to the site as follows: \_\_\_\_\_
  
- 1.04 Vacate the following street(s) and/or easement(s): \_\_\_\_\_
  
- 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](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](http://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) 395-2341 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: \_\_\_\_\_

**2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:**

**A. GENERAL  
 ( Permits includes Grading, Building, Demolition and Encroachment )**

- 2.01 Record Parcel Map No. 20328 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF 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 South Park Tract Lots 22 and 23.
- 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](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: \_\_\_\_\_

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 100% 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.**
- 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	Euclid Avenue	Acacia Street	Street 3	Street 4
<b>Curb and Gutter (see 2.22)</b>	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> <b>Replace damaged</b> <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> <b>Replace damaged</b> <input checked="" type="checkbox"/> <b>Remove and replace</b>	<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
<b>AC Pavement</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	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement (Truck Route Only)</b>	<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
<b>Drive Approach (see Sec. 2.F)</b>	<input type="checkbox"/> New <input checked="" type="checkbox"/> <b>Remove and replace</b>	<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
<b>Sidewalk</b>	<input type="checkbox"/> New <input checked="" type="checkbox"/> <b>Remove and replace</b>	<input type="checkbox"/> New <input checked="" type="checkbox"/> <b>Remove and replace</b>	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>ADA Access Ramp</b>	<input type="checkbox"/> New <input checked="" type="checkbox"/> <b>Remove and replace/modify</b>	<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
<b>Parkway</b>	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
<b>Raised Landscaped Median</b>	<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
<b>Fire Hydrant</b>	<input checked="" type="checkbox"/> <b>New / Upgrade</b> <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



<b>Sewer</b> (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> <b>Laterals</b> (One per lot)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
<b>Water</b> (see Sec. 2.D)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> <b>Service</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Services</b> (One per lot)	<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 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
<b>Street Light</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>New / Upgrade</b> <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 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
<b>Fiber Optics</b> (see Sec. 2K)	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<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: \_\_\_\_\_

- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): Acacia Street, from centerline to gutter.
- 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: Removal and replacement of the curb shall be done in accordance with City of Ontario Standard Drawing No. 1202.**

**C. SEWER**

- 2.23 **A 10-inch sewer main is available for connection by this project in Acacia Street. (Ref: Sewer plan bar code: S12768)**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 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:**
  - 1. **Abandon any unused existing sewer laterals and appurtenances to the main.**
  - 2. **As part of the precise grading plans submittal, provide a Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.**

**D. WATER**

- 2.27 **The existing 6-inch water main in Acacia Street shall be upsized to an 8-inch from the point of connection at Euclid Avenue and Acacia Street and extend to the easterly property limits.**
- 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:**
  - 1. **Provide a separate domestic water service with back flow device per city's standard for each lot. Layout shall comply with Division of Drinking Water (DDW) Separation Requirements and California Code of Regulations (CCR) § 64572.**
  - 2. **Abandon any unused existing water services and appurtenances to the main.**
  - 3. **Construct one new fire hydrant near the westerly property line of the project site on Euclid Avenue.**
  - 4. **The Applicant/Developer shall be responsible to obtain an encroachment permit from Caltrans for the proposed fire hydrant lateral in Euclid Avenue.**



**E. RECYCLED WATER**

- 2.30 No recycled water main is available for connection by this project.
- 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: 
  - 3. The Applicant/Developer shall be responsible to obtain an encroachment permit from Caltrans for the driveway modifications along the property frontage on Euclid Avenue.
  - 4. The Applicant/Developer shall be responsible to retrofit any existing streetlight fixtures along the property frontage on Euclid Avenue with the current City-approved LED equivalent fixture in accordance with City of Ontario Traffic and Transportation Design Guidelines.
  - 5. Design and construct proposed driveways in accordance with City of Ontario Standard Drawing No. 1205 for Residential Driveway.
  - 6. The Applicant/Developer shall be required to provide reciprocal access with the northern property of the project site.

**G. DRAINAGE / HYDROLOGY**

- 2.38 No storm drain main is available to accept flows from this project.
- 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: \_\_\_\_\_

**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) 395-2341 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. Generally located along the frontage of Euclid Avenue and Acacia Street, see Fiber Optic Exhibit herein.
  
- 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. Integrated Waste**

- 2.52 Onsite solid waste shall be designed in accordance with the City's Refuse & Recycling Planning Manual located at:  
  
<https://www.ontarioca.gov/OMUC/IntegratedWaste>
  
- 2.53 Other conditions: 
  - 1. This development shall comply with the Requirements of State Assembly Bill AB1826, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes. Each dwelling unit must have three auto cans.
  
  - 2. Prior to approval of any building permits, submit a final SWHP with the Precise Grading Plan for review and approval of Ontario Municipal Utilities 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, studie 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 (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: Parcel Map No.20328

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**



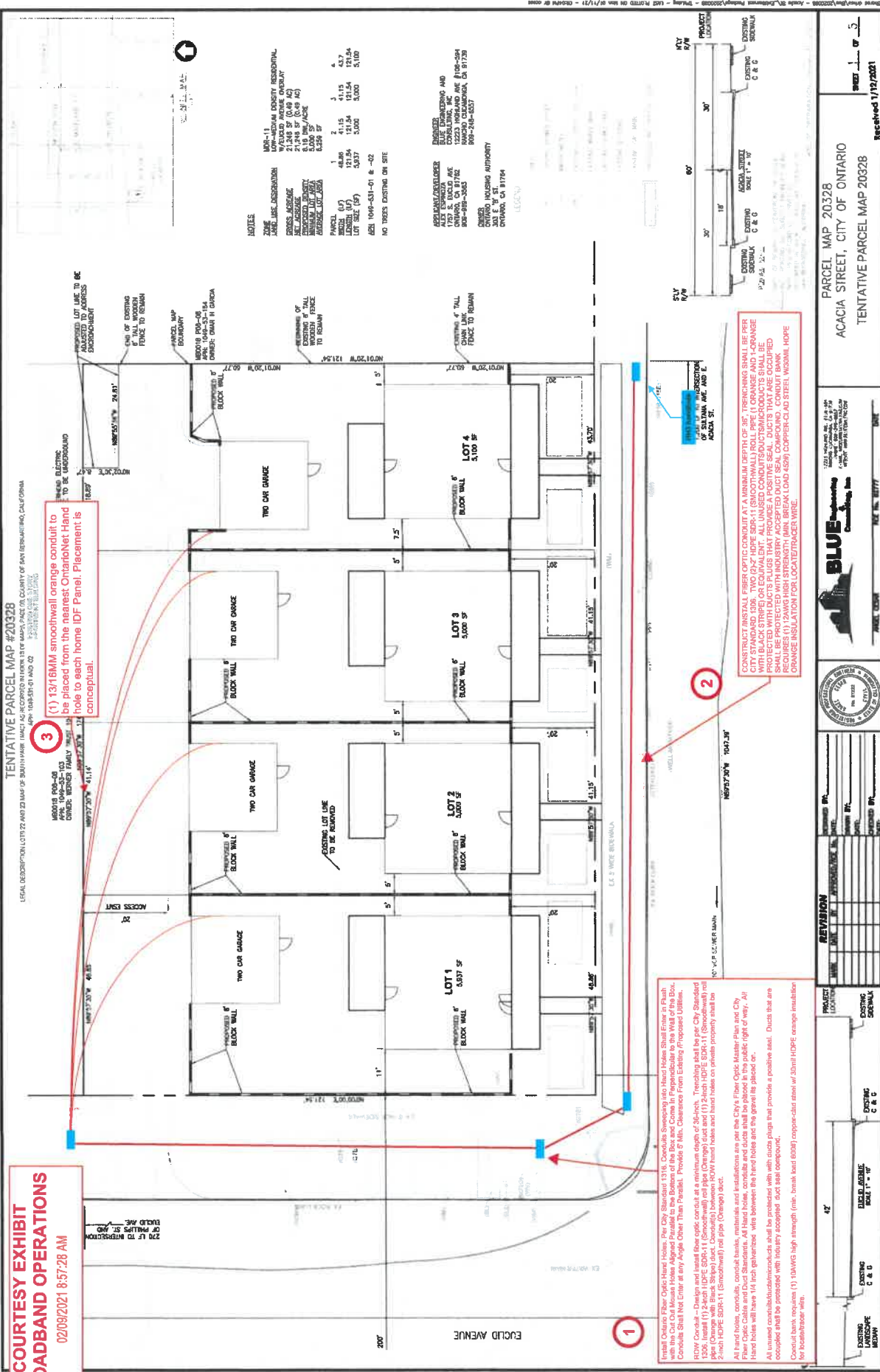
21.  **Payment for Final Map/Parcel Map processing fee**
22.  **Three (3) copies of Final Map/Parcel Map**
23.  **One (1) copy of approved Tentative Map**
24.  **One (1) copy of Preliminary Title Report (current within 30 days)**
25.  **One (1) copy of Traverse Closure Calculations**
26.  **One (1) set 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: \_\_\_\_\_

**COURTESY EXHIBIT**  
02/09/2021 8:57:28 AM

**TENTATIVE PARCEL MAP #20328**

LEGAL DESCRIPTION: LOT 12 AND 23 MAP OF 30011948E (MCCOY) 515 E 15TH AVE, CITY OF SAN BERNARDINO, CALIFORNIA  
 MAP NO. 1049-53-103  
 CONCEPTUAL PLANNING  
 1049-53-103-02  
 1049-53-103-03

**3** (1) 13/16MM smoothwall orange conduit to be placed from the nearest OntarioNet Hand hole to each home (DF Panel). Placement is conceptual.



**NOTES**

MRP-11  
 UP-MEDIUM DENSITY RESIDENTIAL  
 ZONE USE DESCRIPTION  
 GROSS AREA 21,248 SF (0.49 AC)  
 NET AREA 18,248 SF (0.42 AC)  
 MINIMUM LOT AREA 5,000 SF/LOT  
 AVERAGE LOT AREA 6,259 SF

PARCEL 1 2 3 4  
 AREA 11,254 5,000 5,000 5,100  
 LENGTH 111.54 111.54 111.54 121.54  
 WIDTH 98.27 98.27 98.27 98.27  
 AREA 1049-53-01 & -02  
 NO TREES EXISTING ON SITE

**DESIGNER**  
 BLUE ENGINEERING AND CONSULTING, INC  
 1727 S. ROCK AVE  
 SUITE 100  
 HANFORD, CALIFORNIA, 91730  
 800-999-3363

**OWNER**  
 ONTARIO HOUSING AUTHORITY  
 1500 N. G ST  
 OROVIA, CA 91764

**1** Install Ontario Fiber Optic Hand Holes. Per City Standard 1316. Conduits Sweeping into Hand Holes Shall Enter at Push with the Cell Cell Mounts Holes Aligned Parallel to the Bottom of the Box and Come in Perpendicular to the Wall of the Box. Conduits Shall Not Enter at Any Angle Other Than Parallel. Provide 6' Min. Clearances From Existing Proposed Utilities.

RCW Consult: Design and install fiber optic conduit at a minimum depth of 36-inch. Trenching shall be per City Standard (Orange with Black Stripes) (see 1049-53-103-02). Conduits shall be placed in a trench with a minimum depth of 36 inches (Orange with Black Stripes) (see 1049-53-103-02). Conduits shall be placed in a trench with a minimum depth of 36 inches (Orange with Black Stripes) (see 1049-53-103-02). Conduits shall be placed in a trench with a minimum depth of 36 inches (Orange with Black Stripes) (see 1049-53-103-02).

All Hand Holes, conduits, conduit banks, manholes and installations are per the City's Fiber Optic Master Plan and City Fiber Optic Cables and Duct Standards. All Hand Holes, conduits and ducts shall be placed in the public right of way. All Hand Holes will have 1/4 inch galvanized steel with between the hand holes and the ground the ground.

All unused conduits/ducts/products shall be protected with ducts plugs that provide a positive seal. Ducts that are occupied shall be protected with industry accepted duct seal compound.

Conduit bank requires (1) 10AWG high strength (min. break load 800lb) copper-duct steel w/ 30mil HOPE average insulation for backscatter wire.

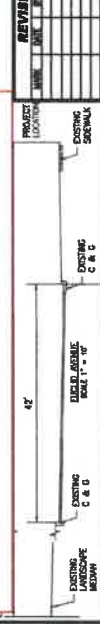
**2** CONSTRUCT INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36". TRENCHING SHALL BE PER CITY STANDARD (ORANGE WITH BLACK STRIPES) (SEE 1049-53-103-02). CONDUITS SHALL BE PROTECTED WITH DUCTS PLUGS THAT PROVIDE A POSITIVE SEAL. DUCTS THAT ARE OCCUPIED SHALL BE PROTECTED WITH INDUSTRY ACCEPTED DUCT SEAL COMPOUND. CONDUIT BANK REQUIRES (1) 10AWG HIGH STRENGTH (MIN. BREAK LOAD 800LB COPPER-DUCT STEEL) DUCT STEEL INSULATION FOR LOCATE/TRACER WIRE.



**PROJECT LOCATION**  
 515 E 15TH AVE  
 ACACIA ST.  
 1049-53-103-02



NO.	REVISION	DATE	BY	CHKD.



**PARCEL MAP 20328**  
 ACACIA STREET, CITY OF ONTARIO  
 TENTATIVE PARCEL MAP 20328

RECEIVED 1/12/2021  
 PMT21-001



## INTEGRATED WASTE MANAGEMENT REPORT (IWMR) REQUIREMENTS:

*The IWMR shall meet the following minimum requirements:*

The Integrated Waste Management Report shall address the management of all integrated waste (Refuse, Recycling, Organics, etc.) including, but not limited to: types of waste generated, amount of waste expected and the corresponding sizing of receptacles, all waste diversions, all staging and collection operations, any use of private haulers, and the property management regulations and practices for the site.

The IWMR shall demonstrate compliance with the latest version of the City's Integrated Waste Planning Manual (available online at: <http://www.ontarioca.gov/government-departments-municipal-utilities-company/integrated-waste>) as well as the applicable State regulations and shall contain, at a minimum, the following elements:

1. A discussion on the types of waste generated (refuse, recycling, green waste, organics, etc.) by all uses on the site and the generation rates and total waste for each type. If a final use is not known the applicant shall make a reasonable assumption of the land use expected or proceed as directed by the City.
2. A discussion on pre-treatment if the project will be required to use and install pre-treatment devices or services and an exhibit showing and labeling the location of the pre-treatment devices.
3. A discussion on the types of City Services that will be utilized and the sizing and number of receptacles (Bins, Compactors, etc.)
4. A discussion on waste that is diverted and the diversion services that will be used.
5. A table utilizing the metrics on Page 8 of the Planning Manual and calculating the volume (gallons or cubic yards), quantity, and service schedule for each type of can and bin required for each Service Category (refuse, recycled, etc.). The table shall include all waste that is diverted and the diversion service(s).
6. An exhibit(s) showing layout and architectural details for enclosures, compactors, roll-offs and non-standard containers proposed by the project. Include specification "cut" sheets for non-standard containers.
7. A discussion on the staging and collection operation and an exhibit identifying these locations on the site and any other relevant details. The discussion shall address circulation, accessibility, ingress, egress, pavement type, parking, the role of the property management association, and the role of private haulers or scouting services.
8. A discussion on private haulers describing their services and supplying the names, contact information, and City of Ontario Commercial Recycler Collection Permit numbers for each hauler. The discussion shall include an exhibit showing the staging and collection areas for private haulers.

Note: All private third party organics and recycling haulers shall be formally approved and permitted by the City of Ontario and shall meet City Code requirements, otherwise the City shall provide the collection services. If the third party haulers do not have a City of Ontario Commercial Recycler Collection Permit, the discussion shall state whether the third party hauler is charging a fee for service or not.

9. A discussion on the proposed property management association, their role in the integrated waste management plan for the site and the by-laws and regulations that relate to integrated waste (no parking, solid waste collection day coordination, enforcement of the SWHP, etc.).
10. A discussion on any variances that are requested and the need for the variance along with any relevant exhibits.
11. Appendix: A copy of the Final Solid Waste Handling Plan (See City SWHP requirements).
12. Appendix: All exhibits and standard plans proposed for the project.
13. Appendix: A copy of the proposed association by-laws and regulations.
14. Appendix: A copy of the final Integrated Waste Variance Form (if a variance is requested).



## SOLID WASTE HANDLING PLAN (SWHP) REQUIREMENTS:

*The SWHP shall meet, at a minimum, the following requirements:*

1. **SWHP Content and Format:** The Solid Waste Handling Plan shall demonstrate compliance with the Services Standards in the City's Solid Waste Planning Manual (available online at: <http://www.ontarioca.gov/government-departments-municipal-utilities-company/integrated-waste>) and shall contain, at a minimum, the following elements:
  - a. A statement identifying the Service Requirements being used (e.g. Single Family Detached with automated cans, Multi-family/ Commercial/Industrial with bins and enclosures, etc.) and describing the solid waste handling operation (*for instance, will there be scouting services, etc.*).
  - b. A table utilizing the metrics on Page 8 of the Planning Manual and calculating the volume (gallons or cubic yards), quantity, and service schedule for each type of can and bin required for each Service Category (refuse, recycled, etc.).
  - c. An Engineering Site Plan drawn to scale that shows:
    - i. Minimum plan scale of scale of 1:100. Larger scales are preferred and should be scaled to fill the sheet and show as much detail as clearly as possible on one sheet; multiple sheets may be used if entire project area cannot fit on one sheet at 1:100 scale.
    - ii. A detail of the Solid Waste Vehicle with dimensions and annotation that states the minimum turning radii and path of travel widths actually being used on the plan.
    - iii. The Solid Waste Vehicle turning movements and paths of travel in each direction of travel and at all intersections. All paths of travel shall be 15 feet wide minimum.
    - iv. All parking stalls and parallel parking spaces along all streets, alleys, or aisles.
    - v. All proposed curbs and areas designated and striped/signed as "No Parking".
    - vi. All proposed trash enclosures and the ADA paths of travel from the buildings.
    - vii. A detail for each enclosure footprint delineating the number and size of the bins in order to demonstrate that the enclosure is adequately sized and oriented, if enclosures and bins are proposed.
    - viii. All proposed locations of automated cans shown as a 26-inch by 26-inch can pad with 20-inches between can pads and 40-inches between can pads and Parking spaces, mailboxes and other obstructions (Can Collection Area). Can Collection Areas shall be located along designated paths of travel and cannot be located along dead end alleys, motor courts, driveways, or private streets; use multi-family standards for enclosures in these cases.
2. **Can Collection Area (CCA) Locations:** If CCAs are being proposed in lieu of bin enclosures for residential units located along dead end alleys, motor courts, driveways, or private streets, then the SWHP shall comply with the following requirements:
  - a. CCAs cannot conflict or compete with potential parking areas. Proposed CCAs must be designated as "no parking" at all times with appropriate striping and signage.
  - b. Each residential unit must have a designated CCA and each CCA must delineated with markings so that its location and the unit it is designated for are easily identifiable.
  - c. Solid Waste Handling Plan shall include a detail showing how the CCAs will be delineated and identifiable.

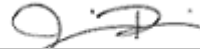


3. Private Third Party Hauler: If any Solid Waste Collections are going to be provided by a private third party hauler, include on the SWHP:
  - a. A statement describing the service.
  - b. The names, contact information, and City of Ontario Commercial Recycler Collection Permit numbers of all private third party haulers. Note: all private third party organics and recycling haulers must be formally approved and permitted by the City of Ontario and meet City Code requirements, otherwise the City must provide the collection services. If the third party haulers do not have a City of Ontario Commercial Recycler Collection Permit, state if the third party hauler is charging a fee for service.
  - c. Show & label staging and collection areas for private third party haulers.

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

**CONDITIONS OF APPROVAL**

Sign Off



Jamie Richardson, Sr. Landscape Planner

03/25/2021

Date

Reviewer's Name:  
**Jamie Richardson, Sr. Landscape Planner**

Phone:  
**(909) 395-2615**

D.A.B. File No.:  
 PMTT21-001

Related Files:

Case Planner:  
 Elly Antuna

Project Name and Location:

Subdivide .49 acres into 4 parcels  
 NEC Euclid Ave. and Acacia Street

Applicant/Representative:

Angel Cesar, P.E.  
 12223 Highland Ave #106-594  
 Rancho Cucamonga, CA 91739



**A Tentative Tract Map (dated 03/10/2021) 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**

**Previous Plan Corrections from 2/9/2021:**

1. Storm water infiltration devices located in landscape areas shall not exceed 40% of front yard landscape area's width. Transition from basin to a meandering dry stream bed and coordinate with landscape architect for the design. Landscape has to be 55% living landscape materials and non-living ornamental features (boulders, gravel, dry stream beds, etc.) may comprise up to 5% of the landscape and shall be a pervious material.
2. Relocate utilities to minimum clearances to allow parkway trees. Parkway trees are to be 30' apart. Show and note a 10' parkway tree space, 5' clearance each side of tree from any utility or hardscape including water, sewer, drain lines and driveways; and min. 10' clear from street lights.
3. Note corner ramp and sidewalk per city standard drawing 1213 with max 10' or 13' of ramp and sidewalk behind at corners.

**On Future Grading or Utility Construction Plans:**

4. Storm water infiltration devices located in parkways or other landscape areas shall be routed to this department to be reviewed and approved prior to permit approval or installation.
5. Note for compaction to not be greater than 85% at landscape areas; all finished grades 1 1/2" below finished surfaces; landscaped slopes to be max 3:1.
6. Show infiltrating catch basins with two 3/4" dia. holes in bottom set on 12" square of filter fabric wrapped gravel, located 5' or greater from buildings and 24" from sidewalk, add detail.

7. Show or note transformers shall be located in planter areas, and set back 3' from paving for small transformers less than 4' high and 5' setback for large transformer greater than 4' high. Locate on level grade. Coordinate with landscape plans.
8. Show light standards 15' away from required tree locations.
9. Wall footings shall not restrict landscape; max 12" in front of footing with of 12" of cover.
10. Show on plans step outs at parking spaces adjacent to planters; 12" wide monolithic curb, 12" compacted decomposed granite or pavers adjacent to the 6" curb.
11. Wall openings for drainage overflow shall be max 4" wide.
12. Provide a solid surface path from driveway to side yard gate for entry and trash bin access. Show gates to access front yards.
13. AC units shall be located in residential side yards, opposite the main back yard access path with gate, or a second gate and solid surface path on the opposite side added for access.



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT21-001  
 Address: NEC Euclid Avenue & Acacia Street  
 APN: 1049-531-01 & 02  
 Existing Land Use: Market  
 Proposed Land Use: Parcel Map to subdivide 0.49 acres into 4 parcels  
 Site Acreage: 0.49 Proposed Structure Height: N/A  
 ONT-IAC Project Review: n/a  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Elly Antuna  
 Date: 03/29/2021  
 CD No.: 2021-005  
 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="checkbox"/> High Terrain Zone	<input type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input checked="" type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input checked="" type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="checkbox"/> Real Estate Transaction Disclosure
<input type="checkbox"/> Zone 3	<input checked="" type="checkbox"/> 60 - 65 dB CNEL	<input type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 150 FT	
<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.

See Attached Conditions

Airport Planner Signature: \_\_\_\_\_

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2021-005  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

New Residential land uses are required to have a Recorded Overflight Notification appearing on the Property Deed and Title incorporating the following language:

(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.)



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Elly Antuna, Associate Planner  
Planning Department

**FROM:** Mike Gerken, Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** January 25, 2021

**SUBJECT:** PMTT21-001 - A Parcel Map to subdivide 0.49 acres of land into four (4) parcels located at the northeast corner of Euclid Avenue and Acacia Street, within the Medium Density Residential (MDR-11) zoning district (APN(s): 1049-531-01 & -02).

- 
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply, as stated below.
- 

### **SITE AND BUILDING FEATURES:**

- A. 2019 CBC Type of Construction: Type V-B wood frame
- B. Type of Roof Materials: non-rated
- C. Ground Floor Area(s): Various
- D. Number of Stories: Two Story
- E. Total Square Footage: Various
- F. 2019 CBC Occupancy Classification(s): R-3, U

## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

- ☒ 1.1 The following are the Ontario Fire Department (“Fire Department”) requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards (“Standards.”) It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario website at [www.ontarioca.gov/Fire/Prevention](http://www.ontarioca.gov/Fire/Prevention).
- ☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

### **2.0 FIRE DEPARTMENT ACCESS**

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

### **3.0 WATER SUPPLY**

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300’) apart, per Engineering Department specifications.
- ☒ 3.4 The public water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

#### **4.0 FIRE PROTECTION SYSTEMS**

- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13 D. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

#### **5.0 BUILDING CONSTRUCTION FEATURES**

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Homes that do not front street shall be provided with an address entry sign at the street. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.



# CITY OF ONTARIO MEMORANDUM

TO: Scott Murphy, Community Development Director  
 Rudy Zeledon, Planning Director (Copy of memo only)  
 Diane Ayala, Advanced Planning Division (Copy of memo only)  
 Charity Hernandez, Economic Development  
 James Caro, Building Official  
 Khoi Do, City Engineer  
 Jamie Richardson, Landscape Planning Division  
 Ahmed Aly, Municipal Utility Company  
 Gabriel Gutierrez, Police Department  
 Mike Gerken, Deputy Fire Chief/Fire Marshal  
 Jay Bautista, T. E., Traffic/Transportation Manager  
 Lorena Mejia, Airport Planning  
 Eric Woosley, Engineering/NPDES  
 Robin Lucero, Code Enforcement (Copy of memo only)  
 Jimmy Chang, IT Department

*No COMMENTS  
2/15/21*

FROM: Elly Antuna, Associate Planner

DATE: January 25, 2021

SUBJECT: FILE #: PMTT21-001

Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by .

- Note:
- Only DAB action is required
  - Both DAB and Planning Commission actions are required
  - Only Planning Commission action is required
  - DAB, Planning Commission and City Council actions are required
  - Only Zoning Administrator action is required

**PROJECT DESCRIPTION:** A Parcel Map to subdivide 0.49 acres of land into four (4) parcels located at the northeast corner of Euclid Avenue and Acacia Street, within the Medium Density Residential (MDR-11) zoning district (APN(s): 1049-531-01 & -02).

- The plan does adequately address the departmental concerns at this time.
  - No comments
  - Report attached (1 copy and email 1 copy)
  - Standard Conditions of Approval apply
- The plan does not adequately address the departmental concerns.
  - The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

*POLICE*

*W. VEZ*

*POLICE OFFICER 2/15/21*

Department

Signature

Title

Date  
Item C - 51 of 51

**FILE NO:** PDEV20-016

**SUBJECT:** A Development Plan to construct a 74-foot-tall collocated monopine wireless communications facility (T-Mobile and Verizon) on a 0.176-acre property, located at 617 East Park Street, within the IL (Light Industrial) zoning district (APN: 1049-233-13); **submitted by Joel Taubman, Crown Castle Towers.**

**PROPERTY OWNERS:** Albert & Marie Pattison

**RECOMMENDED ACTION:** That the Planning Commission consider and approve File No. PDEV20-016, pursuant to the facts and reasons contained in the staff report and attached resolution(s), and subject to the conditions of approval contained in the attached departmental reports.


**PROJECT SETTING:** The Project site is comprised of a 0.176-acre property located at 617 East Park Street, within the IL (Light Industrial) zoning district, and is depicted in Figure 1: Project Location, below. The property to the north of the Project site is within the IL (Light Industrial) zoning district and is developed with an industrial building. The property to the east is within the IL (Light Industrial) zoning district and is developed with an industrial building and parking lot. The property to the south is within the IL (Light Industrial) zoning district and is under construction for an industrial warehouse. The property to the west is within the IL (Light Industrial) zoning district and is partially developed with an industrial building and partially vacant. The existing surrounding land uses, zoning, and general plan and specific plan land use designations are summarized in the “Surrounding Zoning & Land Uses” table located in the Technical Appendix of this report.

**PROJECT ANALYSIS:**

(1) Background — On December 20, 2010, the Planning Commission approved a wireless telecommunications facility (File No. PDEV10-003) on property located at 617 East Sunkist Street (See Exhibit A—Project Location Map, attached). The facility was approved as an 80-foot tall collocated (Verizon and T-Mobile) stealth “monopine” and



**Figure 1: Project Location**

Case Planner:	Alexis Vaughn
Planning Director Approval:	
Submittal Date:	06/24/2020

Hearing Body	Date	Decision	Action
DAB	04/19/2021	Approval	Recommend
PC	04/27/2021		Final
CC			

accompanying 300 square foot equipment enclosure, located toward the rear of an existing cold storage industrial warehouse and adjacent to an existing, active railroad spur.

On April 28, 2020, a Development Plan (File No. PDEV19-050) was approved to raze and redevelop the property at 617 East Sunkist Street, including demolition of the cold storage warehouse, monopine, and equipment enclosure and construction of a new industrial warehouse building. The approved layout could not support the siting of the existing monopine and equipment enclosure, so a temporary facility was established on a neighboring subject property. On June 30, 2020, the Zoning Administrator approved a Temporary Use Permit (File No. PTUP 20-026) to establish a temporary 55-foot high non-stealth wireless facility on the Project Site.

On June 24, 2020, the Applicant applied for Development Plan (File No. PDEV20-016) approval to construct a permanent 74-foot tall, collocated monopine on the subject Project site, to replace the wireless facility that was removed from 617 East Sunkist Street, and to re-establish wireless telecommunications service to the surrounding area (see Exhibit F—Propagation Maps, attached).

(2) Site Design, Site Access, and Building Layout — The telecommunications equipment and related 1,057.5-square-foot enclosure is proposed to be sited toward the



Figure 2: Proximity of Residential Land Use Districts



rear of the narrow lot to allow for future development of the site (see Exhibit B—Site Plan, attached). Access to site will be provided by an existing driveway accessible from Park Street. The landlord of the site shared preliminary, proprietary plans with the Applicant, outlining the potential development of a small building on the Project site. As such, the telecommunications facility has been sited to avoid any future conflict or disruption from the potential development. Continuous access for maintenance of the telecommunications equipment and enclosure, by means of direct access and/or easements, has been made a condition of approval of this Project.

The Ontario Development Code established a multi-tier review system for wireless telecommunications facilities. The Project as proposed falls into Tier 3 Review, which consists of Development Plan review and approval by the Development Advisory Board and Planning Commission, as the Project does not meet the provisions of the less-intensive Tier 1 or Tier 2 review. While the Project is of a stealth design and is to be located within a nonresidential zoning district, the facility will be located less than 500 feet from an existing residential zoning district. The LDR-5 (Low-Density Residential – 2.1 to 5.0 du/ac) zoning district is located approximately 325 feet west of the Project site, on the opposite side of the railroad tracks (see Figure 2, above).

(3) Parking — The Ontario Development Code requires one off-street parking space to be provided for wireless carrier personnel to be able to access and maintain the site, and one off-street parking space has been provided.

(4) Design — The applicant has proposed a “monopine” design for the telecommunications facility (See Exhibit C—Elevations, attached). A monopine mimics the shape and appearance of pine trees and uses faux branches and foliage to screen the equipment and facility from public view. The telecommunications facility will be 74 feet in height, with branches extending five to seven feet above the radio units and their mounting brackets to provide as natural an appearance as possible. Branches are also required to protrude horizontally beyond the radio units and mounting brackets to screen the equipment. The radio units will be screened with “pine socks”, or pieces of foliage designed to mask the units. The “trunk” will be covered in faux bark to further the appearance of the tree.

The facility includes a 23.5-foot by 45-foot equipment enclosure, to be constructed of wrought-iron fencing. The equipment enclosure serves to protect the monopine and its related ground-mounted equipment, such as backup generators and equipment cabinets, from vandalism. The facility, which will be set back approximately 140 feet from the street, will be screened from public view by landscaping and eventually by a building, should the property owner move forward with development of the site.

The facility is located within Safety Zone 3 of the Ontario International Airport, and has been evaluated and found to be in keeping with the Ontario International Airport Land Use Compatibility Plan, provided certain conditions are met, including all regulations of the Federal Aviation Administration (“FAA”). The height limit for Safety Zone 3 is 65 feet,

and the Project will exceed this height, thus requiring additional FAA review. While it has been found by the FAA that the height of the tower is acceptable (attached herein to the conditions of approval), the Project has been conditioned to consult with the FAA for additional review and approval regarding the construction and ongoing operation of the proposed wireless telecommunications facility. The applicant shall adhere to all conditions set forth by the FAA Aeronautical Study 2020-AWP-4077-OE for a Determination of No Hazard for a permanent structure, including filing any applicable forms with the FAA prior to equipment operation.

(5) Landscaping — The Development Code requires wireless telecommunications facilities to be landscaped, and to be provided with appropriate screening trees and plantings. The applicant chose *Pinus canariensis* (Canary Island Pine) as the screening tree, as they are compatible with the overall visual aesthetic of the surrounding area. Appropriate anchoring measures and irrigation details have also been included on the plans (see Exhibit E - Landscape Plan).

(6) Utilities (drainage, sewer) — As a condition of placing the wireless facility at the proposed location, the property owner is requiring the Applicant to install a sewer lateral to facilitate future development of the Project site. The sewer line will be installed and maintained in place until such time that the property owner develops the remainder of the parcel.

**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
- Operate in a Businesslike Manner
- Pursue City's Goals and Objectives by Working with Other Governmental Agencies

(2) 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

(3) Policy Plan (General Plan)

**Land Use Element:**

➤ 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.

**Community Economics Element:**

➤ 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.

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

**Community Design Element:**

➤ 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.

➤ CD2-9 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.

➤ CD2-13 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.

➤ CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

▪ 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 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, provided certain conditions are met. The Project as proposed exceeds the height limit for safety zone 3 of the Ontario Airport. As such, a Determination of No Hazard to Air Navigation has been filed by the applicant with the Federal Aviation Administration ("FAA"), and has been conditioned to follow all necessary procedures and regulations set forth by the FAA for the construction and ongoing operation of the facility. 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 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, which consists of projects that are consistent with the applicable general plan designation and general plan policies, as well as applicable zoning designation and regulations; which occurs within city limits on

a project site of no more than five acres and is substantially surrounded by urban uses; which serves as no value as habitat for endangered, rare, or threatened species; which will not result in any significant effects relating to traffic, noise, air or water quality; and which can be adequately served by all required utilities and public services.

**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>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Vacant	Industrial (0.55 FAR)	IL (Light Industrial)	N/A
<i>North:</i>	Industrial	Industrial (0.55 FAR)	IL (Light Industrial)	N/A
<i>South:</i>	Warehouse (Under Construction)	Industrial (0.55 FAR)	IL (Light Industrial)	N/A
<i>East:</i>	Industrial/parking lot	Industrial (0.55 FAR)	IL (Light Industrial)	N/A
<i>West:</i>	Industrial/vacant	Industrial (0.55 FAR)	IL (Light Industrial)	N/A

**General Site & Building Statistics**

<i>Item</i>	<i>Proposed</i>	<i>Min./Max. Standard</i>	<i>Meets Y/N</i>
<i>Project Area:</i>	1,057.5 square feet	N/A	Y
<i>Lot/Parcel Size:</i>	0.176 square feet	N/A	Y
<i>Building Area:</i>	N/A	N/A	Y
<i>Floor Area Ratio:</i>	N/A	N/A	Y
<i>Building Height:</i>	74 feet	75 feet (Max.)	Y

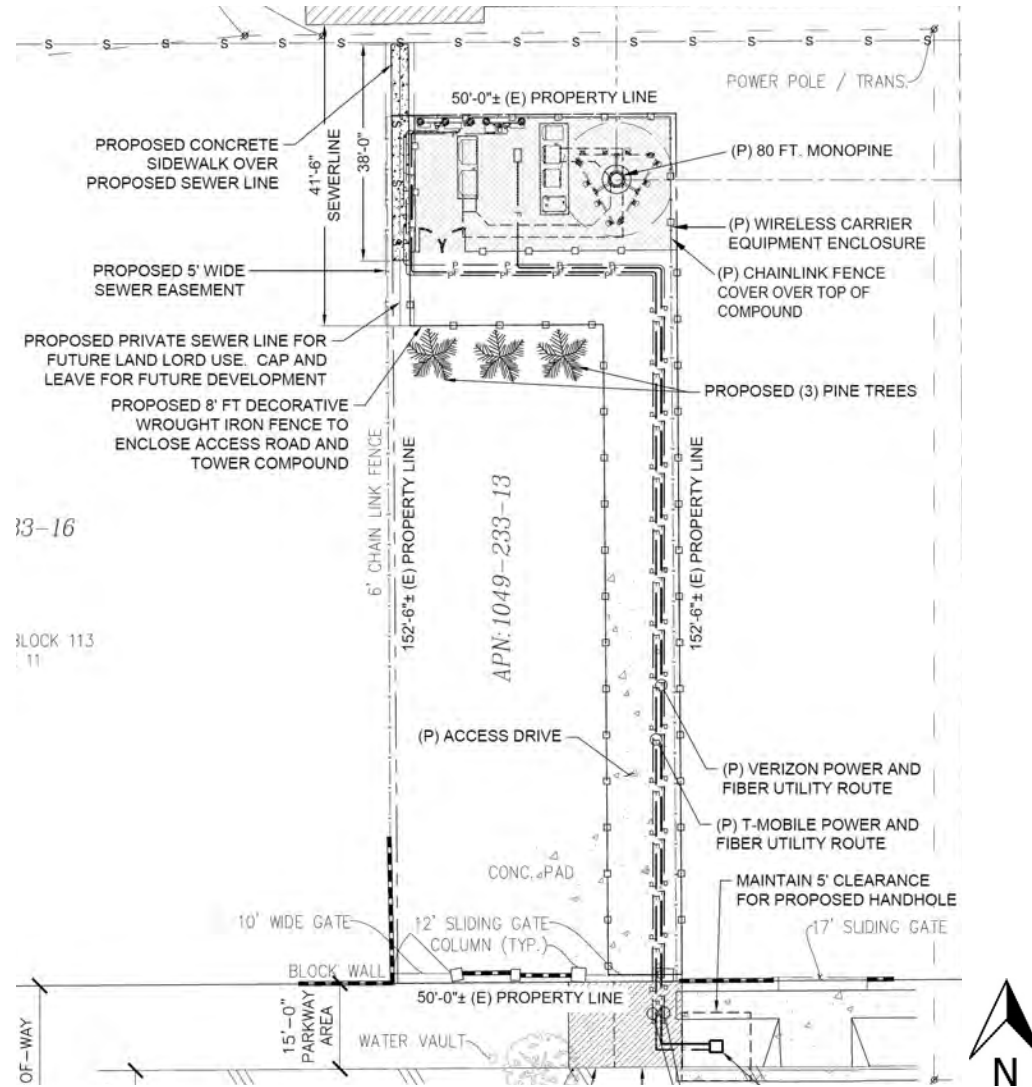
**Off-Street Parking:**

<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
<i>Wireless telecom facility</i>	N/A	One space per facility	1	1
<i>TOTAL</i>				1

Exhibit A—PROJECT LOCATION MAP

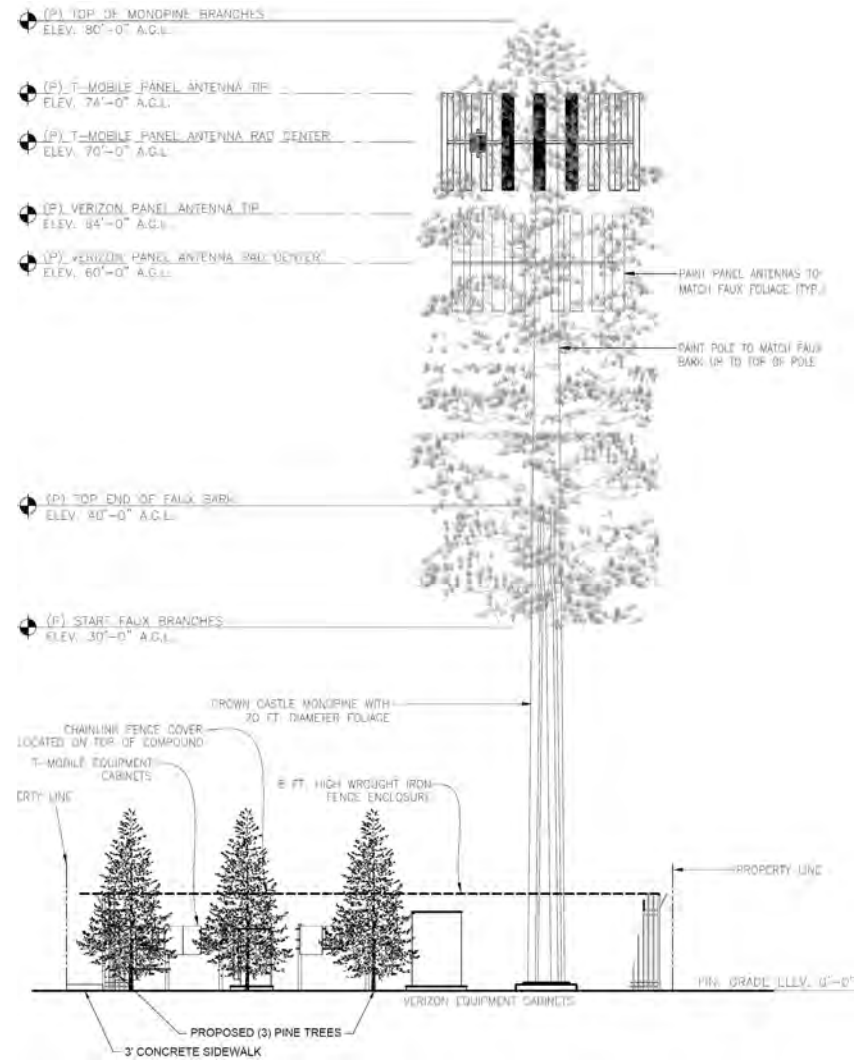


**Exhibit B—SITE PLAN**



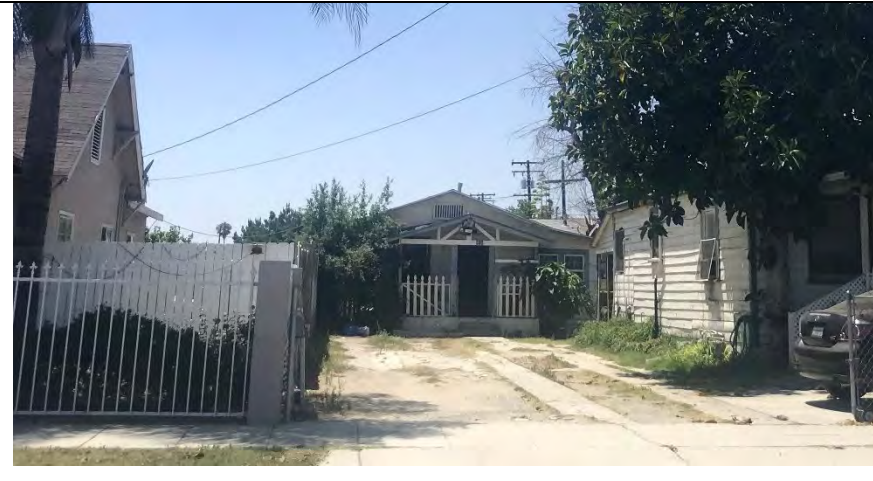


**Exhibit C—ELEVATION**



*Exhibit D—PHOTO SIMULATIONS*



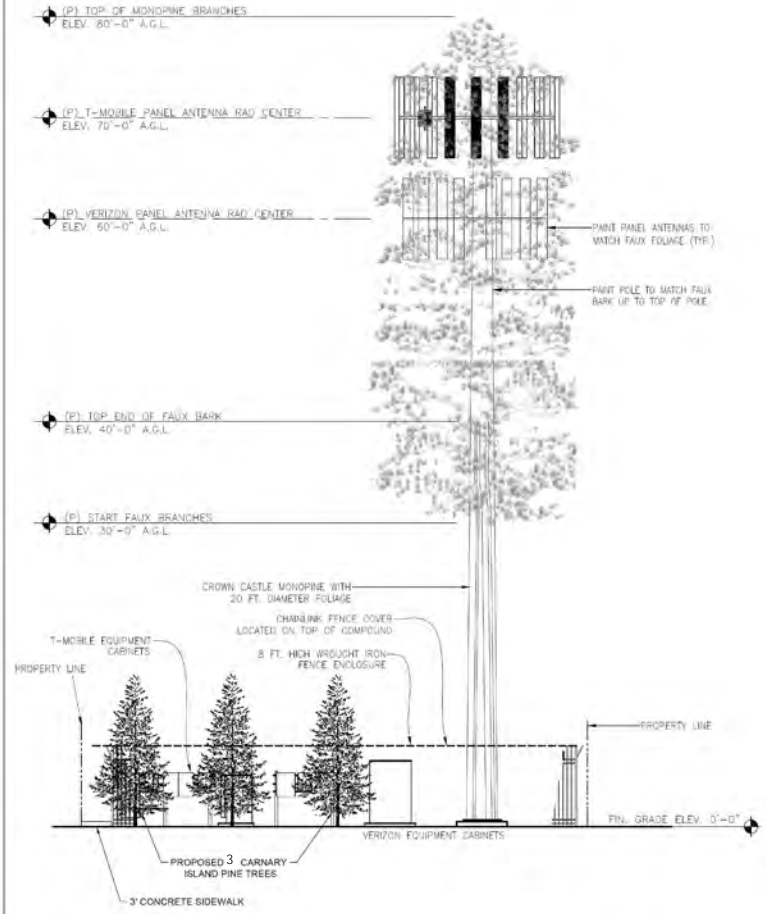
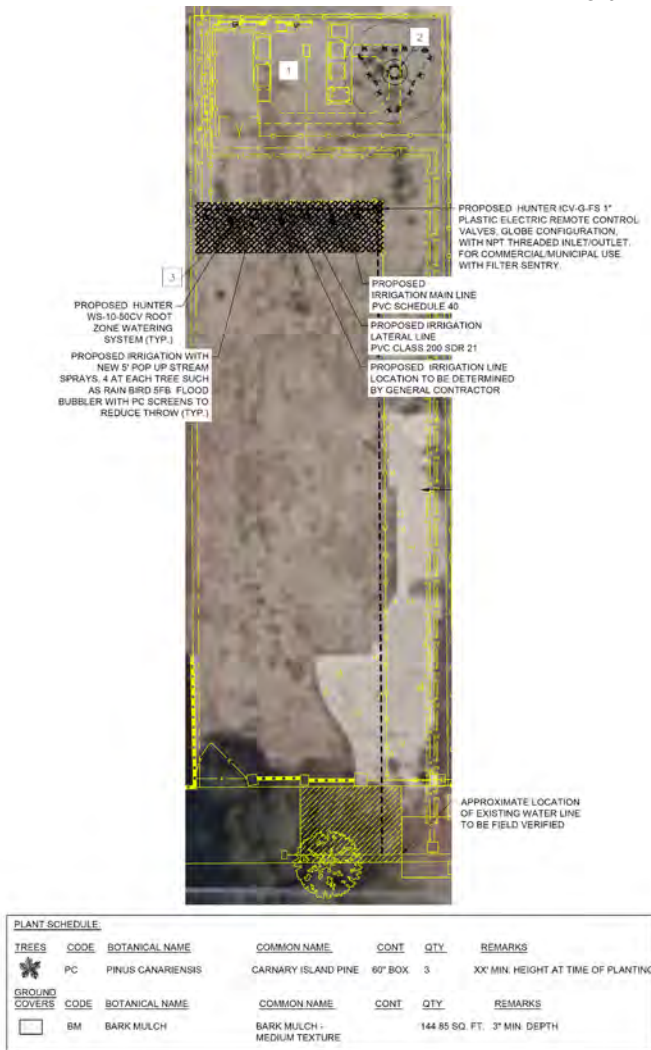


*View from Campus Avenue Looking West*



*View from Park Street Looking Northwest*

Exhibit E—LANDSCAPE PLAN



LANDSCAPE PLAN



2 LANDSCAPE ELEVATION

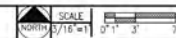
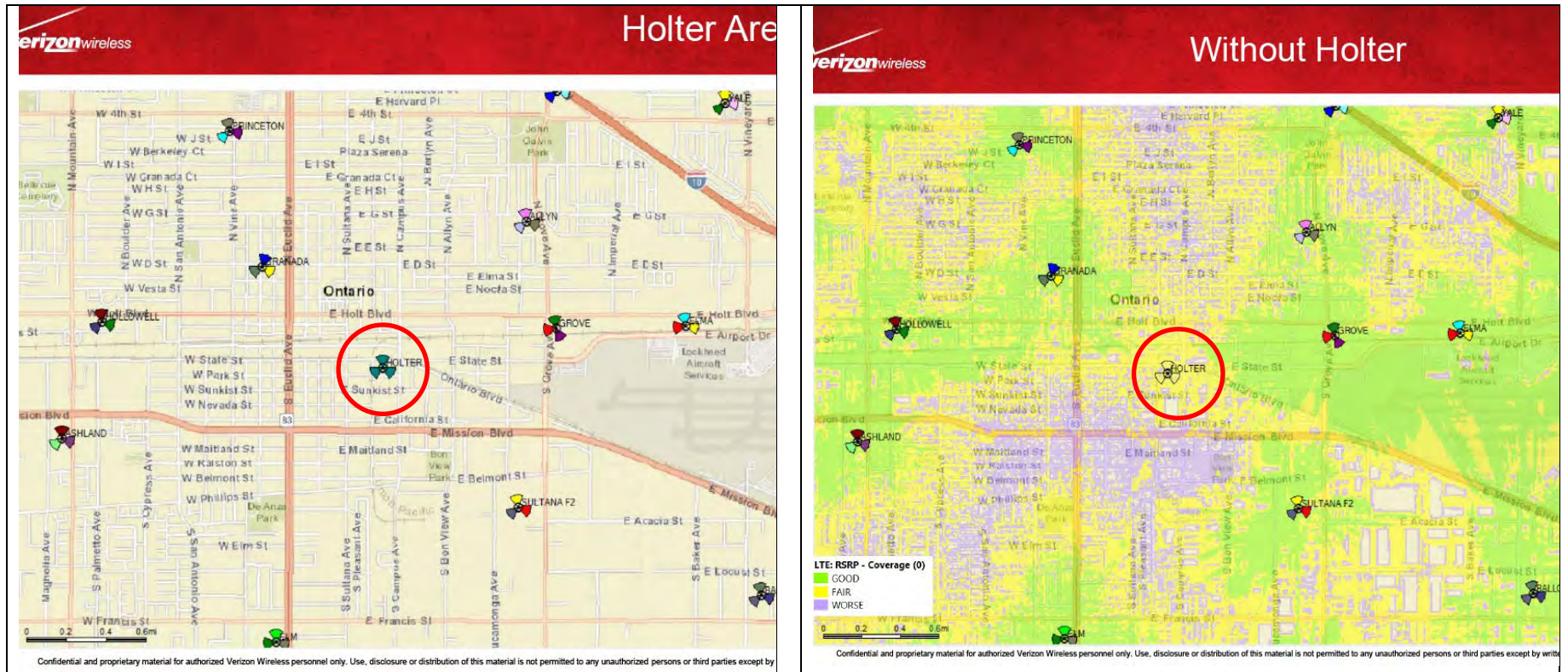
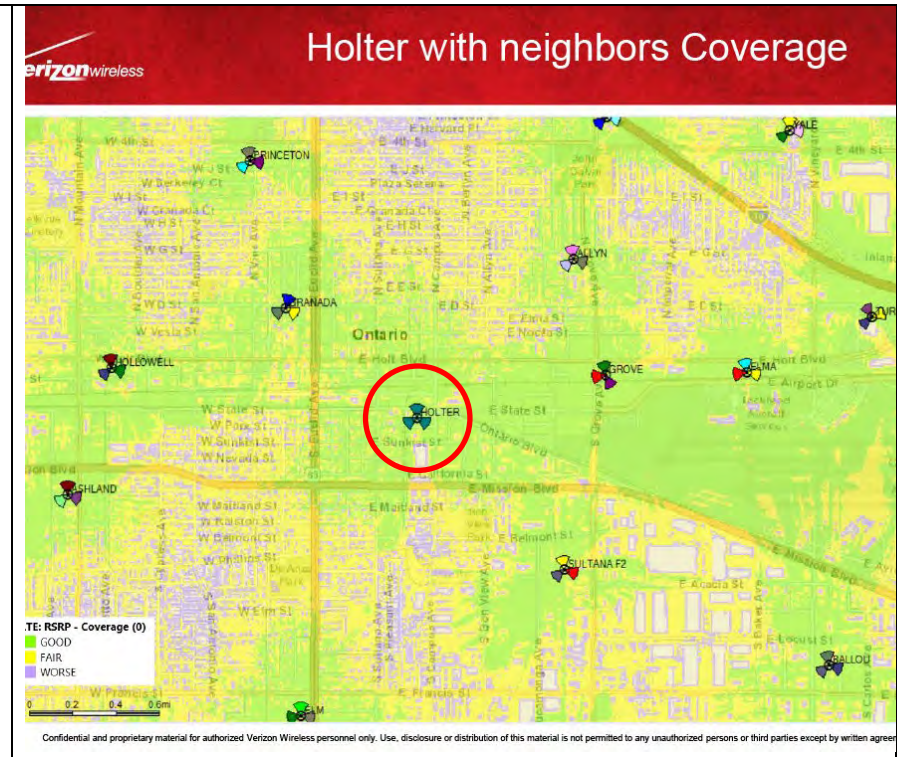
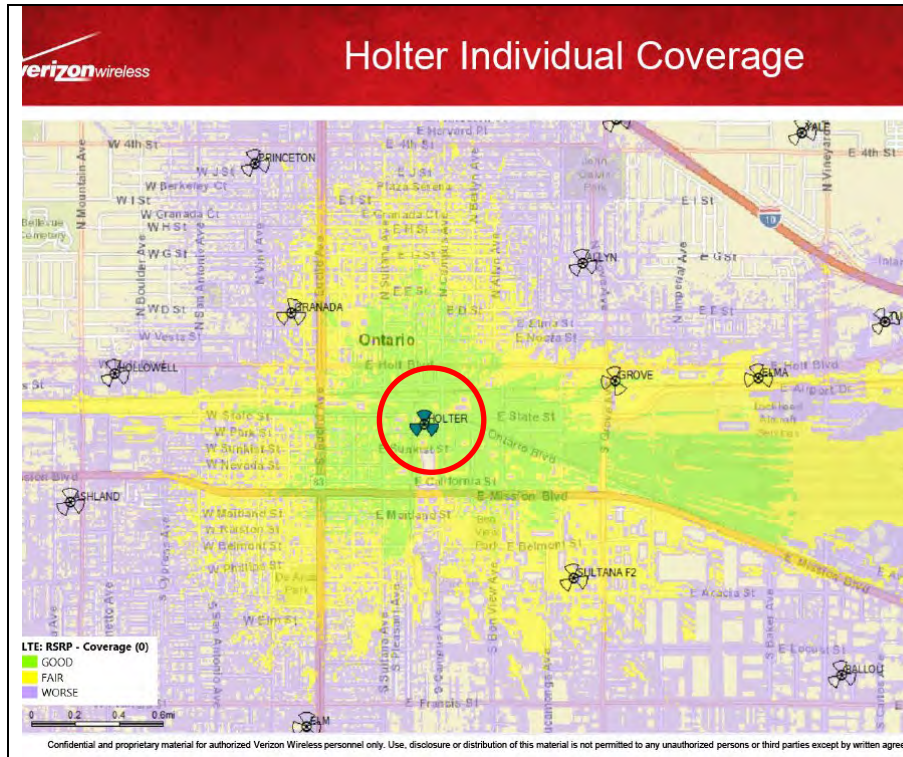


Exhibit F—PROPAGATION MAPS





RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV20-016, A DEVELOPMENT PLAN TO CONSTRUCT A 74-FOOT TALL COLLOCATED MONOPINE WIRELESS COMMUNICATIONS FACILITY (T-MOBILE AND VERIZON) ON A 0.176-ACRE PROPERTY, LOCATED AT 617 EAST PARK STREET, WITHIN THE IL (LIGHT INDUSTRIAL) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF— APN: 1049-233-13.

WHEREAS, Joel Taubman, Crown Castle Towers ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV20-016, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to a 0.176-acre property located at 617 East Park Street, within the IL (Light Industrial) zoning district, and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the IL (Light Industrial) zoning district and is developed with an industrial building. The property to the east is within the IL (Light Industrial) zoning district and is developed with an industrial building and parking lot. The property to the south is within the IL (Light Industrial) zoning district and is under construction for an industrial warehouse. The property to the west is within the IL (Light Industrial) zoning district and is partially developed with an industrial building and partially vacant; and

WHEREAS, on December 20, 2010, the Planning Commission approved an 80-foot-tall "monopine" wireless telecommunications facility (File No. PDEV10-003) on property located at 617 East Sunkist Street; and

WHEREAS, on April 28, 2020, a Development Plan (File No. PDEV19-050) was approved to raze and redevelop the property at 617 East Sunkist Street, including demolition of a cold storage facility, monopine, and equipment enclosure, and a temporary wireless telecommunications facility was established on a neighboring Project site; and

WHEREAS, on December 20, 2010, the Zoning Administrator approved a Temporary Use Permit (File No. PTUP20-026) to allow the temporary installation of a 55-foot-tall non-stealth wireless telecommunications facility Project site; and

WHEREAS, on June 24, 2020, the Applicant applied for Development Plan (File No. PDEV20-016) approval to construct a permanent 74-foot tall, collocated monopine on the Project site, to replace the wireless facility that was removed from 617 East Sunkist

Street, and to re-establish wireless telecommunications service to the surrounding area;  
and

WHEREAS, the telecommunications equipment and related 1,057.5 square foot enclosure will be accessible from a driveway along Park Street, and has been sited to the rear of the lot to allow for future development of the site; and

WHEREAS, the Project as proposed falls into Tier 3 telecommunications facility review, as the facility is proposed to be located within 500 feet of from an existing residential zoning district (approximately 325-foot distance); and

WHEREAS, the Applicant has proposed a “monopine” design for the facility, which mimics the shape and appearance of pine trees and uses faux branches and foliage to screen the equipment and facility from public view. The telecommunications facility will be 74 feet in height, with branches extending five to seven feet above the radio units and their mounting brackets to provide as natural an appearance as possible. Branches are also required to protrude horizontally beyond the radio units and mounting brackets to screen the equipment, along with the usage of “pine socks”, or pieces of foliage designed to mask the units and the usage of faux bark for the “trunk”; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 (hereinafter referred to as "CEQA"); and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; 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. The facility is located within Safety Zone 3 of the Ontario International Airport and has been evaluated and found to be in keeping with the Ontario International Airport Land Use Compatibility Plan, provided certain conditions are met, including all regulations of the Federal Aviation Administration ("FAA"). The height limit for Safety Zone 3 is 65 feet, and the Project will exceed this height, thus requiring additional FAA review. While it has been found by the FAA that the height of the tower is acceptable (attached herein to the conditions of approval), the Project has been conditioned to consult with the FAA for additional clearance regarding the construction and ongoing operation of the proposed wireless telecommunications facility. The applicant shall adhere to all conditions set forth by the FAA Aeronautical Study 2020-AWP-4077-OE for a Determination of No Hazard for a permanent structure, including filing any applicable forms with the FAA prior to equipment operation; 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 April 19, 2021, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB21-017, recommending that the Planning Commission approve the Application; and

WHEREAS, on April 27, 2021, 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: 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 administrative record has been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(2) 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, which consists of projects that are consistent with the applicable general plan designation and general plan policies, as well as applicable zoning designation and regulations; which occurs within city limits on a project site of no more than five acres and is substantially surrounded by urban uses; which serves as no value as habitat for endangered, rare, or threatened species; which will not result in any significant effects relating to traffic, noise, air or water quality; and which can be adequately served by all required utilities and public services; and

(3) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(4) The determination of CEQA exemption reflects the independent judgment of the Planning Commission.

**SECTION 2: *Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Planning Commission finds that based on 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 3: *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. The Project as proposed exceeds the height limit for safety zone 3 of the Ontario Airport. As such, a Determination of No Hazard to Air Navigation has been filed by the applicant with the Federal Aviation Administration (“FAA”), and has been conditioned to follow all necessary procedures and regulations set forth by the FAA for the construction and ongoing operation of the facility.

**SECTION 4: 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 through 3, 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 Industrial (0.55 FAR) land use district of the Policy Plan Land Use Map, and the Light Industrial 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. The proposed stealth “monopine” design will help to reduce visual impact of the facility to the surrounding neighborhood, and the location within an industrial zoning district is preferential to placement within a residential zoning district. Further, the facility previously existed on a neighboring property, and was displaced to the Project site.

(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 IL (Light Industrial) zoning district, including standards relative to the particular land use proposed (monopine wireless telecommunications facility), 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. The Project as proposed meets all Code standards and will not impact surrounding properties above and beyond what currently exists with other land uses in the vicinity.

(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 Planning Commission 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, and the Development Code. The Project site is currently vacant and has been proposed as a viable development site for the relocation of a similar facility from a neighboring site. With the Project's conditions of approval, the Project will improve upon the vacant site and ensure that the facility remain secured from public nuisances.

(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 (monopine wireless telecommunications facility). As a result of this review, the Planning Commission 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 5: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, 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 6: 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 7: 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 8: **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 27th day of April, 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV20-016  
Departmental Conditions of Approval**

*(Departmental conditions of approval to 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:** April 27, 2021

**File No:** PDEV20-016

**Project Description:** A Development Plan to construct a 74-foot collocated monopine wireless communications facility (T-Mobile and Verizon) on 0.176 acres of land located at 617 East Park Street within the IL (Light Industrial) zoning district (APN: 1049-233-13); **submitted by Joel Taubman, Crown Castle Towers.**

**Prepared By:** Alexis Vaughn, Assistant Planner  
Phone: 909.395.2416 (direct)  
Email: [avaughn@ontarioca.gov](mailto:avaughn@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.

(e)     Three live trees shall be planted as screening for the facility (Canary Island Pine or similar, per the discretion of the Landscape Division).

**2.4**     Walls and Fences. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

**2.5**     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).

**2.6**     Site Lighting.

(a)     The facility 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 facility, 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.

**2.7**     Mechanical Equipment.

(a)     All ground-mounted utility equipment and structures, such as tanks, transformers, HVAC equipment, and backflow prevention devices, shall be adequately screened through the use of landscaping and walls.

**2.8**     Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

**2.9**     Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

**2.10**    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).

**2.11 Environmental Review.**

(a) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines, and meets all of the following conditions:

- (i) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations;
- (ii) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses;
- (iii) The project site has no value as habitat for endangered, rare, or threatened species;
- (iv) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- (v) The Project site can be adequately served by all required utilities and public services.

(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.

**2.12 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.

**2.13 Additional Fees.**

(a) Within 5 days following final application approval, the Notice of Exemption (NOE) 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.

**2.14 Additional Requirements.**

(a) A robust cross section and branch density chart/schedule, which clearly illustrate and indicate that all mechanical apparatuses and antennae will be sufficiently screened from public view, shall be provided within the plan check submittal package. The branch density shall meet all Development Code standards as related to wireless telecommunications facilities for monopine designs.

**(b)** The monopine shall include heavy, dense foliage with a minimum branch count of three branches per lineal foot of trunk height. Branches shall be randomly dispersed and of different lengths to provide a natural appearance. Branch density shall be consistent throughout the tree and shall not be concentrated in any one area. The branches shall have a natural shape and appearance, as depicted in Exhibit D: Photo Simulations, attached to the agenda report.

**(c)** Simulated bark shall extend the entire length of the pole (trunk), or the branch count shall be increased so that the pole is not visible.

**(d)** Branches and foliage shall extend beyond an antenna array a minimum of two feet horizontally and seven feet vertically, in order to adequately camouflage the array, antennas, and bracketry. In addition, antennas and supporting bracketry shall be wrapped in artificial pine foliage.

**(e)** The size and spread of antenna arrays shall be the minimum necessary to ensure that they are adequately camouflaged. All antennas shall be fully concealed within the branches. Furthermore, all wires and connectors shall be fully concealed within the trunk, and all unused ports (for co-location) shall have covers installed.

**(f)** The applicant is required to maintain the project site. Any diseased or dead vegetation shall be removed and replaced. Any damage or wear to the monopine's features, such as bark, branches, and leaves/needles, or to the equipment enclosure, must be repaired or replaced in a timely manner so as to maintain the proper concealment of the telecommunications equipment.

**(g)** Continuous access to the site for maintenance of the monopine and related equipment and enclosure shall be preserved. The applicant shall coordinate with the landlord for access and/or easements as needed. Future development of the remainder of the site must allow for maintenance access of the monopine and related equipment.

**(h)** The Police Department has required that a secure barrier top, such as a sturdy metal mesh or chain link, be provided for the site enclosure to prevent persons from climbing into the facility.

**(i)** The applicant shall work with all reviewing departments in the Plan Check process to ensure that all Departmental requirements are satisfied.

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV20-016  
 Address: 617 East Park  
 APN: 1049-233-16  
 Existing Land Use: Vacant  
 Proposed Land Use: Construct an 81 foot tall wireless facility (monopine)  
 Site Acreage: 0.17 acres Proposed Structure Height: 81 FT  
 ONT-IAC Project Review: n/a  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Alexis Vaughn  
 Date: 12/23/2020  
 CD No.: 2020-017  
 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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="radio"/> Real Estate Transaction Disclosure
<input checked="" type="checkbox"/> Zone 3	<input type="radio"/> 60 - 65 dB CNEL	<input checked="" type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: <u>65 ft</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 provided the attached conditions are met.

Airport Planner Signature: \_\_\_\_\_

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2020-017  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

1. The maximum height limit for the project site is 65 feet and as such, any construction equipment such as cranes or any other equipment exceeding 65 feet in height will need a determination of "No Hazard" from the FAA. An FAA Form 7460-1 for any temporary objects will need be filed and approved by the FAA prior to operating such equipment on the project site during construction.
2. The applicant shall adhere to the conditions set forth in FAA Aeronautical Study 2020-AWP-4077-OE for a Determination of No Hazard for a permanent structure.



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-4077-OE

Issued Date: 05/11/2020

Michelle Perry  
 Crown Castle Towers 06-2 LLC  
 2055 S. Stearman Drive  
 Chandler, AZ 85286

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Antenna Tower 831289 Tropicana  
 Location: Ontario, CA  
 Latitude: 34-03-34.12N NAD 83  
 Longitude: 117-38-33.79W  
 Heights: 974 feet site elevation (SE)  
 81 feet above ground level (AGL)  
 1055 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/11/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination of No Hazard is granted provided the following conditional statement is included in the proponent's construction permit or license to radiate:

Upon receipt of notification from the Federal Communications Commission that harmful interference is being caused by the licensee's (permittee's) transmitter, the licensee (permittee) shall either immediately reduce the power to the point of no interference, cease operation, or take such immediate corrective action as is necessary to eliminate the harmful interference. This condition expires after 1 year of interference-free operation.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4077-OE.

**Signature Control No: 436088696-439601065**

( DNE )

Paul Holmquist  
Specialist

Attachment(s)  
Additional Information  
Frequency Data

## **Additional information for ASN 2020-AWP-4077-OE**

At a distance of 2.1 nautical miles from transmitter site spurious emissions signal levels from proposed transmitters must be less than -104 dBm in the 108-137, 225-400 MHz frequency bands.

At a distance of 2.4 nautical miles from the site emissions from the 2496-2690 MHz transmitters must be less than -155 dBm in the 2700-3100 MHz Surveillance Radar frequency band.

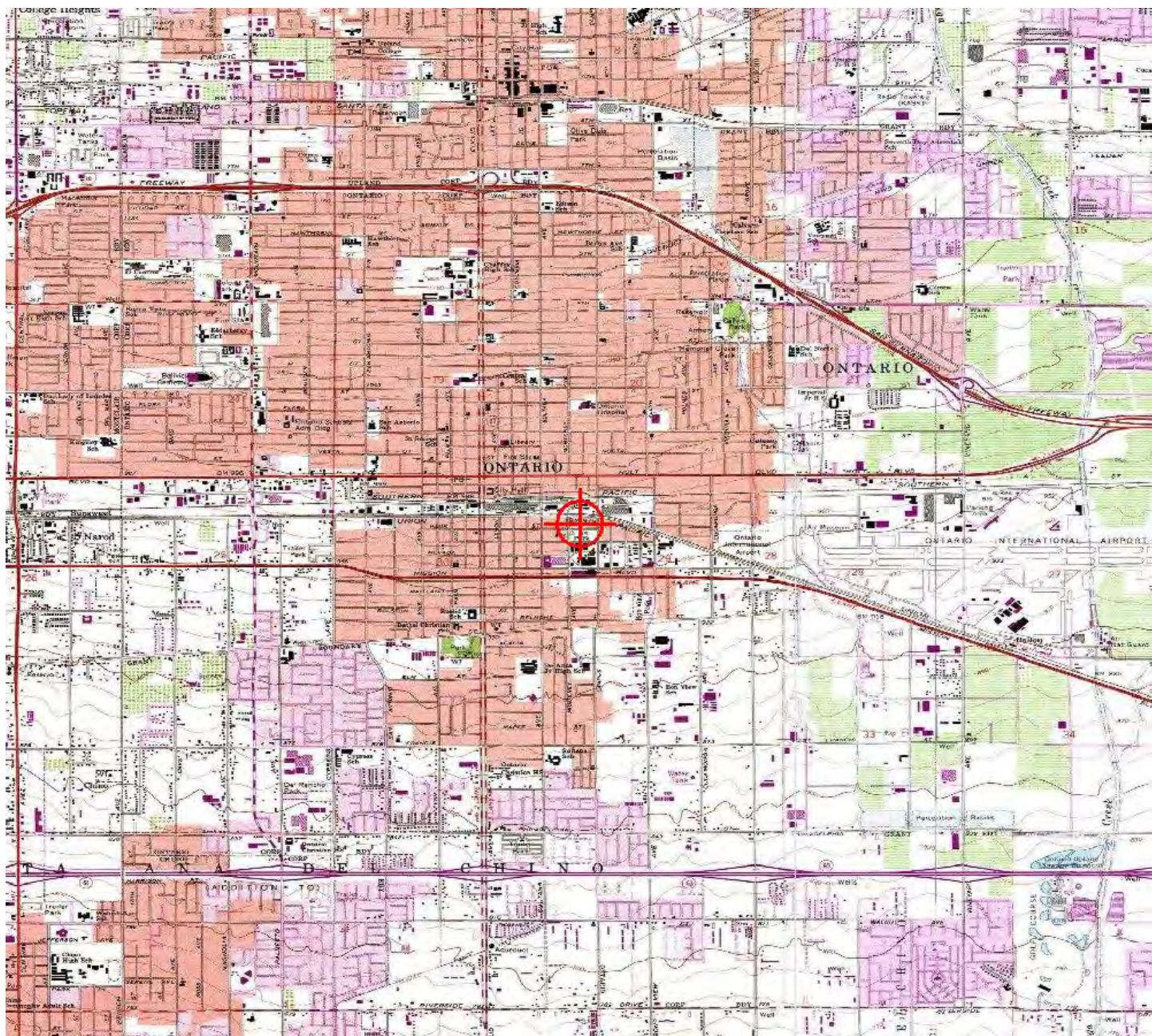
At a distance of 2.4 nautical miles from the site emissions from the 2496-2690 MHz transmitters must be less than -155 dBm in the 2700-3100 MHz Surveillance Radar frequency band.

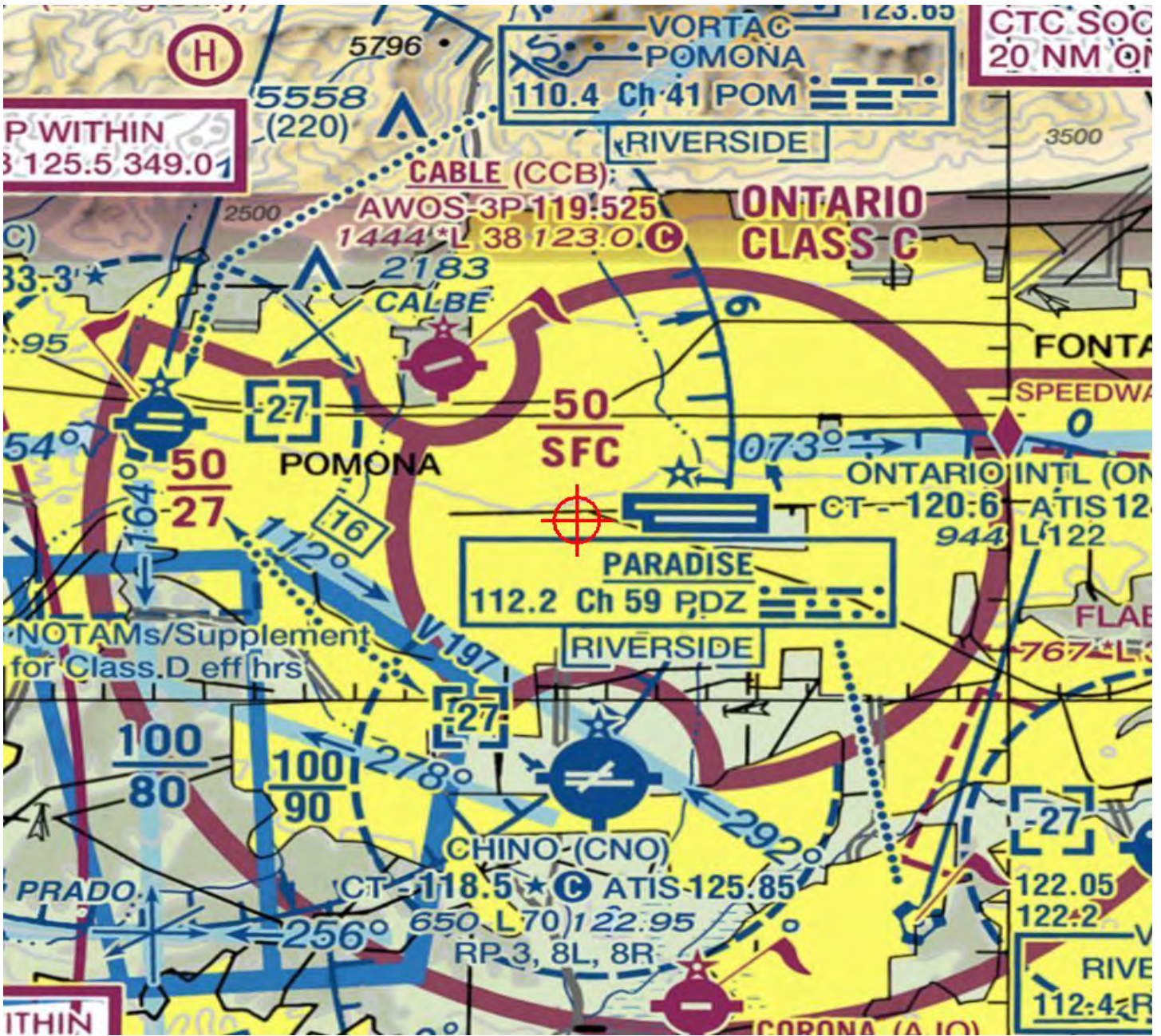


**Frequency Data for ASN 2020-AWP-4077-OE**

<b>LOW FREQUENCY</b>	<b>HIGH FREQUENCY</b>	<b>FREQUENCY UNIT</b>	<b>ERP</b>	<b>ERP UNIT</b>
6	7	GHz	55	dBW
6	7	GHz	42	dBW
10	11.7	GHz	55	dBW
10	11.7	GHz	42	dBW
17.7	19.7	GHz	55	dBW
17.7	19.7	GHz	42	dBW
21.2	23.6	GHz	55	dBW
21.2	23.6	GHz	42	dBW
614	698	MHz	1000	W
614	698	MHz	2000	W
698	806	MHz	1000	W
806	901	MHz	500	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
929	932	MHz	3500	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1670	1675	MHz	500	W
1710	1755	MHz	500	W
1850	1910	MHz	1640	W
1850	1990	MHz	1640	W
1930	1990	MHz	1640	W
1990	2025	MHz	500	W
2110	2200	MHz	500	W
2305	2360	MHz	2000	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W
2496	2690	MHz	500	W

TOPO Map for ASN 2020-AWP-4077-OE







# CITY OF ONTARIO MEMORANDUM

## ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

**PROJECT ENGINEER:** Antonio Alejos, Assistant Engineer *AA* (909) 395-2384


**PROJECT PLANNER:** Alexis Vaughn, Assistant Planner (909) 395-2416


**DAB MEETING DATE:** April 19<sup>th</sup>, 2021

**PROJECT NAME/DESCRIPTION:** PDEV20-016, a Development Plan to construct an 81-foot mono-pine wireless communications facility (T-Mobile and Verizon), in conjunction with a Minor Variance request to deviate from the maximum Development Code standard for height, from 75 feet to 81 feet, on 0.176 acres of land.

**LOCATION:** 617 East Park Street (APN: 1049-233-13)

**APPLICANT:** Crown Castle Towers 06-2, LLC

**REVIEWED BY:**   
Raymond Lee, P.E.  
Assistant City Engineer  
2/30/21  
Date

**APPROVED BY:**   
Khoi Do, P.E.  
City Engineer  
3-30-21  
Date

**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 LISTED BELOW. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT. SEE ATTACHED EXHIBIT 'A' FOR PLAN CHECK SUBMITTAL REQUIREMENTS.**

1. The applicant/developer shall construct a modified driveway approach per City Standard Drawing Number 1203.
2. The applicant/developer shall install the proposed private sewer line to the existing 8-inch public sewer main within the Public Sewer Easement behind the property and equip a clean-out behind the property line per the latest City Standard Drawing Number 2003.
3. The applicant/developer shall install all proposed dry utilities within the public right-of-way per City Standard Drawing Number 1303.

**EXHIBIT 'A'**

**ENGINEERING DEPARTMENT  
First Plan Check Submittal Checklist**

---

**Project Number: PDEV20-016**

**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.  **Two (2) sets of Site plans with proposed public street improvements**
8.  **Three (3) sets of Wet 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)**
9.  **Two (2) 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)**
10.  Other: \_\_\_\_\_



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Alexis Vaughn, Assistant Planner  
Planning Department

**FROM:** Paul Ehrman, Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** July 20, 2020

**SUBJECT:** PDEV20-016 – A Development Plan to construct an 81-foot monopine wireless communications facility (T-Mobile and Verizon), in conjunction with a Minor Variance request to deviate from the maximum Development Code standard for height, from 75 feet to 81 feet, on 0.176 acres of land located at 617 East Park Street within the IL (Light Industrial) zoning district (APN: 1049-233-13). Related File: PVAR20-002.

- 
- The plan **does** adequately address the departmental concerns at this time.
- Report below.

---

### **CONDITIONS OF APPROVAL:**

8. Hand-portable fire extinguishers are required to be installed PRIOR to occupancy. Contact the Bureau of Fire Prevention Bureau during the latter stages of construction to determine the exact number, type and placement required per Ontario Fire Department Standard #C-001. (Available upon request from the Fire Department or on the internet at <http://www.ci.ontario.ca.us/index.cfm/34762>)
9. "No Parking/Fire Lane" signs and /or Red Painted Curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would encroach on the 24-foot clear width requirement per Ontario Fire Department. Install per Ontario Fire Department Standards #B-001 and #B-004. (Available upon request from the Fire Department or on the internet at <http://www.ci.ontario.ca.us/index.cfm/34762>)
10. Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Said numbers shall contrast with their background. (See Section 9-1 6.06 Street Naming and Street Address Numbering of the Ontario Municipal Code and Ontario Fire Department Standards #H-003 and #H-002.)

21. The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
  
28. The developer shall transmit a copy of these requirements to his on-site contractor to foster a mutual understanding between on-site personnel and the Fire Marshal's office. It is highly recommended that the developer and fire protection designer obtain a copy of the Ontario Fire Department Fire Protection System Information Checklist to aid in system design. Development Advisory Board comments are to be included on the construction drawing.

ADDITIONAL COMMENTS:

If the equipment cabinets are to contain any stationary storage battery systems, said systems shall comply with section 608 of the 2016 California Fire Code

For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ci.ontario.ca.us](http://www.ci.ontario.ca.us), click on Fire Department and then on forms.



# CITY OF ONTARIO

## MEMORANDUM

TO: Scott Murphy, Community Development Director  
Rudy Zeledon, Planning Director (Copy of memo only)  
Diane Ayala, Advanced Planning Division (Copy of memo only)  
Charity Hernandez, Economic Development  
James Caro, Building Official  
Khoi Do, City Engineer  
Jamie Richardson, Landscape Planning Division  
Ahmed Aly, Municipal Utility Company  
Gabriel Gutierrez, Police Department  
Mike Gerken, Deputy Fire Chief/Fire Marshal  
Jay Bautista, T. E., Traffic/Transportation Manager  
Lorena Mejia, Airport Planning  
Eric Woosley, Engineering/NPDES  
Robin Lucero, Code Enforcement (Copy of memo only)  
Jimmy Chang, IT Department

FROM: Alexis Vaughn, Assistant Planner

DATE: March 15, 2021

SUBJECT: FILE #: PDEV20-016 Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by .

- Note:**
- Only DAB action is required
  - Both DAB and Planning Commission actions are required
  - Only Planning Commission action is required
  - DAB, Planning Commission and City Council actions are required
  - Only Zoning Administrator action is required

**PROJECT DESCRIPTION:** A Development Plan to construct a 75-foot tall collocated monopine wireless telecommunications facility (T-Mobile and Verizon) on 0.176-acre of land located at 617 East Park Street, within the IL (Light Industrial) zoning district. (APN: 1049-233-13).

The plan does adequately address the departmental concerns at this time.

- No comments
- Report attached (1 copy and email 1 copy)
- Standard Conditions of Approval apply

The plan does not adequately address the departmental concerns.

- The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.



**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

**DAB CONDITIONS OF APPROVAL**

Sign Off

*Philip Marino*  
 Philip Marino, Associate Landscape Planner

03/10/21  
 Date

Reviewer's Name: **Philip Marino, Associate Landscape Planner** Phone: **(909) 395-2237**

D.A.B. File No.: PDEV20-016 Case Planner: Alexis Vaughn

Project Name and Location:  
 Monopine Tower  
 617 Park

Applicant/Representative:  
[Rachael.davidson@jacobs.com](mailto:Rachael.davidson@jacobs.com)  
 2600 Michelson Dr., Ste. 500  
 Irvine, CA 92612

**A Preliminary Landscape Plan dated 03/02/21 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.**

**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**

**Preliminary Plan comments 07/21/20**

1. Add tree planting detail including root ball anchors such as Duckbill and guyed with nylon webbing.
2. After a project's entitlement approval, the applicant shall pay all applicable fees at a rate established by resolution of the City Council. Typical fees are:  
 Plan Check—less than 5 acres .....\$1,561.00  
 Inspection—Construction (up to 3 inspections).....\$600.00

**Preliminary Plan comments 03/10/21**

3. Sheet L-1; provide an irrigation backflow and detail. Backflow prevention devices and pipes shall be painted green and locate in a locking enclosure.
4. Sheet L-1; provide tree bubbler detail. Tree bubblers shall be installed on each side of the rootball for consistent wetting, 3' from tree trunk. Tree bubblers shall not overspray onto paving or spray tree stakes.
5. Sheet L-1; Use the Hunter Solar Panel Kit for the node irrigation controller.

Landscape construction plans with building permit number for plan check may be emailed to:  
[landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

**FILE NOS:** PMTT20-003 and PDEV20-007

**SUBJECT:** A Tentative Tract Map to subdivide 6.65 acres of land into one numbered lot for condominium purposes, 26 numbered lots for single-family dwellings, and 20 lettered lots in conjunction with a Development Plan to construct 26 detached single-family units (6-Pack Cluster) and 77 multiple-family units (14-plex Courtyard Townhomes), located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District – Planning Area 6A of the Rich Haven Specific Plan (APNs: 0218-393-07, 0218-393-06, 0218-393-10, 0218-393-22, 0218-393-36, 0218-393-38, and 0218-393-39); **submitted by BrookCal Ontario LLC and Brookfield Properties Development.**


**PROPERTY OWNER:** BrookCal Ontario LLC.

**RECOMMENDED ACTION:** That the Planning Commission approve File Nos. PMTT20-003 and PDEV20-007 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 6.65 acres of land located at northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District – Planning Area 6A of the Rich Haven Specific Plan and is depicted in Figure 1: Project Location. The project site was historically utilized for agricultural dairy purposes, has been previously mass graded, and is presently vacant. The natural vegetation and soil conditions that once occurred throughout the project area have been significantly altered through agricultural uses, leaving little to no native vegetation. In addition, the project area is relatively flat,



**Figure 1: Project Location**

Case Planner:	Lorena Mejia
Planning Director Approval:	
Submittal Date:	3/11/2020

Hearing Body	Date	Decision	Action
DAB	4/5/2021	Approval	Recommend
PC	4/27/2021		Final
CC			

generally sloping to the south, towards Ontario Ranch Road. The existing surrounding land uses, zoning, and general plan and specific plan land use designations are summarized in the “Surrounding Zoning & Land Uses” table located in the Technical Appendix of this report.

## PROJECT ANALYSIS:

(1) Background — On December 4, 2007, the City Council approved the Rich Haven Specific Plan (File No. PSP05-004) and certified the related Environmental Impact Report (“EIR”). The Specific Plan established the land use designations, development standards, and design guidelines for approximately 512 acres of land, which included the potential development of 4,256 residential units and 889,200 square feet of commercial/office land uses.

On February 20, 2018, the City Council approved an Amendment to the Rich Haven Specific Plan (File No. PSPA16-005) for the annexation of 72.3 acres of land located at the southeast corner of Haven Avenue and Ontario Ranch Road, into the Mixed Use district of the Rich Haven Specific Plan. The amendment included updates to the development standards, exhibits, and text changes to reflect the proposed annexation and overall compliance with the Policy Plan component of The Ontario Plan (“Policy Plan”). The amendment also allowed the combining of units between Planning Areas 6A and 9A (BrookCal owned parcels), and Planning Areas 6B and 9B (Richland owned parcels), to meet residential density requirements (14.0 to 50 du/ac).

On July 24, 2018, the Planning Commission approved a Tentative Tract Map (File No. PMTT17-003/TTM 20081) to subdivide 44.98 acres of land into 76 numbered lots and 62 lettered lots for residential and commercial uses, for Condominium Purposes, public/private streets, landscape neighborhood edges, common open space, and to facilitate the construction of three residential product types, including 6-Pack Cluster homes, Rowtown homes, and Courtyard Townhomes.

On June 25, 2019, the Planning Commission approved three Development Plans for Tentative Tract Map 20081 (File No. PMTT17-003), which included:

- File No. PDEV19-010 for the construction of 204 multiple-family residential units (6-Plex Rowtown) on 9.16 acres of land;
- File No. PDEV19-011 for the construction of 61 single-family residential units (6-Pack Cluster) on 4.7 acres of land; and
- File No. PDEV19-012 for the construction of 168 multiple-family residential units (14-Plex Courtyard Townhome) on 7.29 acres of land.

On July 23, 2019, the Planning Commission approved a Development Plan (File No. PDEV19-037) that established a total of 3.91 acres of improved parkland for Tentative Tract Map 20081.

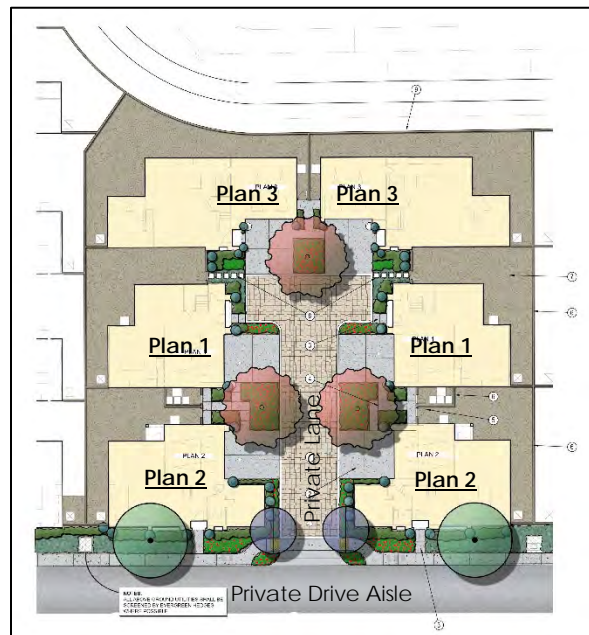
On March 11, 2020, the applicant submitted a Tentative Tract Map 20345 (File No. PMTT20-003) proposing the subdivision of lots 44, 45, and 76 of Tract Map No. 20081, in conjunction with an amendment to the Rich Haven Specific Plan (File No. PSPA19-006), changing the land use designation on lot 76 from Regional Commercial to Stand-Alone Residential Overlay within Planning Area 6A and relocating the commercial acreage to Planning Area 9A.

On March 19, 2020, the applicant submitted a Development Plan (File No. PDEV20-007) to construct 26 detached single-family units (6-Pack Cluster) and 77 multiple-family units (14-plex Courtyard Townhomes) on the Project site. On April 5, 2021, the Development Advisory Board reviewed the subject applications and recommended that the Planning Commission approve the proposed project, subject to the departmental conditions of approval included with this report.

(2) Tentative Tract Map — The Applicant is requesting Tentative Tract Map (File No. PMTT20-003/TT 20345) approval to subdivide 6.65 acres of land into one numbered lot for condominium purposes, 26 numbered lots for development with single-family dwellings, and 20 lettered lots for private drive aisles, landscape neighborhood edges, and common open space purposes (see Exhibit A—Tentative Tract Map, attached). The project site is being subdivided for residential purposes and accommodates 2 product types, including 6-pack Cluster homes and Courtyard Townhomes, totaling 103 units. The 6-Pack Cluster product is located along the east and north portion of the Project site and include lots 2 thru 27, for a total of 26 single-family residential units. The Courtyard Townhomes are located along the west and south portion of the project site and includes lot 1, for a total of 77 multiple-family residential units.

(3) Development Plan — The proposed Development Plan is to allow for the construction of the 6-Pack Cluster and the 14-Plex Courtyard Townhome product types, which are discussed below (see Exhibit B—Site Plan, attached).

(a) **6-Pack Cluster.** The Project proposes 26 detached single-family homes in a 6-Pack Cluster design, located along the northeastern portion of the Project site. Each cluster has minimum exterior dimensions of 130 feet x 145 feet and is divided into six lots, which range from 2,648 to 3,639 square feet in area. The 6-Pack Cluster product is characterized by a private lane constructed with decorative pavers that provides both garage and front entry access to each unit. There are three distinct floor plans proposed for each cluster, with three exterior elevations per floor plan. Each of the units



**Figure 2: Typical 6-Pack Cluster**

were designed to incorporate an 18-foot-long driveway, in addition to the required 2-car garage, providing a total of four parking spaces for each unit. The proposed unit characteristics are described in the table below:

**6-Pack Cluster Product Types**

<i>Plan</i>	<i>Building Area (in square feet)</i>	<i>No. Bedrooms</i>	<i>No. Bathrooms</i>	<i>Parking</i>
Plan 1 (Center Lots):	1,943	3 (plus one loft)	2.5	Two-car garage
Plan 2 (Private Drive Aisle Facing Lots):	2,129	3 (optional 4th bedroom/den)	2.5	Two-car garage
Plan 3 (Rear Lots):	2,331	4 (plus one loft)	3	Two-car garage

In a 6-Pack Cluster configuration, not all front building elevations face the private drive aisle. Plan 2 units are oriented toward the street (private drive aisle), with front entry and walk facing the street (private drive aisle) and garage access taken from the private lane. The rectangular floor plan is configured with the living areas oriented toward the street (private drive aisle) and private yards.

Plan 1 units, the center lots, front onto the private lane, with front door and garage access to the unit taken from the private lane. The floor plan is square in shape, with the living areas oriented toward the private yards, and feature use easements that extend side yard areas onto the Plan 3 lot, creating a more useable yard area.

Plan 3, the rear lots, feature a long, rectangular shaped floor plan, with the front entry and garage access taken from the private lane.

The proposed 6-Pack Cluster development meets the minimum setback standards of the Specific Plan. The varied entryways, in combination with the various architectural styles, create an attractive and diverse streetscape along both the private lanes and the street (private drive aisle) (see Exhibit D—Landscape Plan, attached). Additionally, enhanced architectural treatment was required for properties located on corner lots and for units adjacent to public streets.

All three floor plans incorporate an open concept design, with the main living and kitchen areas oriented towards the rear yards, providing opportunities to extend the living areas into outdoor patio rooms.

(b) **PDEV19-012 (14-Plex Courtyard Townhome)**. Five 14-unit buildings and one 7-unit building are proposed, which includes six floor plan types, with two architectural styles proposed. Plan characteristics are described in the table below:

**14-Plex Courtyard Townhome Product Types**

<b>Plan</b>	<b>Building Area (in square feet)</b>	<b>No. Bedrooms</b>	<b>No. Bathrooms</b>	<b>Parking</b>
Plan 1:	972	1	1.5	One-car garage
Plan 2:	1,466	2	2.5	Two-car garage (tandem)
Plan 3:	1,529	2	2	Two-car garage (tandem)
Plan 4:	1,698	3	2.5	Two-car garage (side-by-side)
Plan 5:	1,721	3	2.5	Two-car garage (side-by-side)
Plan 6:	1,803	3	2.5	Two-car garage (side-by-side)

The proposed Courtyard Townhome product takes garage access from an auto court, with main unit entrances fronting the street, private drive aisle, or a pedestrian paseo. The primary access to each unit will be from a paseo landscaped with accent trees and landscaped planters to provide visual interest and promote pedestrian mobility (see Exhibit D—Landscape Plan, attached). All plans incorporate various design features, such as horizontal and vertical building articulation, varied entry designs, private patios, second floor laundry facilities, and second floor decks/balconies. All homes will have a two-car garage, with the exception of Plan 1, which will have a one-car garage. To minimize the visual impact of garages, the applicant proposes access off an auto court, along with varied massing, second story projections over garages, recessed garage doors, landscaped finger planters, and varied roof lines.

(4) Site Access/Circulation — Tract Map No. 20081 facilitated the construction of backbone streets, internal public/private streets, and primary access points into Planning Area 6A of the Rich Haven Specific Plan, from Ontario Ranch Road and Haven Avenue, to accommodate all future development within the tract. The proposed project site will have access from internal Tract (TTM 20081) backbone streets, which include one access point from Sunset Drive, which runs east and west along the north frontage of the site, and one access point from Rosy Parkway, which runs north and south along the east frontage of the site. Proposed Tentative Tract Map 20345 will be responsible for the construction of private drive aisles and private lanes to serve the project site.

(5) Parking — A parking plan was completed for the proposed Tentative Tract Map to demonstrate that sufficient parking is proposed throughout the Project site. The Tentative Tract Map’s proposed product types would require a total of 240 parking spaces, with 195 of those parking spaces provided within a garage (See Off-Street Parking Table on Technical Appendix). The parking plan also demonstrates that the required parking would be exceeded by 73 parking spaces. The additional parking spaces are provided throughout the site in the form of on-street parking, driveway

parking, and along private drive aisles. The parking plan demonstrates that there will be an average of 3 parking spaces per unit, which will be more than adequate to accommodate both resident and visitor parking.

(6) Architecture — There are three transitional architectural styles proposed for the 6-Pack Cluster homes, including Spanish, Craftsman, and Farmhouse, which incorporate the following design features/elements (see Exhibit C—Elevations, attached):

- **Spanish Abstract:** Varying gable and shed roofs with flat concrete roof tiles; first and second story pop-out features; smooth stucco exterior; arched entry openings; decorative clay pipes below gable ends; square window openings with stucco trim; decorative windowsills; single hung recessed windows; and plant shelves with decorative corbels.
- **Farmhouse Abstract:** Varying gable roofs with flat concrete roof tile; a moderate roof overhang; first and second story pop-out features; stucco exterior; square entry openings; enhanced gable ends; brick veneer; decorative windowsills; and vertical siding.
- **Craftsman Abstract:** Varying low pitched gable roofs with flat tile; roof overhangs; first and second story pop-out features; outlookers; horizontal siding, stucco exterior; gable and shed front entries; and multi-paned windows with decorative windowsills.

There are two transitional architectural styles proposed for the Courtyard Townhomes, including Prairie and Farmhouse styles incorporating the following design features/elements (see Exhibit C—Elevations, attached):

- **Prairie:** Varying hipped roofs with flat concrete roof tiles; tower features that provide articulation on all four elevations; smooth stucco exterior; arched and square entry openings; square window openings with stucco trim; horizontal siding, recessed multi-paned windows, wood railings, and entryways treated with a stone veneer.
- **Farmhouse:** Varying gable and shed roofs with flat concrete roof tile; first and second story pop-out features; stucco exterior; square entry openings with a trim surround; enhanced gable ends; multi-paned windows with trim surround; recessed windows; and vertical and horizontal siding.

(7) Open Space — Policy PR1-1 of the Policy Plan requires new developments to provide a minimum of 2 acres of Private Park per 1,000 residents. Tract Map No. 20081 approved a total of 3.91 acres of parkland within the tract to satisfy the requirements of the overall Tract, including the proposed Tentative Tract Map 20345. The Parkland includes a 3.03-acre neighborhood park that is centrally located within the tract, a 0.25-acre tot-lot located within the northeast quadrant and two passive pocket parks totaling 0.63-acre within the southeast quadrant of the tract. The proposed project increased the

required parkland for the overall tracts, from 3.4 acres to 3.69 acres of parkland. The Applicant is constructing 3.91 acres of parkland, which exceeds the minimum park requirements (Exhibit E—Park Acreage Requirement, attached) for the Project.

(8) Covenants, Conditions and Restrictions (“CC&Rs”) — As a Condition of Approval, CC&Rs must be prepared and recorded with the Final Tract Map. The CC&Rs will outline the maintenance responsibilities for the open space areas, recreation amenities, drive aisles, utilities, and upkeep of the entire site, to ensure the on-going maintenance of the common areas and facilities.

(9) Rich Haven Specific Plan Consistency — The Rich Haven Specific Plan allows the averaging of units between Planning Areas 6A and 9A to meet residential density requirements (14.0 to 50 du/ac). At 14 dwelling units per acre, Planning Area 6A, which includes Tract Map No. 20081 and Tentative Tract No. 20345, is required to construct 608 units and the project is proposing 536 units, which is deficient by 72 units. Any future development of Planning Area 9A will be required to incorporate an additional 72 units from Planning Area 6A, to maintain a minimum average of 14 dwelling units per acre over the two planning areas. Also, final approval of the proposed project is contingent upon the City Council approving File No. PSPA19-006, an amendment to the Rich Haven Specific Plan, changing the land use designation on lot 76 from Regional Commercial to Stand-Alone Residential Overlay, to facilitate the development of additional residential units.

(10) Utilities (drainage, sewer) — To serve the proposed residential development, the Project will be required to amend the related Development Agreement (File No. PDA17-002), to include additional internal tract infrastructure (streets, sewer, water, storm drain, etc.). Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (“PWQMP”), which establishes both Projects’ 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.

**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)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(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.

- H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

- H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.

Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.

- H5-2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation and other amenities.

### **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.

➤ CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

➤ 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;
- 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.

➤ 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. The project site is 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, and the proposed project is consistent with the number of dwelling units (103) and density (14 DU/AC) specified in the Available Land Inventory.

**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.

**ENVIRONMENTAL REVIEW:** The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140). The Addendum was prepared for the associated General Plan Amendment (File No. PGPA19-005) and Rich Haven Specific Plan Amendment (File No. PSPA19-006) in conjunction with the proposed Project (Tentative Tract Map and Development Plan). The Addendum concluded that the Project introduces no new significant environmental impacts. Also, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference.

**CONDITIONS OF APPROVAL:** See attached department reports.

**TECHNICAL APPENDIX:**

**Surrounding Zoning and Land Use:**

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Land Use
Site	Vacant	Mixed Use	Rich Haven Specific Plan	Mixed Use District PA 6A (Regional Commercial and Stand-Alone Residential Overlay)
North	Residential Subdivision	Mixed Use	Rich Haven Specific Plan	Mixed Use District PA 6A (Regional Commercial and Stand-Alone Residential Overlay)
South	Vacant	Mixed Use	Rich Haven Specific Plan	Mixed Use District PA 9A (Mixed Use Overlay and Stand-Alone Residential Overlay)
East	Vacant	Mixed Use	Rich Haven Specific Plan	Mixed Use District PA 6A (Regional Commercial and Stand-Alone Residential Overlay)
West	Residential Subdivision	Medium Density Residential	The Avenue Specific Plan	Medium Density Residential

**Off-Street Parking:**

Product Type (No. of Units)	Req. Parking Per Unit	Req. Guest Parking	Total Req. Parking	Garage Space Provided	On-Street/ Drive-Aisle Driveway Parking Spaces	Total Provided
Cluster (26 Units)	2 –car garage (52 spaces)	N/A	52	52	52 Driveway	104
Courtyard Townhome - 1 Bedroom (11 Units)	1.75 – Including 1-car garage (19 spaces)	1 space per 6 units (4 spaces)	23	1-car garage (11 spaces)	N/A	23
Courtyard Townhome - 2 Bedrooms (22 Units)	2 – Including 2-car garage (44 spaces)	1 space per 6 units (4 spaces)	48	2-car garage (44 spaces)	N/A	48
Courtyard Townhome - 3 Bedrooms (44 Units)	2.5 – Including 2-car garage (110 spaces)	1 space per 6 units (7 spaces)	117	2-car garage (88 spaces)	21 Drive-aisle spaces	138
Totals (103 units)	225 spaces	15 spaces	240 spaces	195 spaces	73 spaces	313
					3.03/spaces per unit	

**General Site & Building Statistics – 6-Pack Cluster:**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Maximum coverage:</i>	65%	35%-59%	Y
<i>Front yard setback:</i>	Private Drive: 5 FT	Private Drive: 8 FT to 15 FT	Y
<i>Side yard setback:</i>	4 FT	4 FT	Y
<i>Rear yard setback:</i>	5 FT	5 FT	Y
<i>Maximum height:</i>	35 FT	28 FT	Y

**General Site & Building Statistics – Courtyard Townhome:**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Maximum coverage:</i>	60%	56%	Y
<i>Front yard setback:</i>	Street: 10 FT Private Drive: 5 FT	Street: 11 FT to 21 FT Private Drive: 5 FT to 10 FT	Y
<i>Building Separation:</i>	Courtyard: 25 FT	Courtyard: 28 FT	Y
<i>Garage to Garage setback:</i>	Courtyard: 30 FT	Courtyard: 30 FT	Y
<i>Maximum height:</i>	35 FT	Courtyard: 32.75 FT	Y

Exhibit A—TENTATIVE TRACT MAP

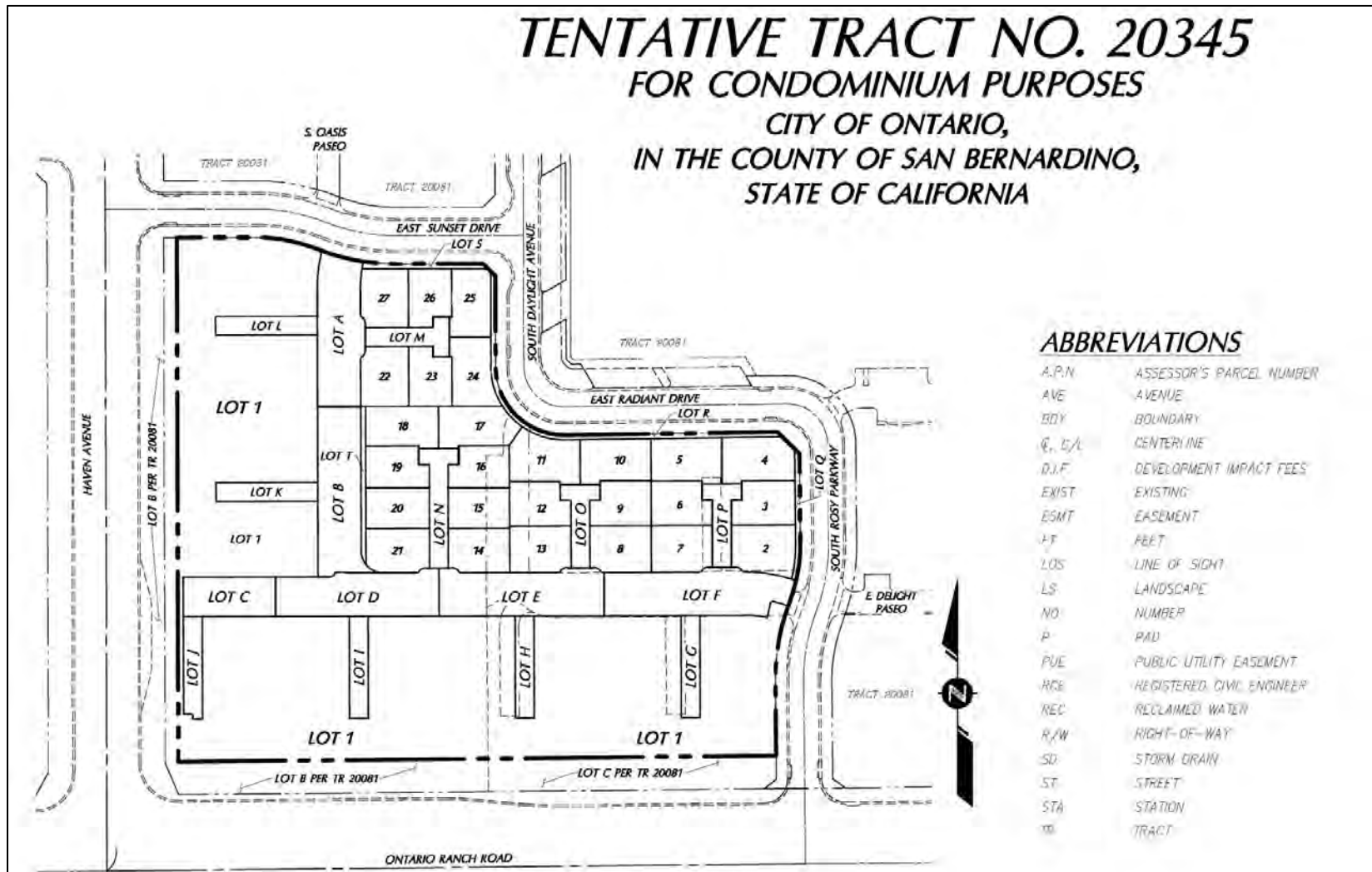
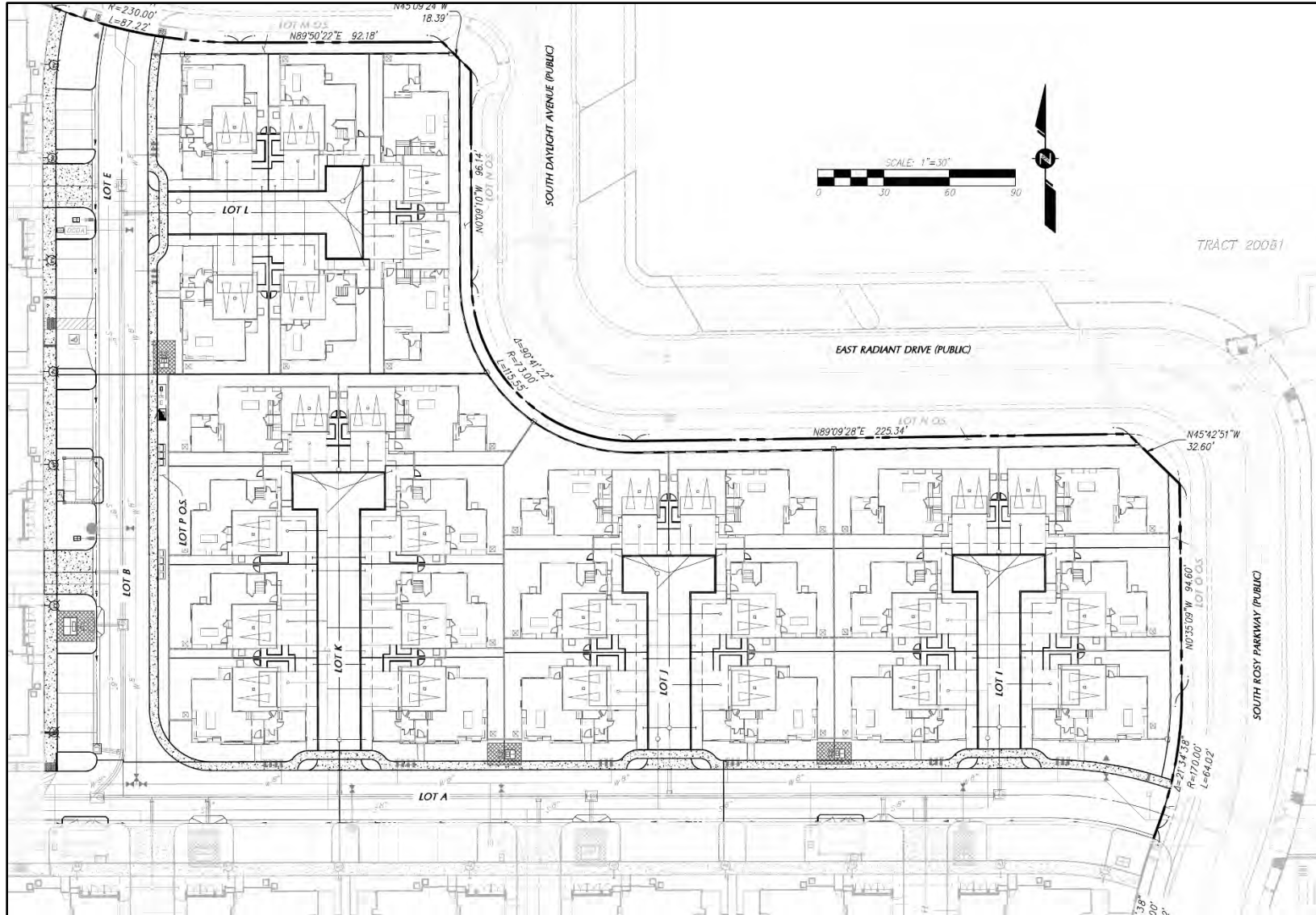
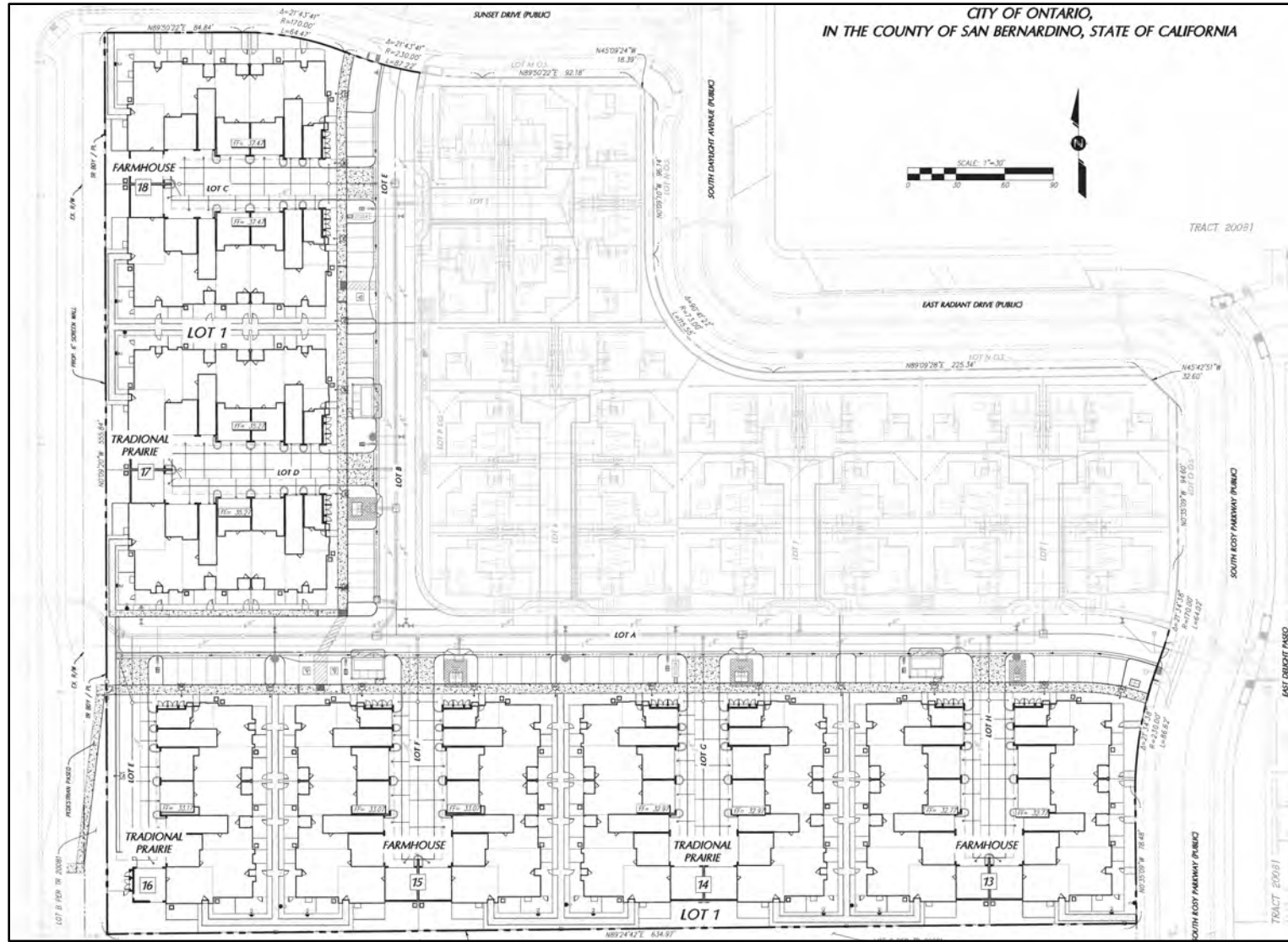




Exhibit B—SITE PLAN (6-Pack Cluster)



**Exhibit B—SITE PLAN (14-Plex Courtyard Townhomes)**



**Exhibit C—EXTERIOR ELEVATIONS**



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 BROOKFIELD RESIDENTIAL  
 3200 Park Center Drive, #1000  
 Costa Mesa, CA 92626

**POPPY AT REGIONS NORTH**  
 ONTARIO, CA # 2019-0635

CONCEPTUAL DESIGN  
 APRIL 29, 2019

EXTERIOR ELEVATIONS  
 PLAN 1A - SPANISH ABSTRACT

**A2.2**

**Cluster Plan 1 – Spanish Abstract**

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**

**RIGHT**

**REAR**

**LEFT**

**FRONT**

**MATERIAL LIST:**

1. CONCRETE FLAT TILE ROOF
2. COMPOSITE SIDING
3. STUCCO - 16/20 FINISH
4. VINYL WINDOWS
5. RECESSED VINYL WINDOWS
6. COMPOSITE TRIM
7. FOAM TRIM
8. BOARD AND BATTEN SIDING
9. STUCCO OVER FOAM DETAIL
10. DECORATIVE POT SHELF
11. DECORATIVE CLAY PIPES
12. WOOD RAILING
13. ENTRY DOOR
14. SECTIONAL GARAGE
15. LIGHT FIXTURE
16. CORBELS
17. BRICK VENEER

**Scale:** 1" = 8'-0"

**Labels on Front Elevation:** 1, 4, 7, 3, 13, 17, 6, 8, 5, 10, 14, 15

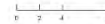
**Dimensions on Front Elevation:** T.O.P., 9'-11", 6'-8 1/2", F.F.L., T.O.P., 9'-11", F.F.L.

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**POPPY AT REGIONS NORTH**  
 ONTARIO, CA # 2018-0835

**CONCEPTUAL DESIGN**  
 APRIL 29, 2019



**EXTERIOR ELEVATIONS**  
 PLAN 10 - FARM HOUSE ABSTRACT

**A2.3**

**Cluster Plan 1 – Farmhouse Abstract**

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



*Cluster Plan 1 – Craftsman Abstract*

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



**Cluster Plan 2 – Spanish Abstract**

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



**Cluster Plan 2 – Farmhouse Abstract**

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



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**POPPY AT REGIONS NORTH**  
 ONTARIO, CA # 2016-0035

CONCEPTUAL DESIGN  
 APRIL 29, 2019



EXTERIOR ELEVATIONS  
 PLAN 2C - CRAFTSMAN ABSTRACT

**A3.4**

**Cluster Plan 2 - Craftsman Abstract**



**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



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**POPPY AT REGIONS NORTH**  
 ONTARIO, CA # 2019-0535

CONCEPTUAL DESIGN  
 APRIL 26, 2019

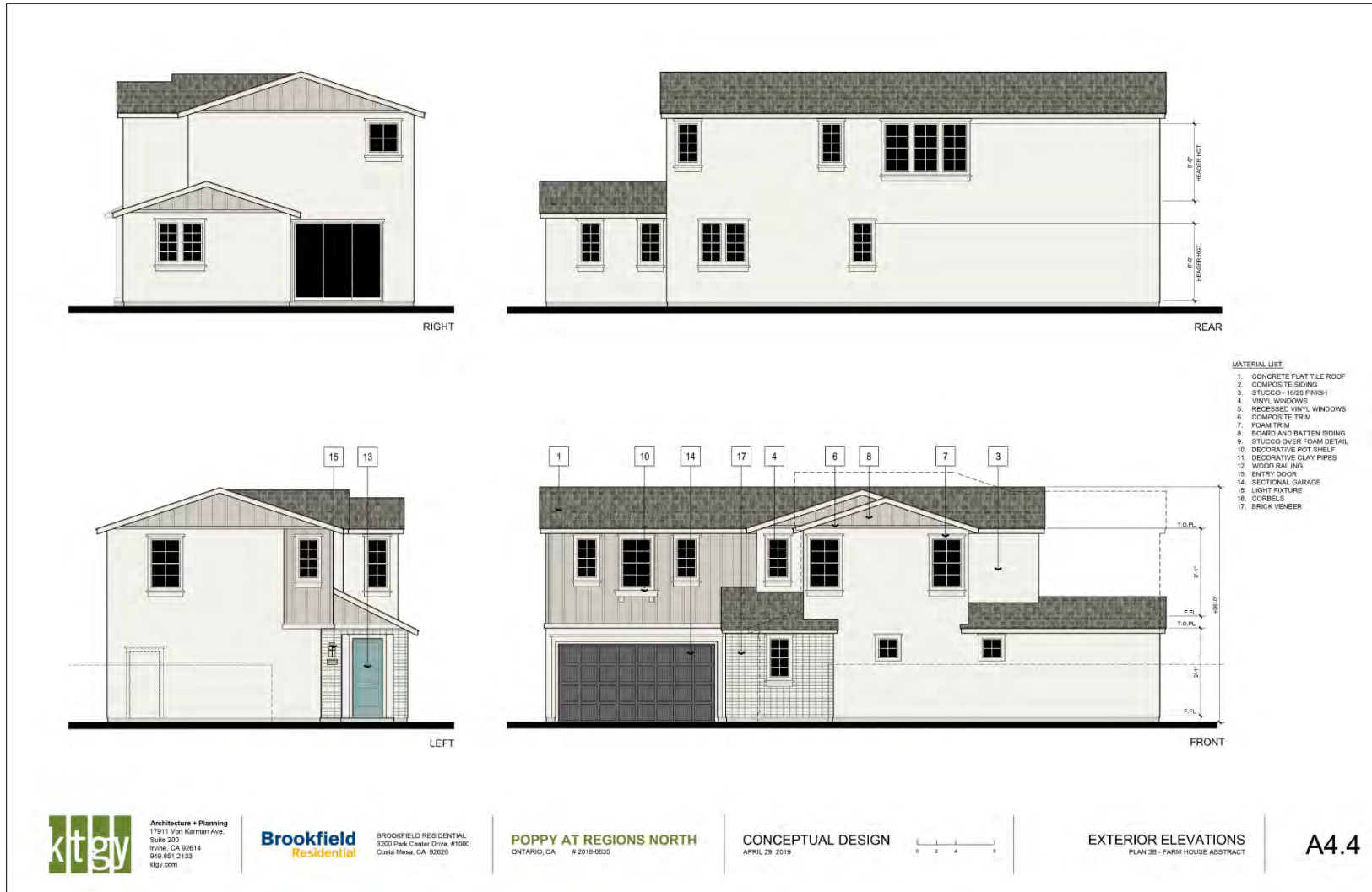


EXTERIOR ELEVATIONS  
 PLAN 3A - SPANISH ABSTRACT

**A4.3**

**Cluster Plan 3 – Spanish Abstract**

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



**Cluster Plan 3 – Farmhouse Abstract**

**ktgy**  
 Architecture • Planning  
 17911 Van Korman Ave.  
 Suite 200  
 Irvine, CA 92614  
 949.651.2133  
 ktgy.com

**Brookfield Residential**

BROOKFIELD RESIDENTIAL  
 3200 Park Center Drive #1000  
 Costa Mesa, CA 92626

**POPPY AT REGIONS NORTH**  
 ONTARIO, CA # 2019-0535

CONCEPTUAL DESIGN  
 APRIL 29, 2019

0 2 4 8

EXTERIOR ELEVATIONS  
 PLAN 38 - FARMHOUSE ABSTRACT

**A4.4**

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



**Cluster Plan 3 – Spanish Enhanced Elevations**

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



**Cluster Plan 3 – Farmhouse Enhanced Elevations**

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



**Cluster Plan 3 – Craftsman Enhanced Elevations**

**Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)**



REAR ELEVATION



FRONT ELEVATION

***Courtyard Townhomes – Prairie Transitional Elevations***

***Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)***



***Courtyard Townhomes – Prairie Transitional Elevations***

***Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)***



REAR ELEVATION



FRONT ELEVATION

***Courtyard Townhomes – Farmhouse Transitional Elevations***



***Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)***



***Courtyard Townhomes – Farmhouse Transitional Elevations***

**Exhibit D—LANDSCAPE PLAN**

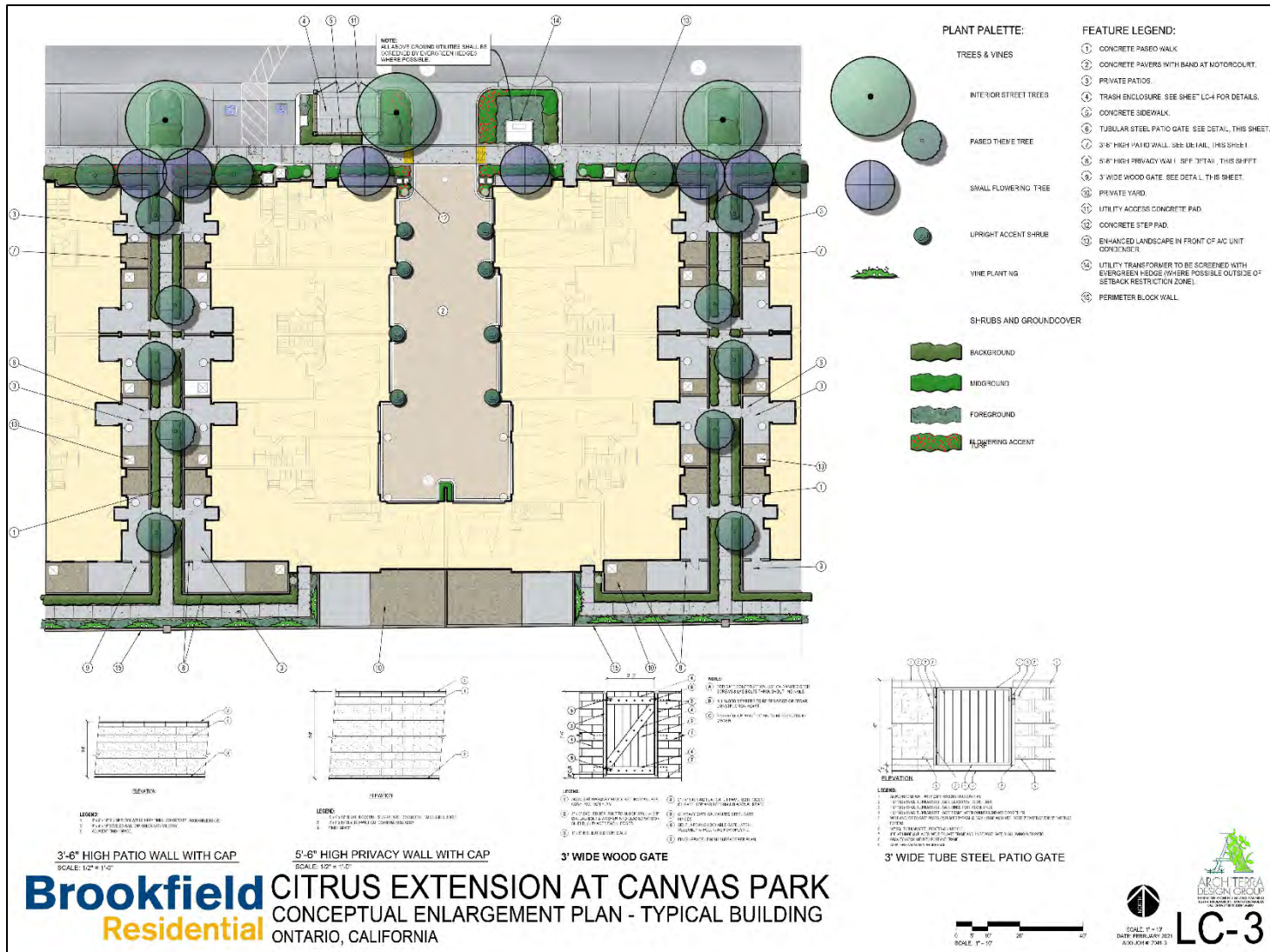
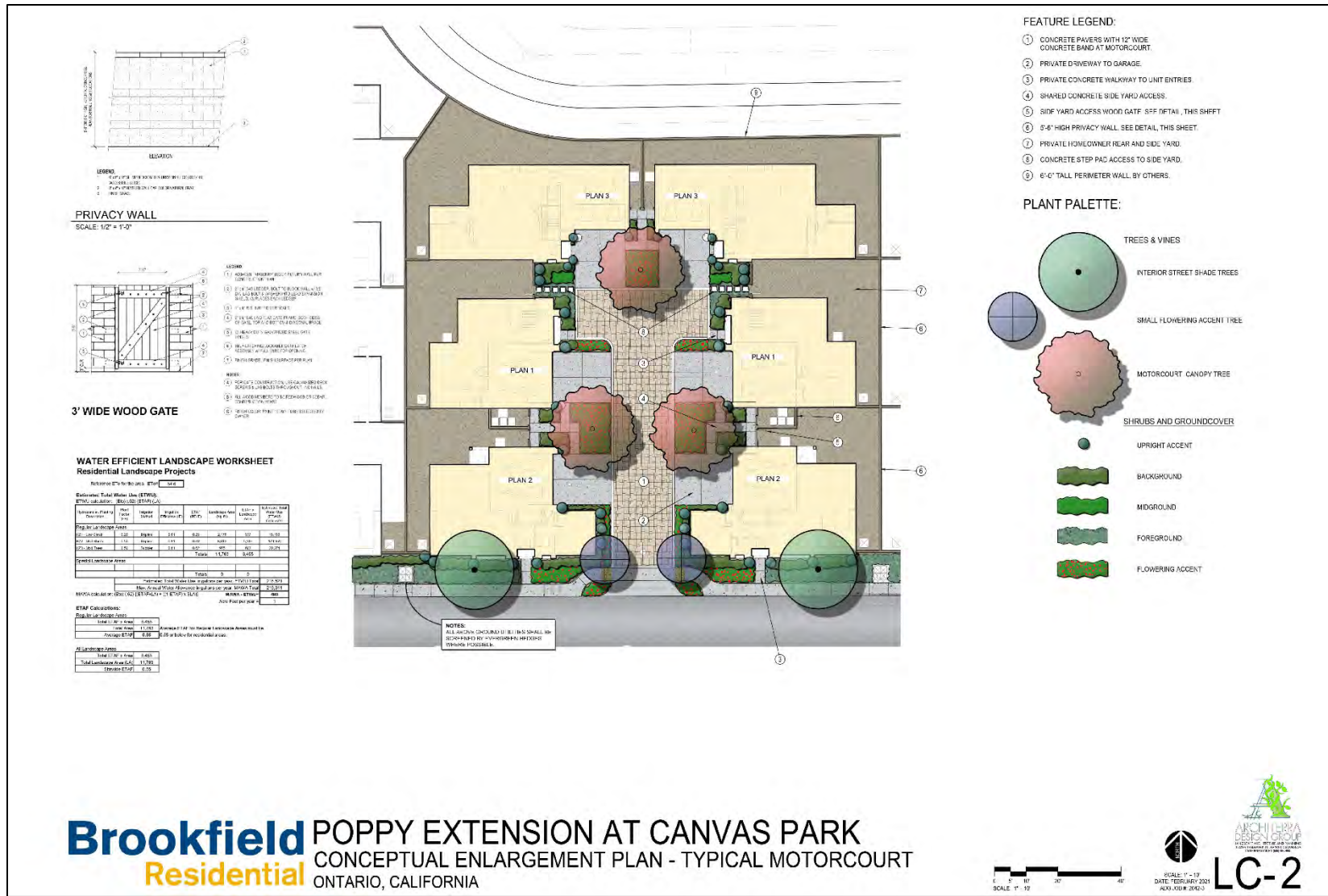


Exhibit D—LANDSCAPE PLAN (CONTINUED)



**Brookfield Residential** POPPY EXTENSION AT CANVAS PARK  
 CONCEPTUAL ENLARGEMENT PLAN - TYPICAL MOTORCOURT  
 ONTARIO, CALIFORNIA



**Exhibit E—PARK ACREAGE REQUIREMENT**



**ON-SITE PARK AREA REQUIRED:**

SFD	61 DU
SFD	26 DU
<b>Total SFD</b>	<b>87 DU</b>

Park area required	0.66 AC
--------------------	---------

Attached	372 DU
Attached	77 DU
<b>Total Attached</b>	<b>449 DU</b>

Park area required	3.03 AC
--------------------	---------

<b>TOTAL PARK AREA REQUIRED</b>	<b>3.69 AC</b>
---------------------------------	----------------

**PARK AREA PROVIDED:**

LOT H	3.03 AC
LOT K	0.25 AC
LOT F	0.23 AC
LOT J	0.4 AC

<b>TOTAL PARK AREA PROVIDED</b>	<b>3.91 AC</b>
---------------------------------	----------------

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT20-003, A TENTATIVE TRACT MAP TO SUBDIVIDE 6.65 ACRES OF LAND INTO ONE NUMBERED LOT FOR CONDOMINIUM PURPOSES, 26 NUMBERED LOTS FOR SINGLE-FAMILY DWELLINGS, AND 20 LETTERED LOTS, LOCATED AT THE NORTHEAST CORNER OF ONTARIO RANCH ROAD AND HAVEN AVENUE, WITHIN THE MIXED USE DISTRICT PLANNING AREA 6A OF THE RICH HAVEN SPECIFIC PLAN AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 0218-393-07, 0218-393-06, 0218-393-10, 0218-393-22, 0218-393-36, 0218-393-38, AND 0218-393-39.

WHEREAS, BROOKCAL ONTARIO, LLC, (hereinafter referred to as "Applicant") has filed an Application for the approval of a Tentative Tract Map, File No. PMTT20-003, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 6.65 acres of land generally located at the northeast corner of Ontario Ranch Road and Haven Avenue within the Mixed-Use District Planning Area 6A of the Rich Haven Specific Plan, and is presently mass graded and vacant; and

WHEREAS, the property to the north and east of the Project site is within the Mixed-Use District Planning Area 6B of the Rich Haven Specific Plan and is developed with multi-family residential and parkland. The property to the south is within the Mixed-Use District Planning Area 9A of the Rich Haven Specific Plan and is vacant. The property to the west is within the Medium Density Residential land use district of The Avenue Specific Plan, and is developed with a residential subdivision; and

WHEREAS, on July 24, 2018, the Planning Commission approved Tentative Tract Map 20081 (File No. PMTT17-003) to subdivide 44.98 acres into 76 numbered lots and 62 lettered lots for residential and commercial uses, for Condominium Purposes, public/private streets, landscape neighborhood edges, common open space, and to facilitate the construction of three residential product types, including 6-Pack Cluster homes, Rowtown homes, and Courtyard Townhomes; and

WHEREAS, on March 11, 2020, the applicant submitted Tentative Tract Map 20345 (File No. PMTT20-003) to subdivide lots 44, 45, and 76 of Tract Map No. 20081, in conjunction with an amendment to the Rich Haven Specific Plan (File No. PSPA19-006), changing the land use designation on lot 76 from Regional Commercial to Stand-Alone Residential Overlay within Planning Area 6A; and

WHEREAS, Tentative Tract Map 20345 (File No. PMTT20-003) will subdivide 6.65 acres of land into one numbered lot for condominium purposes, 26 numbered lots for single-family dwellings, and 20 lettered lots for private drive aisles, landscape neighborhood edges, and common open space purposes. The Tentative Tract Map will accommodate two residential product types, including a 6-pack Cluster and Courtyard Town Homes, totaling 103 units; and

WHEREAS, the 6-pack cluster product is located along the east and north portion of the project site and include lots 2 thru 27, for a total of 26 single-family residential units; and

WHEREAS, the Courtyard Townhomes are located along the west and south portion of the project site and includes lot 1, for a total of 77 multiple-family residential units; and

WHEREAS, a Specific Plan Amendment and Development Plan, File Nos. PSPA19-006 and PDEV20-007, respectively, were filed in conjunction with the proposed Tentative Parcel Map. The two applications consist of: [1] A Specific Plan Amendment to change the land use designation on 4.13 acres of land within Planning Area 6A from Regional Commercial to Stand-Alone Residential Overlay and to change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial; and [2] A Development Plan to construct 26 detached single-family units (6-Pack Cluster) and 77 multiple-family units (14-plex Courtyard Townhomes); and

WHEREAS, Tract Map 20081 facilitated the construction of backbone streets, internal public/private streets, and primary access points into Planning Area 6A of the Rich Haven Specific Plan, from Ontario Ranch Road and Haven Avenue, to accommodate all future development within the tract; and

WHEREAS, the proposed project will have access from internal Tract (TT 20081) backbone streets, which include one access point from Sunset Drive, which runs east and west along the north frontage of the site, and one access point from Rosy Parkway, which runs north and south along the east frontage of the site. Proposed Tentative Tract Map 20345 will also construct private drive aisles and private lanes to serve the Project site; and

WHEREAS, Policy PR1-1 of the Policy Plan requires new developments to provide a minimum of 2 acres of Private Park per 1,000 residents. Tract Map 20081 approved a total of 3.91 acres of parkland within the tract to satisfy the requirements of the overall Tract including the proposed Tentative Tract Map 20345. The proposed project increased the required parkland for the overall tracts, from 3.4 acres to 3.69 acres of parkland. The

applicant is constructing 3.91 acres of parkland which exceeds the minimum park requirements; and

WHEREAS, the Rich Haven Specific Plan allows the averaging of units between Planning Areas 6A and 9A to meet residential density requirements (14.0 to 50 du/ac). At 14 dwelling units per acre, Planning Area 6A, which includes Tract Map 20081 and Tentative Tract Map 20345, is required to construct 608 units and the project is proposing 536 units, which is deficient by 72 units. Any future development of Planning Area 9A shall be required to incorporate an additional 72 units from Planning Area 6A, to maintain a minimum average of 14 dwelling units per acre between over the two planning areas; and

WHEREAS, The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was certified by the City Council 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 April 5, 2021, 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 No. DAB21-010, recommending that the Planning Commission approve the Application; and

WHEREAS, as the first action on the Project, on April 27, 2021, the Planning Commission issued a Resolution recommending the City Council adopt 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 April 27, 2021, 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: Environmental Determination and Findings.** As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the Addendum, the initial study, and the administrative record for



the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Addendum, the initial study, and 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 the 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; and

(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; and

(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; and

(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.

**SECTION 2: *Subsequent or Supplemental Environmental Review Not Required.*** Based on the EIR 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 Certified EIR 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

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: *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. The project site is 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, and the proposed project is consistent with the number of dwelling units (103) and density (14 DU/AC) specified in the Available Land Inventory.

**SECTION 4: *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 5: 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 4, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed Tentative Tract 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 Map is located within the Mixed-Use land use district of the Policy Plan Land Use Map, and the Mixed-Use District Planning Area 6A (proposed Stand-Alone Residential Overlay) of the Rich Haven Specific Plan. 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 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 Map is located within the Mixed-Use land use district of the Policy Plan Land Use Map, and the Mixed-Use District Planning Area 6A (proposed Stand-Alone Residential Overlay) of the Rich Haven Specific Plan. 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 Mixed-Use District Planning Area 6A (proposed Stand-Alone Residential Overlay) of the Rich Haven Specific Plan, 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 14 DUs/acre. The project site meets the minimum lot area and dimensions of the Mixed-Use District Planning Area 6A (proposed Stand-Alone Residential Overlay) of the Rich Haven Specific Plan 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 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.

(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 6: City Council Required Actions.** Approval of this Project is contingent upon City Council approving a Specific Plan Amendment (File No. PSPA19-006), and an EIR Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) that was certified on January 27, 2010.

**SECTION 7: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 6, 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 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 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 9: 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 10: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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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 27th day of April 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PMTT20-003  
Departmental Conditions of Approval**

*(Departmental conditions of approval to 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:** April 27, 2021

**File No:** PMTT20-003

**Related Files:** PDEV20-007

**Project Description:** A Tentative Tract Map (File No. PMTT20-003/TT 20345) to subdivide 6.65 acres of land into 1 numbered lot for condominium purposes, 26 numbered lots for single-family dwellings and 20 lettered lots, located at the northeast corner of Riverside Drive and Haven Avenue, within the within the Mixed-Use District Planning Area 6A of the Rich Haven Specific Plan. (APN(s): 218-393-07, 218-393-06, 218-393-10, 218-393-22, 218-393-36, 218-393-38 and 218-393-39); **submitted by BrookCal Ontario LLC. and Brookfield Properties Development**

**Prepared By:** Lorena Mejia, Senior Planner  
Phone: 909.395.2276 (direct)  
Email: lmejia@ontarioca.gov

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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.

**1.1** Time Limits.

(a) Tentative Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final 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.

**1.2** 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.

**1.3** 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.

**1.4** 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.

**(d)** 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.

**(e)** 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.

**(f)** The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

**(g)** 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.

**1.5**     Disclosure Statements.

(a)     A copy of the Public Report from the Department of Real Estate, prepared for the subdivision pursuant to Business and Professions Code Section 11000 et seq., shall be provided to each prospective buyer of the residential units and shall include a statement to the effect that:

(i)     This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

(ii)    Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.

(iii)   The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.

(iv)    This tract is part of a Landscape Maintenance District. The homeowner(s) will be assessed through their property taxes for the continuing maintenance of the district.

**1.6**     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.

**1.7**     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.

**1.8**     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.

**1.9** Tribal Consultation Conditions.

(a) The project developer shall retain a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.

(b) The project developer shall retain a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. A copy of the executed contract shall be submitted to the City of Ontario Planning Department prior to the issuance of any grading permit (any ground-disturbing activity). At their discretion, a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry can be present during the removal of dairy manure to native soil, but not at the developers' expense.

(c) A qualified archaeologist and a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).

(d) Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed

descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

(e) There shall be no Scientific study or the utilization of any invasive diagnostics on any Native American human remains.

(f) If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.

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

**1.10** Additional Requirements.

(a) The Tentative Tract Map shall not be final and conclusive until the Specific Plan Amendment (File No. PSPA19-006) is approved by the City Council.

(b) All applicable conditions of approval of Development Agreement shall apply.

(c) All applicable conditions of approval of the Rich Haven Specific Plan shall apply.

(d) 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.



**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
<b>PROJECT FILE NO. TM-20345</b>  <b>RELATED FILE NO(S). PMTT20-003, PDEV20-007</b>		
<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:** Lorena Mejia (909) 395-2276

**DAB MEETING DATE:** April 5, 2021

**PROJECT NAME / DESCRIPTION:** TM-20345, a Tentative Tract Map for Common Interest Subdivision to subdivide 6.63 acres of land into 27 numbered lots and 20 lettered common lots within the Regional Commercial land use district of the Rich Haven Specific Plan

**LOCATION:** Northeast corner of Haven Avenue and Ontario Ranch Road

**APPLICANT:** Brookfield Residential

**REVIEWED BY:**  3-12-21  
Raymond Lee, P.E. Date  
Assistant City Engineer

**APPROVED BY:**  3-12-21  
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 type="checkbox"/>	1.01 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 _____.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	1.02 Dedicate to the City of Ontario, the following easement(s):  <b>A. An easement for public utility and emergency access purposes with a width of 25-30' varies along all private alleys</b> <b>B. 52 feet wide easement for public utility and emergency access purposes along all private drives</b>	<input type="checkbox"/>
<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):  <b>A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.</b>	<input type="checkbox"/>
<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"/>
<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 <a href="http://tceplumecleanup.com/">http://tceplumecleanup.com/</a> ), 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 <a href="http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658">http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658</a> .	<input type="checkbox"/>



- 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](http://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) 395-2341 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. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).
- B. The Tract Map shall comply with the approved Rich Haven Specific Plan, the Development Agreement, the Conditions of Approval for Tentative Tract Map No. 20081 and the Conditions of Approval for this Tentative Tract Map.
- C. Applicant/developer shall obtain all off-site right-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.

**2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:**

**A. GENERAL  
 ( Permits includes Grading, Building, Demolition and Encroachment )**

- 2.01 Record Tract Map No. 20345 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.





- 2.02 Submit a PDF 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](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: \_\_\_\_\_
- 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	All Interior Drives/Alleys (Private)	Street 2	Street 3	Street 4
Curb and Gutter	<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	<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 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	<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 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 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
ADA Access Ramp	<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
Parkway	<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)	<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



<b>Sewer</b> (see Sec. 2.C)	<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	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
<b>Water</b> (see Sec. 2.D)	<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	<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 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
Street Light (see Sec. 2.F)	<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	<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
<b>Storm Drain</b> (see Sec. 2G)	<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	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
<b>Fiber Optics</b> (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input 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: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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 21 inch sewer main is available for connection by this project in Haven Ave. (Ref: Sewer plan bar code: S15511)**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 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. Services and Laterals Abandonment: Abandon all unused sewer laterals in East Sunset Drive.**
  - B. Sewer Manhole: Provide sewer manhole at each grade break (vertical alignment), any angle point (horizontal alignment), sewer main tees and crosses.**
  - C. Terminus Sewer Manhole: Provide sewer manhole at each dead end of sewer main in place of sewer cleanout.**
  - D. Sewer Main Segment Abandonment: Abandon a segment of the sewer main in East Delight Paseo, crossing South Rosy Parkway since the sewer for this proposed Tract 20345 will not be connecting to here as originally proposed.**
  - E. Final Sewer Sub-Area Master Plan (SSAMP): Provide a final sewer design report (i.e. sizing calculations) for the proposed sewer system pursuant to Section 4-8 of Sewer Master Plan (SMP) and demonstrate that the sewer criteria of the SMP (Sections 4-2 to 4-5) has been met. The report shall include sewer demands for all residential units and non-residential use (sf) that constitute the total flow from and through this project and needs to include each proposed reach of main in the project.**
    - i. Also, provide an update to the most current TM-20081 SSAMP to all sewer main formerly downstream (Node 11B to Node G40) of this tract to address the reduction of flows of this project. The TM-20081 SSAMP update may be included as part of the SSAMP for this tract.**

**D. WATER**

- 2.27 **A 12 inch water main is available for connection by this project in East Sunset Drive and South Rosy Parkway. (Ref: Water plan bar code: W16435)**



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. **Services and Laterals Abandonment: Abandon all unused domestic water services along East Sunset Drive.**
- B. **Domestic Services: No more than six (6) private water services run down the alley way. If the private services are coming out of the meter and directly into the building (such as into a mechanical room), please provide on the Final USM a typical detail with label showing and explaining how this is done. Otherwise, work with the City on alternative way to provide water to the proposed individual units.**

**E. RECYCLED WATER**

2.30 **A 8 inch recycled water main is available for connection by this project in East Sunset Drive. (Ref: Recycled Water plan bar code: P11732)**

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:**

- A. **Services and Laterals Abandonment: Abandon all unused recycled water services in East Sunset Drive.**

**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 proposed driveways in accordance with City of Ontario Standard Drawing No. 1112 for Private Alley and Standard Drawing No. 1205 for Residential Driveway. Show the appropriate radius used for proposed driveways.**
- B. **Property frontage along Haven Avenue and Ontario Ranch Road shall be signed "No Stopping Anytime".**
- C. **The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to starting design plans.**



**G. DRAINAGE / HYDROLOGY**

- 2.38 A 78 inch storm drain main is available to accept flows from this project in Haven Ave. (Ref: Storm Drain plan bar code: D13611-12)
- 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. Design and construct storm drain lines on private drives. Sizes and alignments as shown on the Tentative Tract Map 20345/Utilities System Map dated 2/3/2021.

**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) 395-2341 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 along the project frontages on all private drives/alleys.
- 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. INTEGRATED WASTE**

- 2.52 Onsite solid waste shall be designed in accordance with the City's Refuse & Recycling Planning Manual located at:  
<https://www.ontarioca.gov/OMUC/IntegratedWaste>
- 2.53 Other conditions: 
  - A. Final Solid Waste Handling Plan (SWHP): Prior to approval of any building permits, submit a final SWHP with the Precise Grading Plan for review and approval of Ontario Municipal Utilities Company
  - B. Trash Enclosures (Applicable to Multifamily Attached-MFA):
    - i. Organics Separation and Collection: This site shall comply with the Requirements of State Assembly Bill AB1826, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes.
      - a. Include on SWHP how Organics separation and collections shall be handled in addition to refuse and recycling collections
      - b. In order to comply with these requirements, three (3) 4CY bin per trash enclosure (one 4CY bin for refuse, one 4CY bin for recycling, and one 4CY bin for organics). Proposed three trash enclosures with three 4-cy bins in each, with solid roofs - see latest SWHP dated 2/2/2021.
  - C. Auto-Cans (Applicable to Single Family Detached-SFD): In order to comply with the requirements directly above, each SFD to have three auto-cans, one for refuse, one for recycling and one for organics.





**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 (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.



## EXHIBIT 'A'

### ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

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Project Number: PMTT20-003, PDEV20-007, and/or Tract Map No. 20345

**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:** \_\_\_\_\_

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PSPA19-006, PMTT20-003 & PDEV20-007

Address: NEC of Haven Avenue & Ontario Ranch Road

APN: 218-393-10, 06 & 07

Existing Land Use: Vacant/Former Dairy Agriculture

Proposed Land Use: SPA change land use from Commercial to Residential, Tentative Tract Map to subdivide 6.63 acres into 20 lettered lots and 28 numbered lots and a Development Plan to construct 103 residential units

Site Acreage: 6.63 Proposed Structure Height: 35 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Lorena Mejia

Date: 12/23/2020

CD No.: 2020-018

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 type="radio"/> 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 +</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: \_\_\_\_\_



# CITY OF ONTARIO MEMORANDUM

TO: Scott Murphy, Community Development Director  
 Rudy Zeledon, Planning Director (Copy of memo only)  
 Diane Ayala, Advanced Planning Division (Copy of memo only)  
 Charity Hernandez, Economic Development  
 James Caro, Building Official  
 Khoi Do, City Engineer  
 Jamie Richardson, Landscape Planning Division  
 Ahmed Aly, Municipal Utility Company  
 Gabriel Gutierrez, Police Department  
 Mike Gerken, Deputy Fire Chief/Fire Marshal  
 Jay Bautista, T. E., Traffic/Transportation Manager  
 Lorena Mejia, Airport Planning  
 Eric Woosley, Engineering/NPDES  
 Robin Lucero, Code Enforcement (Copy of memo only)  
 Jimmy Chang, IT Department

FROM: Lorena Mejia, Senior Planner

DATE: December 11, 2020

SUBJECT: FILE #: PMTT20-003

Finance Acct#:

REVISION NO. 1

The following project has been resubmitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by .

**PROJECT DESCRIPTION:** A Tentative Tract Map for Common Interest Subdivision purposes to subdivide 6.63 acres of land into 8 numbered lots and 17 lettered common lots, located at the northeast corner of Haven Avenue and Ontario Rancho Road, within the Regional Commercial land use district of the Rich-Haven Specific Plan (APNs: 0218-393-06, 0218-393-07, 0218-393-10, 0218-393-22, 0218-393-36, 0218-393-38, and 0218-393-39).

The plan does adequately address the departmental concerns at this time.

No comments

See previous report for Conditions

Report attached (1 copy and email 1 copy)

Standard Conditions of Approval apply

The plan does not adequately address the departmental concerns.

The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Police Department

Department

W. Lee

Signature

Police Officer

Title

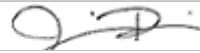
2/19/21

Date

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

**DAB CONDITIONS OF APPROVAL**

Sign Off



Jamie Richardson, Sr. Landscape Planner

03/09/21

Date

Reviewer's Name: <b>Jamie Richardson, Sr. Landscape Planner</b>	Phone: <b>(909) 395-2615</b>
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D.A.B. File No.: PMTT20-003	Related Files:	Case Planner: Lorena Mejia
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Project Name and Location:  
 Rich-Haven – Common Interest Subdivision  
 NEC of Haven and Ontario Ranch Road

Applicant/Representative:  
 BrookCal Ontario LLC – Tim Roberts  
 3200 Park Center Drive, Suite 1000  
 Costa Mesa, CA 92626

<input checked="" type="checkbox"/>	<b>A Tentative Tract Map (dated 02/10/21) has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.</b>
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<input type="checkbox"/>	<b>A Tentative Tract Map (dated) has not been approved. Corrections noted below are required prior to DAB approval.</b>
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**CORRECTIONS REQUIRED**

Show on Grading or Utility Construction Plans:

- Storm water infiltration devices located in parkways or other landscape areas shall be routed to this department to be reviewed and approved prior to permit approval or installation.
- Storm water infiltration devices located in landscape areas shall be reviewed and approved by the Landscape Planning Division prior to installation.
- Note decorative paving for all motor courts including the lots facing the parking rows aisles.
- Note for compaction to not be greater than 85% at landscape areas; all finished grades 1 1/2" below finished surfaces; landscaped slopes to be max 3:1.
- Show infiltrating catch basins with two 3/4" dia. holes in bottom set on 12" square of filter fabric wrapped gravel, located 5' or greater from buildings and 24" from sidewalk, add detail.
- Show or note transformers shall be located in planter areas, and set back 3' from paving for small transformers less than 4' high and 5' setback for large transformer greater than 4' high. Locate on level grade. Coordinate with landscape plans.
- Show or note backflow devices shall be located in planter areas, and set back min 3' from paving Locate on level grade. Coordinate with landscape plans.
- Provide a utility clear space 8' wide in parkways 30' apart for street trees. Move water meters, drain lines, light standards to the minimum spacing to allow space for street trees.
- Show light standards 15' away from required tree locations.
- Wall footings shall not restrict landscape; max 12" in front of footing with of 12" of cover.
- Show on plans step outs at parking spaces adjacent to planters; 12" wide monolithic curb, 12" compacted decomposed granite or pavers adjacent to the 6" curb.
- Wall openings for drainage overflow shall be max 4" wide.
- Provide a solid surface path from driveway to side yard gate for entry and trash bin access.
- AC units shall be located in residential side yards, opposite the main back yard access path with gate, or a second gate and solid surface path on the opposite side added for access.

Once items are complete you may email an electronic set to:

[landscapeplanchek@ontarioca.gov](mailto:landscapeplanchek@ontarioca.gov)



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Lorena Mejia, Senior Planner  
Planning Department

**FROM:** Mike Gerken, Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** December 22, 2020

**SUBJECT:** PMTT20-003 – A Tentative Tract Map for Common Interest Subdivision purposes to subdivide 6.63 acres of land into into 1 numbered lot for condominium purposes, 26 numbered lots for single-family dwellings and 20 lettered lots, located at the northeast corner of Haven Avenue and Ontario Rancho Road, within the Regional Commercial land use district of the Rich-Haven Specific Plan (APNs: 0218-393-06, 0218-393-07, 0218-393-10, 0218-393-22, 0218-393-36, 0218-393-38, and 0218-393-39).  
*(Revision 1)*

- 
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply. See previous report for Conditions.

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Lorena Mejia  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** March 16, 2020  
**SUBJECT:** PMTT20-003

- 
- The plan does adequately address the departmental concerns at this time.  
 No comments  
 Report below.

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### Conditions of Approval

1. Standard Conditions of Approval apply.

KS:lr



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV20-007, A DEVELOPMENT PLAN TO CONSTRUCT 26 DETACHED SINGLE-FAMILY UNITS (6-PACK CLUSTER) AND 77 MULTIPLE-FAMILY UNITS (14-PLEX COURTYARD TOWNHOMES) ON 6.65 ACRES OF LAND, LOCATED AT THE NORTHEAST CORNER OF ONTARIO RANCH ROAD AND HAVEN AVENUE, WITHIN THE MIXED USE DISTRICT – PLANNING AREA 6A OF THE RICH HAVEN SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 0218-393-07, 0218-393-06, 0218-393-10, 0218-393-22, 0218-393-36, 0218-393-38, AND 0218-393-39

WHEREAS, BROOKFIELD PROPERTIES DEVELOPMENT (hereinafter referred to as "Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV20-007, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 6.65 acres of land generally located at the northeast corner of Ontario Ranch Road and Haven Avenue within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan, and is presently mass graded and vacant; and

WHEREAS, the property to the north and east of the Project site is within the Mixed Use District Planning Area 6B of the Rich Haven Specific Plan, and is developed with multi-family residential and parkland. The property to the south is within the Mixed Use District Planning Area 9A of the Rich Haven Specific Plan, and is vacant. The property to the west is within the Medium Density Residential land use district of The Avenue Specific Plan, and is developed with a residential subdivision; and

WHEREAS, on July 24, 2018, the Planning Commission approved Tentative Tract Map 20081 (File No. PMTT17-003) to subdivide 44.98 acres into 76 numbered lots and 62 lettered lots for residential and commercial uses, for Condominium Purposes, public/private streets, landscape neighborhood edges, common open space, and to facilitate the construction of three residential product types, including 6-Pack Cluster homes, Rowtown homes, and Courtyard Townhomes; and

WHEREAS, on March 11, 2020, the applicant submitted Tentative Tract Map 20345 (File No. PMTT20-003) to subdivide lots 44, 45, and 76 of Tract Map No. 20081, in conjunction with an amendment to the Rich Haven Specific Plan (File No. PSPA19-006), changing the land use designation on lot 76 from Regional Commercial to Stand-Alone Residential Overlay within Planning Area 6A; and

WHEREAS, the proposed Development Plan is to allow for the construction of 6-Pack Cluster and 14-Plex Courtyard Townhome residential product types; and

WHEREAS, the 6-Pack Cluster product design consists of 26 detached single-family homes located along the northeastern portion of the project site. Each cluster lot has minimum exterior dimensions of 130 x 145 feet and is divided into six lots, which range from 2,648 to 3,639 square feet in area. The 6-pack cluster product is characterized by a private lane constructed with decorative pavers that provides both garage and front entry access to each unit. There are three distinct floor plans proposed for each cluster, with three elevations per plan. Each of the units were designed to incorporate an 18-foot-long driveway in addition to the required 2-car garage, providing a total of four parking spaces for each unit; and

WHEREAS, there are three transitional architectural styles proposed for the 6-Pack Cluster homes, including Spanish, Craftsman, and Farmhouse; and

WHEREAS, the 14-Plex Courtyard Townhome product design includes five 14-unit buildings and one 7-unit building within the proposed project, with six floor plans and two transitional architectural styles proposed (Prairie and Farmhouse); and

WHEREAS, the proposed Courtyard Townhome product takes garage access from an auto court, with main unit entrances fronting the street, private drive aisle, or a pedestrian paseo. The primary access to each unit will be from a paseo landscaped with accent trees and landscaped planters to provide visual interest and promote pedestrian mobility. All plans incorporate various design features such as horizontal and vertical building articulation, varied entry designs, private patios, second floor laundry facilities, and second floor decks/balconies. All homes will have a two-car garage, with the exception of Plan 1, which will have a one-car garage. To minimize the visual impact of garages, the applicant proposes access off an auto court, along with varied massing, second story projections over garages, recessed garage doors, landscaped finger planters, and varied roof lines; and

WHEREAS, Tract Map 20081 facilitated the construction of backbone streets, internal public/private streets, and primary access points into Planning Area 6A of the Rich Haven Specific Plan, from Ontario Ranch Road and Haven Avenue, to accommodate all future development within the tract; and

WHEREAS, the proposed project will have access from internal Tract backbone streets which include one access point from Sunset Drive, which runs east and west along the north frontage of the site, and one access point from Rosy Parkway, which runs north and south along the east frontage of the site. The proposed Tentative Tract Map 20345 will also construct private drive aisles and private lanes to serve the project site; and

WHEREAS, Policy PR1-1 of the Policy Plan requires new developments to provide a minimum of 2 acres of Private Park per 1,000 residents. Tract Map No. 20081 approved a total of 3.91 acres of parkland within the tract to satisfy the requirements of the overall Tract including the proposed Tentative Tract Map No. 20345. The proposed project increased the required parkland for the overall tracts, from 3.4 acres to 3.69 acres of parkland. The applicant is constructing 3.91 acres of parkland which exceeds the minimum park requirements; and

WHEREAS, a parking plan was completed to demonstrate there is sufficient parking throughout the project site. The proposed product types would require a total of 240 parking spaces and 195 of those parking spaces would be provided within a garage. The parking plan also demonstrates that the required parking would be exceeded by 73 parking spaces. The additional parking spaces are provided throughout the site as on-street parking, driveways, and within the private drive aisles. The parking plan demonstrates that there will be an average of 3 parking spaces per unit, which should be more than adequate to accommodate both resident and visitor parking; and

WHEREAS, a Specific Plan Amendment and Tentative Tract Map, File Nos. PSPA19-006 and PMTT20-003 /TT 20345, respectively, were filed in conjunction with the proposed Development Plan. The two applications consist of: [1] A Specific Plan Amendment to change the land use designation on 4.13 acres of land within Planning Area 6A from Regional Commercial to Stand-Alone Residential Overlay and to change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial; and [2] Tentative Tract Map to subdivide 6.65 acres of land into 1 numbered lot for condominium purposes, 26 numbered lots for single-family dwellings and 20 lettered lots; and

WHEREAS, The Ontario Plan (File No. PGPA06-001) 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 April 5, 2021, 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 No. DAB21-011, recommending that the Planning Commission approve the Application; and

WHEREAS, as the first action on the Project, on April 27, 2021, the Planning Commission issued a Resolution recommending the City Council adopt 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 April 27, 2021, 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: Environmental Determination and Findings.** As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the Addendum, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Addendum, the initial study, and 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 the 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; and

(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; and

(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; and

(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.

**SECTION 2: Subsequent or Supplemental Environmental Review Not Required.** Based on the EIR 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 Certified EIR 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

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: 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. The project site is 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, and the proposed project is consistent with the number of dwelling units (103) and density (14 DU/AC) specified in the Available Land Inventory.

**SECTION 4: *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 5: *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 through 4, 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 Mixed-Use land use district of the Policy Plan Land Use Map, and the Mixed-Use District Planning Area 6A (proposed Stand-Alone Residential Overlay) of the Rich Haven Specific Plan. 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 Mixed-Use District Planning Area 6A (proposed Stand-Alone Residential Overlay) of the Rich Haven Specific Plan, including standards relative to the particular land use proposed (residential), 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 Rich Haven Specific Plan 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, and the Rich Haven Specific 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 Rich Haven Specific Plan 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 (residential). As a result of this review, the Planning Commission 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 Rich Haven Specific Plan.

**SECTION 6: City Council Required Actions.** Approval of this Project is contingent upon City Council approving a Specific Plan Amendment, and EIR Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140).

**SECTION 7: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 6, 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 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 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 9: *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 10: *Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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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 27th day of April 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV20-007  
Departmental Conditions of Approval**

*(Departmental conditions of approval to 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*

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**Meeting Date:** April 27, 2021

**File No:** PDEV20-007

**Related Files:** PMTT20-003

**Project Description:** A Development Plan (File No. PDEV20-007) to construct 26 detached single-family units (6-Pack Cluster) and 77 multiple-family units (14-plex Courtyard Townhomes) on 6.65 acres of land located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed-Use District – Planning Area 6A of the Rich Haven Specific Plan. (APNs: 0218-393-07, 0218-393-06, 0218-393-10, 0218-393-22, 0218-393-36, 0218-393-38 and 0218-393-39); **submitted by Brookfield Properties Development.**

**Prepared By:** Lorena Mejia, Senior Planner  
Phone: 909.395.2276 (direct)  
Email: lmejia@ontarioca.gov

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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. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

**2.5** 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) 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.

(c) 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.

(d) 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).

**2.6** 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.

**2.7**     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.

**2.8**     Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

**2.9**     Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

**2.10**    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).

**2.11**    Disclosure Statements.

(a)     A copy of the Public Report from the Department of Real Estate, prepared for the subdivision pursuant to Business and Professions Code Section 11000 et seq., shall be provided to each prospective buyer of the residential units and shall include a statement to the effect that:

(i)     This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

(ii)    Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.

(iii)   The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.

(iv)    This tract is part of a Landscape Maintenance District. The homeowner(s) will be assessed through their property taxes for the continuing maintenance of the district.

**2.12**    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.

**2.13** 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.

**2.14** Tribal Consultation Conditions.

**(a)** The project developer shall retain a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.

**(b)** The project developer shall retain a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. A copy of the executed contract shall be submitted to the City of Ontario Planning Department prior to the issuance of any grading permit (any ground-disturbing activity). At their discretion, a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry can be present during the removal of dairy manure to native soil, but not at the developers' expense.

**(c)** A qualified archaeologist and a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).

**(d)** Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the

remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

(e) There shall be no Scientific study or the utilization of any invasive diagnostics on any Native American human remains.

(f) If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.

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

#### **2.15** 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.

#### **2.16** Additional Requirements.

(a) The Development Plan shall not be final and conclusive until the Specific Plan Amendment (File No. PSPA19-006) is approved by the City Council.

(b) All applicable conditions of approval of the Development Agreement (File No. PDA17-002) shall apply.

(c) All applicable conditions of approval of the Rich Haven Specific Plan shall apply.

(d) The applicant shall contact the Ontario Post Office to determine the size and location of mailboxes for this project. The location of the mailboxes shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.



**(e)** Prior to the issuance of grading permits, (Rough or Precise Grading). Mitigation Measures (MM), from The Rich Haven Specific Plan EIR, pertaining to Grading Activities must be met prior to issuance of grading permits.

**(f)** All applicable conditions of approval of Tract Map 20081 (File No. PMTT17-003) and TT 20345 (File No. PMTT20-003) shall apply to this project.

**(g)** 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 residential Screening Tables.

**(h)** All corner lots shall be treated with enhanced elevations (Lots 2, 21 and 27). Construction drawings shall include architectural enhancements.

**(i)** Rear facing elevations that are adjacent to the public right-of-way shall be treated with enhanced elevations on the buildings 2<sup>nd</sup> story (Lots 27, 26, 25, 24, 17, 11, 10, 5, 4, 3 and 2). Construction drawings shall include architectural enhancements.

**(j)** Combine walkway entrances into one primary for walkways that are located adjacent to one-another on street facing elevations, such as units 171/172 and units 242/243.

**(k)** The trash enclosures will be designed to architecturally match the adjoining surrounding development.



**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
<b>PROJECT FILE NO. TM-20345</b>  <b>RELATED FILE NO(S). PMTT20-003, PDEV20-007</b>		
<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:** Lorena Mejia (909) 395-2276

**DAB MEETING DATE:** April 5, 2021

**PROJECT NAME / DESCRIPTION:** TM-20345, a Tentative Tract Map for Common Interest Subdivision to subdivide 6.63 acres of land into 27 numbered lots and 20 lettered common lots within the Regional Commercial land use district of the Rich Haven Specific Plan

**LOCATION:** Northeast corner of Haven Avenue and Ontario Ranch Road

**APPLICANT:** Brookfield Residential

**REVIEWED BY:**  3-12-21  
Raymond Lee, P.E. Date  
Assistant City Engineer

**APPROVED BY:**  3-12-21  
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 type="checkbox"/>            | 1.01 Dedicate to the City of Ontario, the right-of-way, described below:<br>_____ feet on _____<br>Property line corner 'cut-back' required at the intersection of _____<br>and _____.   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | 1.02 Dedicate to the City of Ontario, the following easement(s): <ul style="list-style-type: none"> <li>A. An easement for public utility and emergency access purposes with a width of 25-30' varies along all private alleys</li> <li>B. 52 feet wide easement for public utility and emergency access purposes along all private drives</li> </ul>  | <input type="checkbox"/> |
| <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): <ul style="list-style-type: none"> <li>A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.</li> </ul>   | <input type="checkbox"/> |
| <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"/> |
| <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 <a href="http://tceplumecleanup.com/">http://tceplumecleanup.com/</a> ), 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 <a href="http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658">http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658</a> .  | <input type="checkbox"/> |



- 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](http://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) 395-2341 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. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).
- B. The Tract Map shall comply with the approved Rich Haven Specific Plan, the Development Agreement, the Conditions of Approval for Tentative Tract Map No. 20081 and the Conditions of Approval for this Tentative Tract Map.
- C. Applicant/developer shall obtain all off-site right-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.

**2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:**

**A. GENERAL**  
 ( Permits includes Grading, Building, Demolition and Encroachment )

- 2.01 Record Tract Map No. 20345 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.



- 2.02 Submit a PDF 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](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: \_\_\_\_\_
- 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	All Interior Drives/Alleys (Private)	Street 2	Street 3	Street 4
Curb and Gutter	<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	<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 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	<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 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 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
ADA Access Ramp	<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
Parkway	<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)	<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



<b>Sewer</b> (see Sec. 2.C)	<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	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
<b>Water</b> (see Sec. 2.D)	<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	<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 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
Street Light (see Sec. 2.F)	<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	<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
<b>Storm Drain</b> (see Sec. 2G)	<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	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
<b>Fiber Optics</b> (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input 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: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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 21 inch sewer main is available for connection by this project in Haven Ave. (Ref: Sewer plan bar code: S15511)**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 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. Services and Laterals Abandonment: Abandon all unused sewer laterals in East Sunset Drive.**
  - B. Sewer Manhole: Provide sewer manhole at each grade break (vertical alignment), any angle point (horizontal alignment), sewer main tees and crosses.**
  - C. Terminus Sewer Manhole: Provide sewer manhole at each dead end of sewer main in place of sewer cleanout.**
  - D. Sewer Main Segment Abandonment: Abandon a segment of the sewer main in East Delight Paseo, crossing South Rosy Parkway since the sewer for this proposed Tract 20345 will not be connecting to here as originally proposed.**
  - E. Final Sewer Sub-Area Master Plan (SSAMP): Provide a final sewer design report (i.e. sizing calculations) for the proposed sewer system pursuant to Section 4-8 of Sewer Master Plan (SMP) and demonstrate that the sewer criteria of the SMP (Sections 4-2 to 4-5) has been met. The report shall include sewer demands for all residential units and non-residential use (sf) that constitute the total flow from and through this project and needs to include each proposed reach of main in the project.**
    - i. Also, provide an update to the most current TM-20081 SSAMP to all sewer main formerly downstream (Node 11B to Node G40) of this tract to address the reduction of flows of this project. The TM-20081 SSAMP update may be included as part of the SSAMP for this tract.**

### D. WATER

- 2.27 **A 12 inch water main is available for connection by this project in East Sunset Drive and South Rosy Parkway. (Ref: Water plan bar code: W16435)**



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. Services and Laterals Abandonment: Abandon all unused domestic water services along East Sunset Drive.**

**B. Domestic Services: No more than six (6) private water services run down the alley way. If the private services are coming out of the meter and directly into the building (such as into a mechanical room), please provide on the Final USM a typical detail with label showing and explaining how this is done. Otherwise, work with the City on alternative way to provide water to the proposed individual units.**

#### E. RECYCLED WATER

2.30 **A 8 inch recycled water main is available for connection by this project in East Sunset Drive. (Ref: Recycled Water plan bar code: P11732)**

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:**

**A. Services and Laterals Abandonment: Abandon all unused recycled water services in East Sunset Drive.**

#### 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 proposed driveways in accordance with City of Ontario Standard Drawing No. 1112 for Private Alley and Standard Drawing No. 1205 for Residential Driveway. Show the appropriate radius used for proposed driveways.**

**B. Property frontage along Haven Avenue and Ontario Ranch Road shall be signed "No Stopping Anytime".**

**C. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to starting design plans.**



**G. DRAINAGE / HYDROLOGY**

- 2.38 A 78 inch storm drain main is available to accept flows from this project in Haven Ave. (Ref: Storm Drain plan bar code: D13611-12)
- 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. Design and construct storm drain lines on private drives. Sizes and alignments as shown on the Tentative Tract Map 20345/Utilities System Map dated 2/3/2021.

**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) 395-2341 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 along the project frontages on all private drives/alleys.
- 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. INTEGRATED WASTE**

- 2.52 Onsite solid waste shall be designed in accordance with the City's Refuse & Recycling Planning Manual located at:  
<https://www.ontarioca.gov/OMUC/IntegratedWaste>
- 2.53 Other conditions: 
  - A. Final Solid Waste Handling Plan (SWHP): Prior to approval of any building permits, submit a final SWHP with the Precise Grading Plan for review and approval of Ontario Municipal Utilities Company
  - B. Trash Enclosures (Applicable to Multifamily Attached-MFA):
    - i. Organics Separation and Collection: This site shall comply with the Requirements of State Assembly Bill AB1826, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes.
      - a. Include on SWHP how Organics separation and collections shall be handled in addition to refuse and recycling collections
      - b. In order to comply with these requirements, three (3) 4CY bin per trash enclosure (one 4CY bin for refuse, one 4CY bin for recycling, and one 4CY bin for organics). Proposed three trash enclosures with three 4-cy bins in each, with solid roofs - see latest SWHP dated 2/2/2021.
  - C. Auto-Cans (Applicable to Single Family Detached-SFD): In order to comply with the requirements directly above, each SFD to have three auto-cans, one for refuse, one for recycling and one for organics.



**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 (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.



**EXHIBIT 'A'**

**ENGINEERING DEPARTMENT  
First Plan Check Submittal Checklist**

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Project Number: PMTT20-003, PDEV20-007, and/or Tract Map No. 20345

**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:** \_\_\_\_\_

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PSPA19-006, PMTT20-003 & PDEV20-007

Address: NEC of Haven Avenue & Ontario Ranch Road

APN: 218-393-10, 06 & 07

Existing Land Use: Vacant/Former Dairy Agriculture

Proposed Land Use: SPA change land use from Commercial to Residential, Tentative Tract Map to subdivide 6.63 acres into 20 lettered lots and 28 numbered lots and a Development Plan to construct 103 residential units

Site Acreage: 6.63 Proposed Structure Height: 35 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Lorena Mejia

Date: 12/23/2020

CD No.: 2020-018

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 type="radio"/> 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 +</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.

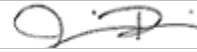
Airport Planner Signature: \_\_\_\_\_



**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

**DAB CONDITIONS OF APPROVAL**

Sign Off



03/23/21

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

**Jamie Richardson, Sr. Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:

PDEV20-007

Case Planner:

Lorena Mejia

Project Name and Location:

Rich Haven - Jade at Canvas Park  
 North East Corner of Haven Ave. and Ontario Ranch Road

Applicant/Representative:

Brookcal Ontario – Derek Spalding, Project Manager  
 2030 Main ST suite 1000  
 Costa Mesa, CA 92626



**A Preliminary Landscape Plan (dated 2/10/2021) 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.**



**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](mailto:landscapeplancheck@ontarioca.gov)  
**DIGITAL SUBMITTALS MUST BE 10MB OR LESS.**

**Civil/ Site Plans**

1. Show or note transformers shall located in planter areas and set back 3' from paving for small transformers less than 4' high and 5' setback for large transformer greater than 4' high. Locate on level grade. Coordinate with landscape plans.
2. Show or note backflow devices shall be located in planter areas, and set back min 3' from paving Locate on level grade. Coordinate with landscape plans.
3. Wall footings shall not restrict landscape; max 12" in front of footing with of 12" of cover.
4. Show on plans step outs at parking spaces adjacent to planters; 12" wide monolithic curb, 12" compacted decomposed granite or pavers adjacent to the 6" curb.
5. AC units shall be located and sized to be appropriately screened from public views.

**Landscape Plans**

1. Replace use Salvia leucantha in open planter spaces (gets wide, rangy and woody with age) consider Salvia clevelandii.
2. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility, show as masses and duplicate masses in other locations on regular intervals.
3. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
4. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
5. Provide phasing map for multi-phase projects.
6. After a project's entitlement approval, the applicant shall pay all applicable fees at a rate established by resolution of the City Council. Fees are:

Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Lorena Mejia  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** March 25, 2020  
**SUBJECT:** PDEV20-007

- 
- The plan does adequately address the departmental concerns at this time.  
 No comments  
 Report below.

---

### Conditions of Approval

1. Standard Conditions of Approval apply.

KS:lr



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Lorena Mejia, Senior Planner

**FROM:** Emily Hernandez, Police Officer

**DATE:** March 31, 2020

**SUBJECT:** PDEV20-007- A DEVELOPMENT PLAN TO CONSTRUCT 66 SINGLE-FAMILY UNITS AND 77 MULTIPLE-FAMILY UNITS LOCATED ON THE NORTHEAST CORNER OF HAVEN AVENUE AND ONTARIO RANCH ROAD.

---

The “Standard Conditions of Approval” contained in Resolution No. 2017-027 for “Ontario ranch Projects” apply. The applicant shall read and be thoroughly familiar with these conditions, including but not limited to, the requirements listed below.

- Required lighting for all walkways, driveways, doorways, parking areas, park walkways, playgrounds and other areas used by the public shall be provided and operate on photosensor at the prescribed foot-candle levels. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- The Applicant shall install illuminated address numbers, powered by photocell, on each individual unit and shall not be controlled by the building occupants.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.

The Applicant is invited to contact Officer Emily Hernandez at (909) 408-1755 with any questions or concerns regarding these conditions.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Lorena Mejia, Senior Planner  
Planning Department

**FROM:** Paul Ehrman, Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** April 8, 2020

**SUBJECT:** A Development Plan (File No. PDEV20-007) to construct 26 detached single-family units (6-Pack Cluster) and 77 multiple-family units (14-plex Courtyard Townhomes) on 6.65 acres of land located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District – Planning Area 6A of the Rich Haven Specific Plan (APNs: 0218-393-07, 0218-393-06, 0218-393-10, 0218-393-22, 0218-393-36, 0218-393-38 and 0218-393-39); submitted by Brookfield Properties Development.. Related Files: PSPA19-006 and PMTT20-003.

- 
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply, as stated below.
- 

### **SITE AND BUILDING FEATURES:**

- A. 2016 CBC Type of Construction: VB
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 2
- E. Total Square Footage: Varies 742 – 1761 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): R2

## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

- 1.1 The following are the Ontario Fire Department (“Fire Department”) requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards (“Standards.”) It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ontarioca.gov](http://www.ontarioca.gov), click on “Fire Department” and then on “Standards and Forms.”
- 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

### **2.0 FIRE DEPARTMENT ACCESS**

- 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.
- 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by Fire Department and other emergency services.

### **3.0 WATER SUPPLY**

- 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### **4.0 FIRE PROTECTION SYSTEMS**

- 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of Fire Department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily final) before the building is enclosed.

### **5.0 BUILDING CONSTRUCTION FEATURES**

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.

- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003. .
- ☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.

**FILE NO:** PDA20-002

**SUBJECT:** A Development Agreement (File No. PDA20-002) between the City of Ontario and Rich Haven Marketplace LLC, to establish the terms and conditions for the development of Planning Areas 7A and 7B pursuant to the proposed Rich-Haven Specific Plan Amendment (File No. PSPA19-006), an 81.1 acre property located at the northwest corner of Hamner Avenue and Ontario Ranch Road, within the proposed Light Industrial and Regional Commercial land use districts of the Rich-Haven Specific Plan (APNs: 0218-211-17; 0218-211-24; and 0218-211-27). **Submitted by Rich Haven Marketplace, LLC. City Council action is required.**

**PROPERTY OWNER:** Rich Haven Marketplace, LLC., a Delaware limited liability company

**RECOMMENDED ACTION:** That the Planning Commission consider and recommend City Council adoption of an ordinance approving the Development Agreement (File No. PDA20-002) between the City of Ontario and Rich Haven Marketplace, LLC, pursuant to the facts and reasons contained in the staff report and attached resolution.

**PROJECT SETTING:** The project site is comprised of 81.1 acres of land located at the northwest corner of Hamner Avenue and Ontario Ranch Road, within the proposed Light Industrial and Regional Commercial land use districts of the Rich-Haven Specific Plan and is depicted in Figure 1: Project Location.

**PROJECT ANALYSIS:**

(1) Background — On December 4, 2007, the City Council certified the Environmental Impact Report (State Clearinghouse No. 2006051081) and related Rich-Haven Specific Plan, File No. PSP05-004 (the "Specific Plan"). The Specific Plan currently addresses the potential development of 7,194 dwelling

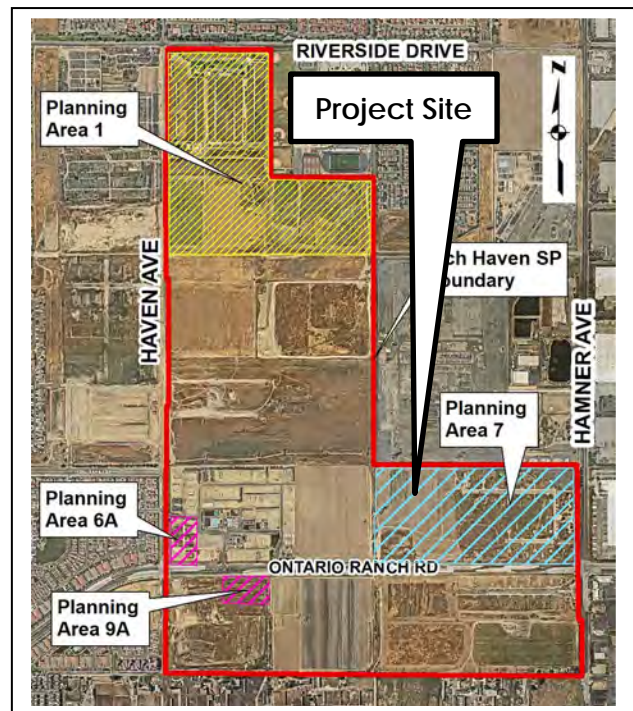



Figure 1: Project Location

Case Planner:	Derrick Womble, Administrative Officer
Planning Director Approval:	
Submittal Date:	09/23/20

Hearing Body	Date	Decision	Action
DAB	N/A	N/A	N/A
PC	04/27/21		Recommend
CC	05/18/21		Final



units and maximum 1,131,702 square feet of commercial/office uses. The Owner has proposed a General Plan Amendment (File No. PGPA19-005) and an amendment (File No. PSPA19-006) to the Rich-Haven Specific Plan, which among various other revisions, includes a proposed change to the land use designation on 81.1 gross acres of land within Planning Area 7 (Stand-Alone Residential Overlay, Mixed-Use Overlay, Regional Commercial, and SCE Easement/Gas Easement) to, Planning Area 7A (49.4 gross acres of Light Industrial and 6.6 gross acres of Open Space – Non Recreation) and Planning Area 7B (25.1 gross acres of Regional Commercial).

The Ontario Ranch financial commitments required for construction of properties within a specific plan are substantial. Therefore, in order to adequately forecast these costs and gain assurance that the project may proceed under the existing policies, rules and regulations, Rich Haven Marketplace, LLC (“Owner”) has requested that the City enter into negotiations to create a Development Agreement (“Agreement”).

In accordance with California Government Code Section 65865, which in part states that that “[a]ny city... may enter into a Development Agreement with any person having a legal or equitable interest in real property for the development of such property...” and California Government Code Section 65865.52, which in part states that “a Development Agreement shall specify the duration of the Agreement, the permitted uses of the property... and may include conditions, terms, restrictions...,” the City of Ontario adopted Resolution No. 2002-100 setting forth the procedures and requirements for consideration of Development Agreements. Pursuant to these procedures and requirements, staff entered into negotiations with the Owner to create a Development Agreement for consideration by the Planning Commission and City Council.

The proposed Agreement (File No. PDA20-002) is based upon the model Development Agreement that was developed in coordination with the City Attorney and legal counsel for NMC Builders. This model Development Agreement is consistent with the provisions of the Construction Agreement. The terms of the agreement between NMC Builders’ members requires that members of the LLC enter into Development Agreements that are consistent with the provisions of the Construction Agreement.

(2) Staff Analysis — The Agreement proposes to include 81.1 acres of land within the proposed Light Industrial and Regional Commercial land use districts of the Rich-Haven Specific Plan, as shown on the attached Exhibit “A”. The Agreement grants the Owner a vested right to develop Planning Areas 7A and 7B, provided the Owner complies with the terms and conditions of the Specific Plan and EIR.

Generally, Development Agreements are submitted in conjunction with a tract or parcel map that tie certain improvements necessary for project development to the map. However, since the Owner has chosen to submit a map and development plan for Planning Areas 7A and 7B at a later date, the City is requiring pursuant to the Agreement, that prior to any onsite development of the property, the Owner shall submit to the City a tract or parcel map and development plan application (collectively the “Onsite

Development Application”), which shall be subject to the discretionary approval of the City. The Agreement shall be amended concurrent with the Onsite Development Application(s) approvals to include the offsite and onsite infrastructure improvements and phasing, if applicable, at the discretion of the City.

Additionally, the Owner has acknowledged and agreed that the infrastructure described and depicted in the Agreement, is based on the known requirements for the land uses shown for Planning Areas 7A and 7B, at this time. The Onsite Development Application(s) may require an amendment to the Agreement that may change the size and location of the infrastructure improvements described and depicted in the Agreement. The City shall have the sole discretion to require additional improvements, exhibits, fees, technical studies, or any other item(s) necessary for development of the Property.

The term of the Agreement is for 10 years, with a 5 year option to renew. The main points of the agreement address funding for all new City expenses created by the project, which includes: Development Impact Fees (“DIF”) for construction of public improvements (i.e. streets and bridges, sewer, water, storm drain and fiber); Public Service Funding to ensure adequate provisions of public services (police, fire and other public services); and the creation of a Community Facilities District (“CFD”) for the maintenance of public facilities. Additionally, the Agreement will allow the Owner to phase the development of the Project, subject to approval by the City.

Staff finds that the Agreement is consistent with State law, The Ontario Plan, and the City’s Development Agreement policies. As a result, staff is recommending approval of the application to the Planning Commission. If the Planning Commission finds the Agreement is acceptable, a recommendation of approval to the City Council would be appropriate.

**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
  - 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)
  - Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(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.

### **Community Economics Element:**

- Goal CE1: A complete community that provides for all incomes and stages of life.
- 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.
  - CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

➤ 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.

➤ CD2-7 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.

➤ CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

➤ 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 CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

➤ CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.

➤ CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.

➤ CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.

➤ CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.

➤ CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

▪ 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:** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on 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.

Senate Bill 330 – Housing Accountability Act (Government Code Section 65589.5 et seq.) (“SB 330”) was passed by the California Legislature, signed by the Governor and became effective on January 1, 2020. The bill is the result of the Legislature’s extensive findings regarding the California “housing supply crisis” with “housing demand far outstripping supply.”

SB 330 amended Government Code Sections 65589.5, adding Government Code Sections 65940, 65943 and 65950, and repealed and readopted Sections 65906.5, 65913.10 and 65941.1. To summarize, no city may disapprove a residential housing development project for low- to moderate-income households (as defined therein) unless it makes a finding that the housing development project “would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households...” such as where the housing development project is proposed on land “which does not have adequate water or wastewater facilities to serve the project.” (Government Code Section 65589.5(d)(2), (4)).

In addition, the legislation adds Chapter 12 to Division 1 of Title 7 of the Government Code (Section 66300 et seq.) that applies to “affected cities,” which are identified as cities in urbanized areas as determined by the most recent census. In accordance with SB 330, the Department of Community Development and Housing (“HCD”) has prepared a list of affected cities and has determined that Ontario is an “affected city.” Therefore, pursuant to Government Code section 66300(b)(1)(A) and (b):

*(b) (1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:*

*(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018...”*

except when approved by HCD or when the following exception is set out in Government Code Section 66300(i)(1) applies:

*(i) (1) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.*

As discussed in the Background section of the staff report, a GPA and SPA is proposed to change the site's land use designations from Mixed-Use to Industrial. The GPA would eliminate the Mixed-Use allowable housing, thereby theoretically eliminating 725 units (as allocated by TOP LU-03 Build-out Table, and the Rich Haven SP Land Use Summary Table 3-1).

To address the removal of 725 residential units and demonstrate a "no net loss," and demonstrate that the Project is compliant with provisions of Section 66300(i)(1) have been met and there is no net loss of residential capacity, the applicant is proposing to increase the density/capacity within other areas of the Rich Haven Specific Plan controlled by Rich Haven Marketplace. The proposed General Plan and Specific Plan amendments will create a combined increase of 725 units within the Rich Haven Specific Plan area that will offset the loss of 725 residential units located at the northwest corner of Hamner Avenue and Ontario Ranch Road (Planning Area 7 of the Rich Haven Specific Plan), resulting in a no net loss of residential units, and maintaining compliance requirements with SB330.

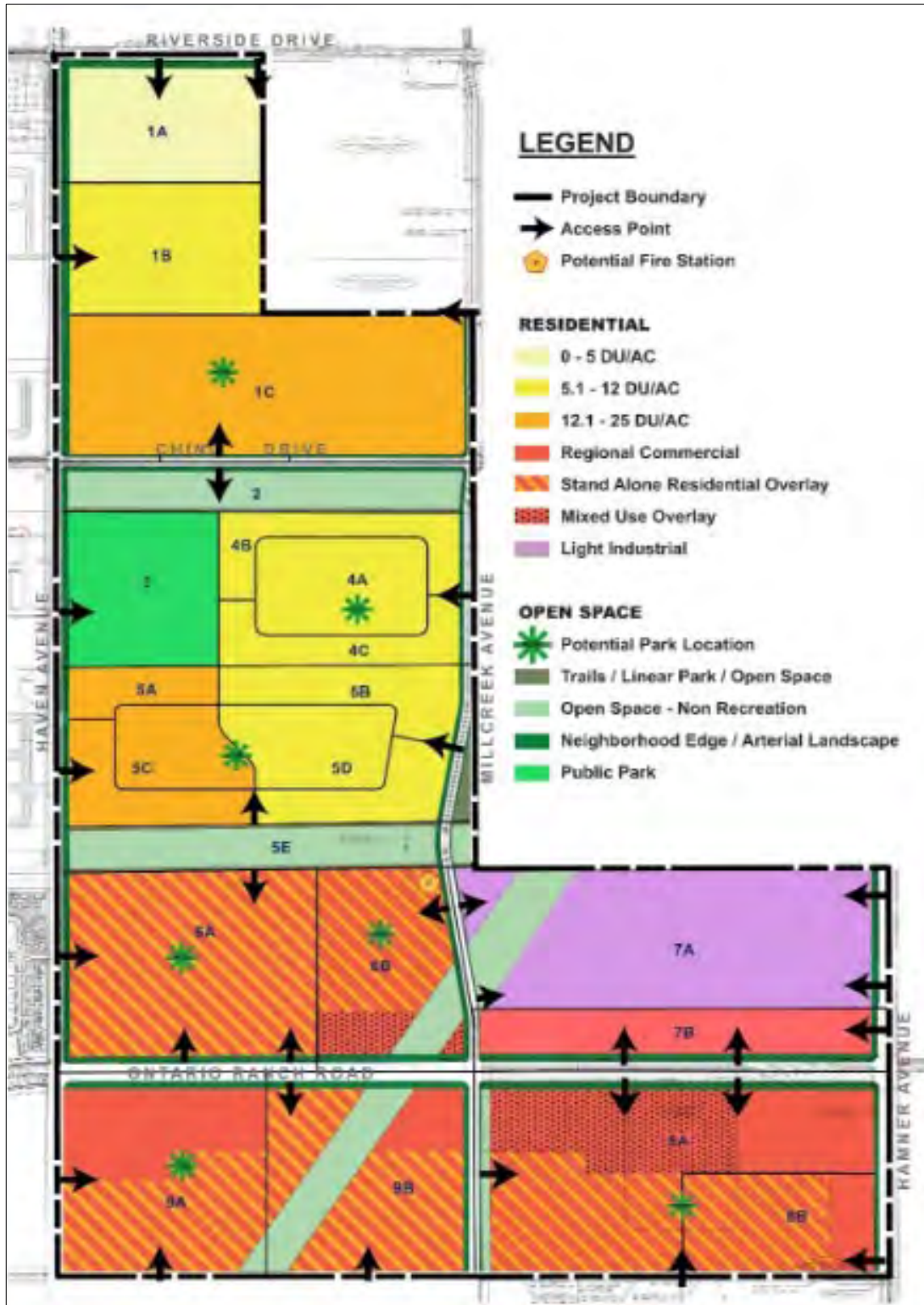
**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual 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:** Staff has prepared an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 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 environmental impacts of this Project were thoroughly analyzed in the EIR Addendum prepared for General Plan Amendment (File No. PGPA19-005) and



an amendment to the Rich-Haven Specific Plan (File No. PSPA19-006), 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.

Exhibit "A": Rich-Haven Specific Plan Proposed Land Use Map (File No. PSPA19-006)



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDA20-002, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND RICH HAVEN MARKETPLACE LLC., TO ESTABLISH THE TERMS AND CONDITIONS FOR THE DEVELOPMENT OF PLANNING AREAS 7A AND 7B PURSUANT TO THE PROPOSED RICH-HAVEN SPECIFIC PLAN AMENDMENT (FILE NO. PSPA19-006), AN 81.1 ACRE PROPERTY LOCATED AT THE NORTHWEST CORNER OF HAMNER AVENUE AND ONTARIO RANCH ROAD, WITHIN THE PROPOSED LIGHT INDUSTRIAL AND REGIONAL COMMERCIAL LAND USE DISTRICTS OF THE RICH-HAVEN SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 0218-211-17; 0218-211-24; AND 0218-211-27.

WHEREAS, Rich Haven Marketplace, LLC., ("Applicant") has filed an Application for the approval of a Development Agreement, File No. PDA20-002, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 81.1 acres of land generally located at the northwest corner of Hamner Avenue and Ontario Ranch Road, within the proposed Light Industrial and Regional Commercial land use districts of the Rich-Haven Specific Plan; and

WHEREAS, the Applicant has submitted an amendment (File No. PSPA19-006) to the Rich-Haven Specific Plan, which among various other revisions, includes a proposed change to the land use designation on 81.1 gross acres of land within Planning Area 7 (Stand-Alone Residential Overlay, Mixed-Use Overlay, Regional Commercial, and SCE Easement/Gas Easement) to, Planning Area 7A (49.4 gross acres of Light Industrial and 6.6 gross acres of Open Space – Non Recreation) and Planning Area 7B (25.1 gross acres of Regional Commercial); and

WHEREAS, the proposed Application is based upon the model Development Agreement that was developed in coordination with the City Attorney and legal counsel for NMC Builders, LLC.; and

WHEREAS, the Application proposes to include 81.1 acres of land within the proposed Light Industrial and Regional Commercial land use districts of the Rich-Haven Specific Plan. The Application grants the Owner a vested right to develop Planning Areas 7A and 7B, provided the Owner complies with the terms and conditions of the Specific Plan and EIR; and

WHEREAS, the City is requiring pursuant to the proposed Application, that prior to any onsite development of the property, the Owner shall submit to the City a tract or parcel

map and development plan application (collectively the "Onsite Development Application"), which shall be subject to the discretionary approval of the City. The Agreement shall be amended concurrent with the Onsite Development Application(s) approvals to include the offsite and onsite infrastructure improvements and phasing, if applicable, at the discretion of the City; and

WHEREAS, the Applicant has acknowledged and agreed that the infrastructure described and depicted in the Application, is based on the known requirements for the land uses shown for Planning Areas 7A and 7B, at this time. The Onsite Development Application(s) may require an amendment to the Application that may change the size and location of the infrastructure improvements described and depicted in the Application. The City shall have the sole discretion to require additional improvements, exhibits, fees, technical studies, or any other item(s) necessary for development of the Property; and

WHEREAS, The Ontario Plan (File No. PGPA06-001) 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 make recommendation to the City Council 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;

WHEREAS, as the first action on the Project, on April 27, 2021, the Planning Commission issued a Resolution recommending the City Council adopt 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 April 27, 2021, 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: Environmental Determination and Findings.** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the Addendum, the initial study, and the administrative record for the Project, including all written and oral evidence provided

during the comment period. Based upon the facts and information contained in the Addendum, the initial study, and 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 the 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; and

(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; and

(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; and

(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.

**SECTION 2: *Subsequent or Supplemental Environmental Review Not Required.*** Based on the EIR 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 Certified EIR 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

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: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending 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. Senate Bill 330 – Housing Accountability Act (Government Code Section 65589.5 et seq.) (“SB 330”) was passed by the California Legislature, signed by the Governor and became effective on January 1, 2020. The bill is the result of the Legislature’s extensive findings regarding the California “housing supply crisis” with “housing demand far outstripping supply.”

SB 330 amended Government Code Sections 65589.5, adding Government Code Sections 65940, 65943 and 65950, and repealed and readopted Sections 65906.5, 65913.10 and 65941.1. To summarize, no city may disapprove a residential housing development project for low- to moderate-income households (as defined therein) unless it makes a finding that the housing development project “would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households...” such as where the housing development project is proposed on land “which does not have adequate water or wastewater facilities to serve the project.” (Government Code Section 65589.5(d)(2), (4)).

In addition, the legislation adds Chapter 12 to Division 1 of Title 7 of the Government Code (Section 66300 et seq.) that applies to “affected cities,” which are identified as cities in urbanized areas as determined by the most recent census. In accordance with SB 330, the Department of Community Development and Housing (“HCD”) has prepared a list of affected cities and has determined that Ontario is an “affected city.” Therefore, pursuant to Government Code section 66300(b)(1)(A) and (b):

*(b) (1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:*

*(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018...”*

except when approved by HCD or when the following exception is set out in Government Code Section 66300(i)(1) applies:

*(i) (1) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.*

As discussed in the Background section of the staff report, a GPA and SPA is proposed to change the site’s land use designations from Mixed-Use to Industrial. The GPA would eliminate the Mixed-Use allowable housing, thereby theoretically eliminating 725 units (as allocated by TOP LU-03 Build-out Table, and the Rich Haven SP Land Use Summary Table 3-1).

To address the removal of 725 residential units and demonstrate a “no net loss,” and demonstrate that the Project is compliant with provisions of Section 66300(i)(1) have been met and there is no net loss of residential capacity, the applicant is proposing to increase the density/capacity within other areas of the Rich Haven Specific Plan controlled by Rich Haven Marketplace. The proposed General Plan and Specific Plan amendments will create a combined increase of 725 units within the Rich Haven Specific Plan area that will offset the loss of 725 residential units located at the northwest corner of Hamner Avenue and Ontario Ranch Road (Planning Area 7 of the Rich Haven Specific Plan),



resulting in a no net loss of residential units, and maintaining compliance requirements with SB330.

**SECTION 4: *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 recommending 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 5: *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 through 4, above, the Planning Commission hereby concludes as follows:

(a) The Development Agreement applies to approximately 81.1 acres of land, located at the northwest corner of Hamner Avenue and Ontario Ranch Road, within the proposed Light Industrial and Regional Commercial land use districts of the Rich-Haven Specific Plan; and

(b) The Development Agreement establishes parameters for the development of the proposed Light Industrial and Regional Commercial land use districts of the Rich-Haven Specific Plan. The Development Agreement also grants the Applicant, the right to develop, the ability to quantify fees, and establish the terms and conditions that apply to those projects. These terms and conditions are consistent with The Ontario Plan Policy Plan (General Plan), design guidelines and development standards for the Rich-Haven Specific Plan; and

(c) The Development Agreement grants the Applicant a vested right to develop Planning Areas 7A & 7B, so long as the Applicant complies with the terms and conditions of the Rich-Haven Specific Plan and EIR; and

(d) The Development Agreement has been prepared in conformance with the goals and policies of The Ontario Plan Policy Plan (General Plan); and

(e) The Development Agreement does not conflict with the Land Use Policies of The Ontario Plan Policy Plan (General Plan) and will provide for development within the district, in a manner consistent with the Policy Plan and with related development; and

(f) This Development Agreement will promote the goals and objectives of the Land Use Element of the Policy Plan; and

(g) This Development Agreement will not be materially injurious or detrimental to the adjacent properties and will not have a significant impact on the environmental or the surrounding properties. The environmental impacts of this project were previously reviewed as part of 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 environmental impacts of this Project were thoroughly analyzed in the EIR Addendum prepared for General Plan Amendment (File No. PGPA19-005) and an amendment to the Rich-Haven Specific Plan (File No. PSPA19-006), 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.

**SECTION 6: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE the herein described Application, subject to each and every condition set forth in the Development Agreement (File No. PDA20-002) attached hereto as "Attachment A," and incorporated herein by this reference.

**SECTION 7: 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 8: 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 9: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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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 27<sup>th</sup> day of April 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**FILE NO. PDA20-002**

**DEVELOPMENT AGREEMENT**

**By and Between**

**City of Ontario,  
a California municipal corporation,**

**and**

**Rich Haven Marketplace, LLC  
a Delaware limited liability company**

*(Development Agreement to follow this page)*

**RECORDING REQUESTED BY AND  
WHEN RECORDED RETURN TO:**

CITY OF ONTARIO  
CITY CLERK / RECORDS MANAGEMENT  
303 EAST "B" STREET  
ONTARIO, CA 91764-4196

Exempt from Fees Per Gov. Code § 6103

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Space above this line for Recorder's Use Only

**FILE NO. PDA20-002**

**DEVELOPMENT AGREEMENT**

**By and Between**

**City of Ontario,  
a California municipal corporation,**

**and**

**Rich Haven Marketplace, LLC  
a Delaware limited liability company**

**\_\_\_\_\_ , 2021**

**San Bernardino County, California**

**DEVELOPMENT AGREEMENT NO. PDA20-002**

This Development Agreement (hereinafter “Agreement”) is entered into effective as of the \_\_\_\_ day of \_\_\_\_\_, 2021 by and among the City of Ontario, a California municipal corporation (hereinafter “CITY”), and Rich Haven Marketplace, LLC, a Delaware limited liability company (hereinafter “OWNER”):

**RECITALS**

WHEREAS, CITY is authorized to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to Section 65864, et seq. of the Government Code and Section 4.01.015 of the Ontario Development Code; and

WHEREAS, OWNER has requested CITY to enter into a development agreement and proceedings have been taken in accordance with the rules and regulations of CITY; and

WHEREAS, by electing to enter into this Agreement, CITY shall bind future City Councils of CITY by the obligations specified herein and limit the future exercise of certain governmental and proprietary powers of CITY; and

WHEREAS, the terms and conditions of this Agreement have undergone extensive review by CITY and the City Council and have been found to be fair, just and reasonable; and

WHEREAS, the best interests of the citizens of the CITY and the public health, safety and welfare will be served by entering into this Agreement; and

WHEREAS, all of the procedures of the California Environmental Quality Act have been met with respect to the Project and the Agreement in that Rich-Haven Specific Plan Environmental Impact Report (State Clearinghouse No. 2006051081 (the “FEIR”). The City Council found and determined that the FEIR was prepared in accordance with the requirements of the California Environmental Quality Act and adequately describes the impacts of the project described in the FEIR, which included consideration of this Agreement; and

WHEREAS, this Agreement and the Project are consistent with the CITY’s Comprehensive General Plan and the Rich-Haven Specific Plan; and

WHEREAS, all actions taken and approvals given by CITY have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the Project Site, as more particularly described and depicted in Exhibits A and B, respectively (the “Property”) in accordance with this Agreement will provide substantial benefits to CITY and will further important policies and goals of CITY; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly development of the Property, ensure progressive installation of necessary improvements, provide for public services appropriate to the development of the Project, and generally serve the purposes for which development agreements under Sections 65864 et seq. of the Government Code are intended; and

WHEREAS, OWNER has incurred and will in the future incur substantial costs in order to assure development of the Property in accordance with this Agreement; and

WHEREAS, OWNER has incurred and will in the future incur substantial costs in excess of the generally applicable requirements in order to assure vesting of legal rights to develop the Property in accordance with this Agreement.

WHEREAS, the Property is located in an area of the City of Ontario that has been known as the “New Model Colony” area and the New Model Colony area has now been renamed as “Ontario Ranch.

WHEREAS, Owner’s Property is within the boundaries defined in Exhibit A of the Construction Agreement between the CITY and NMC Builders and the Property covered by this Agreement is what is known as a “Phase 2 Water Property” as such, shall be required to provide funding for CITY’s future construction of the “Phase 2 Water Improvements” which will result in the availability of additional Net MDD Water Availability required for the development as shown on Exhibit “I-1”.

## **COVENANTS**

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

### **1. DEFINITIONS AND EXHIBITS.**

1.1 Definitions. The following terms when used in this Agreement shall be defined as follows:

1.1.1 “Agreement” means this Development Agreement.

1.1.2 “CITY” means the City of Ontario, California, a California municipal corporation.

1.1.3 “Construction Agreement” means that certain Agreement for the Financing and Construction of Phases I and II Infrastructure Improvements to Serve an Easterly Portion of the New Model Colony, entered into between the CITY and NMC Builders as of the 4th day of October, 2005, and all future amendments thereto and including the First Amended and Restated Agreement for the Financing and Construction of Limited Infrastructure Improvements to Serve an Easterly Portion of the New Model Colony entered into between the CITY and NMC Builders as of the 21<sup>st</sup> day of August, 2012 and the Amendment to the First Amended and Restated Agreement for the Financing and



Construction of Limited Infrastructure Improvements to Serve and Easterly Portion of the New Model Colony entered into between the CITY and NMC Builders as of the 19<sup>th</sup> day of September 2017.

1.1.4 “Development” means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project including, but not limited to: grading; the construction of public infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. “Development” does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.

1.1.5 “Development Approvals” means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:

- (a) specific plans and specific plan amendments;
- (b) tentative and final subdivision and parcel maps;
- (c) development plan review.

1.1.6 “Development Exaction” means any requirement of CITY in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.

1.1.7 “Development Impact Fee” means a monetary exaction, other than a tax or special assessment, whether characterized as a fee or a tax and whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, and, for purposes of this Agreement only, includes fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4. For purposes of this Agreement only, "Development Impact Fee" shall not include processing fees and charges imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued, including, without limitation, fees for zoning variances; zoning changes; use permits; building inspections; building permits; filing and processing applications and petitions filed with the local agency formation commission or conducting preliminary proceedings or proceedings under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Division 3 (commencing with Section 56000) of Title 5 of the Government Code; the processing of maps under the provisions of the Subdivision Map Act, Division 2 (commencing with Section 66410) of Title 7 of the Government Code; or planning services

under the authority of Chapter 3 (commencing with Section 65100) of Division 1 of Title 7 of the Government Code, fees and charges as described in Sections 51287, 56383, 57004, 65104, 65456, 65863.7, 65909.5, 66013, 66014, and 66451.2 of the Government Code, Sections 17951, 19132.3, and 19852 of the Health and Safety Code, Section 41901 of the Public Resources Code, and Section 21671.5 of the Public Utilities Code, as such codes may be amended or superseded, including by amendment or replacement.

1.1.8 “Development Plan” means the Existing Development Approvals and the Existing Land Use Regulations applicable to development of the Property.

1.1.9 “Effective Date” means the date that the ordinance approving this Agreement goes into effect.

1.1.10 “Existing Development Approvals” means all Development Approvals approved or issued on or prior to the Effective Date. Existing Development Approvals includes the Approvals incorporated herein as Exhibit “C” and all other Approvals which are a matter of public record on the Effective Date.

1.1.11 “Existing Land Use Regulations” means all Land Use Regulations in effect on the date of the first reading of the Ordinance adopting and approving this Agreement. Existing Land Use Regulations includes the Regulations incorporated herein as Exhibit “D” and all other Land Use Regulations that are in effect and a matter of public record on such date.

1.1.12 “General Plan” means The Ontario Plan adopted on January 26, 2010.

1.1.13 “Improvement” or “Improvements” means those public improvements required to support the development of the Project as described in Exhibit “E” and depicted in Exhibit “F” (together, the “Infrastructure Improvements Exhibit”).

1.1.14 “Land Use Regulations” means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, timing and phasing of development, the maximum height and size of buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the Property. “Land Use Regulations” does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:

- (a) the conduct of businesses, professions, and occupations;
- (b) taxes and assessments;
- (c) the control and abatement of nuisances;
- (d) the granting of encroachment permits and the conveyance of similar rights and interests that provide for the use of or the entry upon public property;

(e) the exercise of the power of eminent domain.

1.1.15 “Mortgagee” means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.

1.1.16 “Net MDD” means net maximum daily water demand.

1.1.17 “NMC Builders” means the consortium of investors and developers responsible for the construction of infrastructure within the New Model Colony incorporated as NMC Builders, LLC.

1.1.18 “OWNER” means the persons and entities listed as owner on page 1 of this Agreement and their permitted successors in interest to all or any part of the Property.

1.1.19 “Phase 2 Water EDUs” means the number of equivalent dwelling units or non-residential square footage assigned to OWNER upon payment to City of the Phase 2 Water Participation Fee for the Project and evidenced by the issuance by CITY of a Certificate of Phase 2 Net MDD Availability in the form attached as Exhibit G.

1.1.20 “Phase 2 Water Improvements” means the future water infrastructure Improvements required for the issuance by CITY of the “Water Availability Equivalents” (WAE) for the Project.

1.1.21 “Phase 2 Water Participation Fee” means the fee paid to City upon City approval of the first Development Entitlement for the Project, to fund the Property’s respective share of the projected costs of the design and construction of the Phase 2 Water Improvements by City. The Phase 2 Water Participation Fee shall be the calculated amount of the Regional Water DIF for the Project based upon the number of units, and land use category for residential units or the number of square feet, and land use category for non-residential square footage of the Project. The amount due shall be subject to change based on the Regional Water DIF rate in effect at the time the fee becomes due and payable to the CITY.

1.1.22 “Project” means the development of the Property contemplated by the Development Plan, as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.

1.1.23 “Property” means the real property described on Exhibit “A” and shown on Exhibit “B” to this Agreement.

1.1.24 “Reservations of Authority” means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.6 of this Agreement.

1.1.25 “Amendment to the Construction Agreement” means the amendment to the Construction Agreement modifying the boundaries of the property in Exhibit A of such Construction Agreement to include the Property covered by this Agreement and to provide for the additional funds required for CITY’s future construction of the “Phase 2

Water Improvements” described in a modification to Exhibit C-3 of the Construction Agreement.

1.1.26 “Specific Plan” means that certain specific plan adopted by the City Council, and entitled, “Rich-Haven Specific Plan.”

1.1.27 “Subsequent Development Approvals” means all discretionary Development Approvals required subsequent to the Effective Date in connection with development of the Property.

1.1.28 “Subsequent Land Use Regulations” means any discretionary Land Use Regulations adopted and effective after the Effective Date of this Agreement.

1.1.29 “Water Availability Equivalent (WAE)” means a designated portion of the total Net MDD made available through the construction of each Phase described in the Water Phasing Plan of the Construction Agreement. The number of Water Availability Equivalents (of portions thereof) required for the approval of a future Subdivision or Parcel Map shall be based upon water demand factors and assumptions listed in the Construction Agreement and shown in Exhibit “I-2”.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit “A” — Legal Description of the Property.

Exhibit “B” — Map showing Property and its location.

Exhibit “C” — Existing Development Approvals.

Exhibit “D” — Existing Land Use Regulations.

Exhibit “E” — Description of Required Infrastructure Improvements

Exhibit “F” — Depiction of Infrastructure Improvements Exhibit

Exhibit “G” – Form of Certificate of Net MDD to be issued by CITY

Exhibit “H” – Form of Certificate of DIF Credit to be issued by CITY

Exhibit “I-1” – Ontario Ranch Water Supply Phasing Plan

Exhibit “I-2” – Water Demand Equivalents by Land Use

Exhibit “J” - Rich-Haven Specific Plan Land Use Map

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out only in accordance with the terms of this Agreement.

2.2 Ownership of Property. OWNER represents and covenants that it is the owner of the fee simple title to the Property or a portion thereof, or has the right to acquire fee simple title to the Property or a portion thereof from the current owner(s) thereof. To the extent OWNER does not own fee simple title to the Property, OWNER shall obtain written consent from the current fee owner of the Property agreeing to the terms of this Agreement and the recordation thereof.

2.3 Term. The term of this Agreement shall commence on the Effective Date and shall continue for an initial term of ten (10) years thereafter unless this term is modified or extended pursuant to the provisions of this Agreement. The term of this Agreement may be extended for an additional five (5) years following expiration of the initial ten (10) year term, provided the following have occurred:

- (a) OWNER provides at least 180 days written notice to CITY prior to expiration of the initial term; and
- (b) OWNER is not then in uncured default of this Agreement.

2.4 Assignment.

2.4.1 Right to Assign. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map Act, Government Code Section 66410, et seq.), to any person, partnership, limited liability company, joint venture, firm or corporation at any time during the term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement with respect to the portion of the Property sold and be made in strict compliance with the following:

(a) Concurrent with any such sale, transfer or assignment, or within fifteen (15) business days thereafter, OWNER shall notify CITY's City Manager, in writing, of such sale, transfer or assignment and shall provide CITY with: (1) an executed agreement, in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties and obligations of OWNER under this Agreement with respect to the portion of the Property so sold, transferred or assigned.

(b) Any sale, transfer or assignment not made in strict compliance with the foregoing conditions shall constitute a default by OWNER under this Agreement. Notwithstanding the failure of any purchaser, transferee or assignee to execute the agreement required by Paragraph (a) of this Subsection 2.4.1, the burdens of this Agreement shall be binding upon such purchaser, transferee or assignee, but the benefits of this Agreement shall not inure to such purchaser, transferee or assignee until and unless such agreement is executed. The City Manager shall have the authority to review,

consider and either approve, conditionally approve, or deny any proposed sale, transfer or assignment that is not made in compliance with this section 2.4.

2.4.2 Release of Transferring Owner. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement unless such transferring owner is given a release in writing by CITY, which release shall be provided by CITY upon the full satisfaction by such transferring owner of the following conditions:

(a) OWNER no longer has a legal or equitable interest in all or any part of the portion of the Property sold, transferred or assigned.

(b) OWNER is not then in default under this Agreement.

(c) OWNER has provided CITY with the notice and executed an agreement as required under Paragraph (b) of Subsection 2.4.1 above.

(d) The purchaser, transferee or assignee provides CITY with security equivalent to any security previously provided by OWNER (if any) to secure performance of its obligations hereunder which are to be performed upon portion of the Property sold, transferred or assigned .

2.4.3 Effect of Assignment and Release of Obligations. In the event of a sale, transfer or assignment pursuant to the provisions of Section 2.4.2 above:

(a) The assignee shall be liable for the performance of all obligations of OWNER with respect to transferred property, but shall have no obligations with respect to the portions of the Property, if any, not transferred (the "Retained Property").

(b) The owner of the Retained Property shall be liable for the performance of all obligations of OWNER with respect to Retained Property, but shall have no further obligations with respect to the transferred property.

(c) The assignee's exercise, use and enjoyment of the Property or portion thereof shall be subject to the terms of this Agreement to the same extent as if the assignee were the OWNER.

2.4.4 Subsequent Assignment. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section 2.4.

2.4.5 Termination of Agreement With Respect to Individual Lots Upon Sale to Public and Completion of Construction. The provisions of Subsection 2.4.1 shall not apply to the sale or lease (for a period longer than one year) of any parcel which has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user of the parcel. Notwithstanding any other provisions of this Agreement, this Agreement shall terminate with respect to any lot and such lot shall be

released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:

(a) The lot has been finally subdivided and individually (and not in “bulk”) sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and,

(b) A certificate of occupancy has been issued for a building on the parcel, and the fees set forth under Section 4 of this Agreement have been paid.

2.4.6 Partial Assignment and Assumption. CITY and OWNER agree OWNER may partially assign its obligations and rights under this Agreement, and all amendments hereto, to a purchaser, transferee or assignee of a lot, which has been subdivided subject to provisions of a partial assignment and assumption agreement in a form approved by CITY. Any such complete and executed partial assignment and assumption of this Agreement shall be submitted to CITY for approval pursuant to Section 2.4.1 of this Agreement. CITY shall review, and if the above conditions, including but not limited to, those conditions in Section 2.4.2, are satisfied, CITY may approve the partial assignment and release and notify the purchaser, transferee or assignee in writing thereof. No such release approved pursuant to this Subsection 2.4.6 shall cause, or otherwise affect, a release of OWNER from the duties and obligations under this Agreement that are retained by OWNER and excluded from the transfer or assignment.

2.5 Amendment or Cancellation of Agreement. This Agreement may be amended or cancelled in whole or in part only in the manner provided for in Government Code Section 65868.1. Any amendment of this Agreement, which amendment has been requested by OWNER, shall be considered by the CITY only upon the payment of the applicable processing charge. This provision shall not limit any remedy of CITY or OWNER as provided by this Agreement. Either Party or successor in interest, may propose an amendment to or cancellation, in whole or in part, of this Agreement. Any amendment or cancellation shall be by mutual consent of the parties or their successors in interest except as provided otherwise in this Agreement or in Government Code Section 65865.1. For purposes of this section, the term “successor in interest” shall mean any person having a legal or equitable interest in the whole of the Property, or any portion thereof as to which such person wishes to amend or cancel this Agreement. The procedure for proposing and adopting an amendment to, or cancellation of, in whole or in part, this Agreement shall be the same as the procedure for adopting and entering into this Agreement in the first instance. Notwithstanding the foregoing sentence, if the CITY initiates the proposed amendment to, or cancellation of, in whole or in part, this Agreement, CITY shall first give notice to the OWNER of its intention to initiate such proceedings at least sixty (60) days in advance of the giving the public notice of intention to consider the amendment or cancellation.

2.5.1 Minor Modification. Upon the written application of OWNER, minor modifications and changes to the Development Plan including modifications to building design or footprint (not affecting minimum setbacks), parking layout and design, and landscape area design may be approved by the Director of the Planning Department

without the need to amend this Development Agreement. Other changes in the Development Plan shall be processed pursuant to the City Zoning Ordinance. It is also contemplated by CITY and OWNER that OWNER may, from time to time, seek amendments to one or more of the Development Approvals. Any such amendments are contemplated by CITY and OWNER as being within the scope of this Agreement as long as they are consistent with the Land Use Regulations and shall, upon approval by CITY, continue to constitute the Development Approvals as referenced herein. The parties agree that any such modifications or amendments shall not constitute an amendment to this Agreement nor require an amendment to this Agreement.

2.6 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

- (a) Expiration of the stated term of this Agreement as set forth in Section 2.3.
- (b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.
- (c) The adoption of a referendum measure overriding or repealing the ordinance approving this Agreement.
- (d) Completion of the Project in accordance with the terms of this Agreement including issuance of all required occupancy permits and acceptance by CITY or applicable public agency of all required dedications.

Termination of this Agreement shall not constitute termination of any other land use entitlements approved for the Property. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement which has occurred prior to such termination or with respect to any obligations which are specifically set forth as surviving this Agreement. Upon such termination, any public facilities and services mitigation fees paid pursuant to Section 4.2 of this Agreement by OWNER to CITY on which construction has not yet begun shall be refunded to OWNER by CITY within ten (10) business days.

2.7 Notices.

(a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.

(b) All notices shall be in writing and shall be considered given either: (i) when delivered in person, including, without limitation, by courier, to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below. All notices shall be addressed as follows:



**If to CITY:**

Scott Ochoa, City Manager  
City of Ontario  
303 East "B" Street  
Ontario, CA 91764

**If to OWNER:**

Rich Haven Marketplace, LLC  
3161 Michelson Drive, Suite 425  
Irvine, CA 92612  
Attn: Craig Cristina  
Email: cristina@richlandcommunities.com  
Phone: (949) 383-4124  
Fax: (949) 261-7016

**with a copy to:**

Ruben Duran, City Attorney  
Best Best & Krieger, LLP  
2855 E Guasti Road  
Ontario, CA 91761

**With a copy to :**

Richland Legal Department  
3161 Michelson Drive, Suite 425  
Irvine, CA 92612  
Attn: Courtney Nelson  
Email: cnelson@richlandinvestments.com  
Phone: (949) 261-7010 x210  
Fax: (949) 261-7013

(c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

3.1 Rights to Develop. Subject to the terms of this Agreement including the Reservations of Authority in Section 3.4, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, the Development Plan. The Project shall remain subject to all Subsequent Development Approvals required to complete the Project as contemplated by the Development Plan. Except as otherwise provided in this Agreement, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Development Plan.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement including the Reservations of Authority in Section 3.4, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Existing Land Use Regulations. In connection with any Subsequent Development Approval, CITY shall exercise discretion in accordance with the same manner as it exercises its discretion under its police powers, including the Reservations of Authority set forth herein; provided however, that such

discretion shall not prevent development of the Property for the uses and to the density or intensity of development set forth in this Agreement.

3.3 Timing of Development. The parties acknowledge that OWNER cannot at this time predict when or the rate at which phases of the Property will be developed. Such decisions depend upon numerous factors which are not within the control of OWNER, such as market orientation and demand, interest rates, absorption, completion and other similar factors. Since the California Supreme Court held in Pardee Construction Co. v. City of Camarillo (1984) 37 Cal. 3d 465, that the failure of the parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the parties' intent to cure that deficiency by acknowledging and providing that OWNER shall have the right to develop the Property in such order and at such rate and at such times as OWNER deems appropriate within the exercise of its subjective business judgment.

3.3.1 Infrastructure Improvement Exhibit. Attached hereto as Exhibits "E" and "F" are a description and depiction, respectively, of the Infrastructure Improvements needed for the development of the Property. In the event of any discrepancy between Exhibit E and Exhibit F, Exhibit F shall control.

3.4 Reservations of Authority.

3.4.1 Limitations, Reservations and Exceptions. Notwithstanding any other provision of this Agreement, the CITY shall not be prevented from applying new rules, regulations and policies upon the OWNER, nor shall a development agreement prevent the CITY from denying or conditionally approving any subsequent development project application on the basis of such new rules, regulations and policies where the new rules, regulations and policies consist of the following:

(a) Processing fees by CITY to cover costs of processing applications for development approvals or for monitoring compliance with any development approvals;

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records and any other matter of procedure;

(c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including all uniform codes adopted by the CITY and any local amendments to those codes adopted by the CITY; provided however that, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, the standards and specifications that are expressly identified in the Specific Plan and the building codes in effect as of the Effective Date;

(d) Regulations that may conflict with this Agreement and the Development Plan but that are reasonably necessary to protect the occupants of the Project and/or of the immediate community from a condition perilous to their health or safety;

(e) Regulations that do not conflict with those rules, regulations and policies set forth in this Agreement or the Development Plan and which do not impose additional obligations, costs, and expenses on Owner or the Project;

(f) Regulations that may conflict with this Agreement but to which the OWNER consents.

3.4.2 Subsequent Development Approvals. This Agreement shall not prevent CITY, in acting on Subsequent Development Approvals, from applying Subsequent Land Use Regulations that do not conflict with the Development Plan and/or the Existing Development Approvals, nor shall this Agreement prevent CITY from denying or conditionally approving any Subsequent Development Approval on the basis of the Existing Land Use Regulations or any Subsequent Land Use Regulation not in conflict with the Development Plan and/or the Existing Development Approvals. Prior to onsite development of the Property, OWNER shall submit to CITY a tract or parcel map, or development plan application (collectively the "Onsite Development Application"), which shall be subject to discretionary approval by the CITY. This Agreement shall be amended concurrent with the Onsite Development Application(s) approvals to include the offsite and onsite infrastructure improvements and phasing, if applicable, at the discretion of the CITY.

3.4.3 Modification or Suspension by State or Federal Law. In the event that State or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such State or Federal laws or regulations, provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce. In the event OWNER alleges that such State or Federal laws or regulations preclude or prevent compliance with one or more provisions of this Agreement, and the CITY does not agree, the OWNER may, at its sole cost and expense, seek declaratory relief (or other similar non-monetary remedies); provided however, that nothing contained in this Section 3.6.3 shall impose on CITY any monetary liability for contesting such declaratory relief (or other similar non-monetary relief).

3.4.4 Intent. The parties acknowledge and agree that CITY is restricted in its authority to limit its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power which cannot be so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority which cannot be restricted by contract.

3.5 Public Works; Utilities. If OWNER is required by this Agreement or a condition of project approval to construct any public works facilities which will be dedicated to CITY or any other public agency upon completion, and if required by applicable laws to do so, OWNER shall perform such work in the same manner and subject to the same

requirements as would be applicable to CITY or such other public agency should it have undertaken such construction. As a condition of development approval, OWNER shall connect the Project to all utilities necessary to provide adequate water, recycled water, sewer, gas, electric, and other utility service to the Project. As a further condition of development approval, OWNER shall to the extent possible contract with the CITY for CITY-owned or operated utilities for this purpose, for such price and on such terms as may be available to similarly situated customers in the CITY. Furthermore, no Property development shall occur until OWNER receives an approval from the CITY for the Onsite Development Application, pursuant to Section 3.4.2 above. OWNER and CITY agree that a portion of the improvements described in Exhibit E and depicted in Exhibit F may be constructed by others. If such improvements are constructed by others and are completed and accepted by CITY prior to OWNER's request to CITY of the required grading, building or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct or pay for those Improvements constructed and completed by others and accepted by CITY.

3.5.1 OWNER agrees that development of the Project shall require the construction of storm drain Improvements as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building permits and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to completion of the storm drain Improvements described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion of the storm drain improvements. If the storm drain improvements as described in Exhibit E and depicted in Exhibit F are not constructed and completed prior to the OWNER's request for a temporary certificate of occupancy, OWNER shall be responsible for an interim storm drain solution, to be approved at the discretion of the City Engineer.

3.5.2 OWNER agrees that development of the Project shall require the construction of street improvements as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building permits and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings on the Property prior to Substantial Completion of the street Improvements as described in Exhibit E and depicted in Exhibit F. For purposes of the foregoing, street improvements shall be deemed Substantially Complete even if the final lift of pavement has not been completed (i.e., Owner may install the final lift after completion of all other construction). CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion and subject to final acceptance by CITY of the street improvements. OWNER agrees that the street improvements shall be completed and subject to final acceptance by CITY prior to the release of any security for the construction of the street improvements.

3.5.3 OWNER agrees that development of the Property shall require the construction of water utility Improvements as described in Exhibit E and depicted in Exhibit F consisting generally of the construction of water utility Improvements from two (2) points of connection to serve the Property. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY upon completion of sufficient water and recycled water improvements to serve the Property from at least one point of connection and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings on the Property until the completion of the water and recycled water improvements described in Exhibit E and depicted in Exhibit F. City agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion of the water and recycled water improvements if there is available permanent water and recycled water service from a minimum of one point of connection and sufficient water is available for fire protection purposes for any buildings while under construction.

3.5.4 OWNER agrees that development of the Property shall require the construction of sewer Improvements as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building permits and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to completion of the sewer improvements described in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to the completion of the sewer improvements described in Exhibit E and depicted F.

3.5.5 OWNER agrees that development of the Property shall require the construction of fiber optic communications infrastructure, at OWNER's sole cost and expense, as described in Exhibit E and depicted in Exhibit F consisting generally of the construction of the extension of fiber optic communications infrastructure to serve the Property. OWNER and CITY agree that CITY may issue grading, building permits and other required permits for OWNER to initiate construction of structures for the Property according to the plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any building prior to completion of the fiber optic communications infrastructure as described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to the completion of the fiber optic communications infrastructure described in Exhibit E and depicted in Exhibit F.

3.5.6 OWNER and CITY acknowledges and agrees that the infrastructure described in Exhibit E and depicted in Exhibit F, is based on the known requirements for the land uses shown on Exhibit J for Planning Areas 7A and 7B at the time of this Agreement. Pursuant to Section 3.4.2 above, any amendment to this Agreement may change the size and location of the infrastructure improvements described in Exhibit E and depicted in Exhibit F. The CITY shall have the sole discretion to require additional improvements, exhibits, fees, technical studies, or any other item(s) necessary for development of the Property.

3.6 Acquisition of Offsite Provision of Real Property Interests. In any instance where OWNER is required by any Development Approval or Land Use Regulation and the Construction Agreement to construct any public improvement on land not owned by OWNER ("Offsite Improvements"), the CITY and OWNER shall cooperate in acquiring the necessary legal interest ("Offsite Property") in accordance with the procedures set forth in Section 2.4 of the Construction Agreement. This section 3.6 is not intended by the parties to impose upon the OWNER an enforceable duty to acquire land or construct any public improvements on land not owned by OWNER, except to the extent that the OWNER elects to proceed with the development of the Project, and then only in accordance with valid conditions imposed by the CITY upon the development of the Project under the Subdivision Map Act or other legal authority.

3.6.1 CITY Acquisition of Non-Construction Agreement Offsite Property. In the event OWNER is required to construct any public improvements on land not owned by OWNER, but such requirement is not based upon the Construction Agreement, Sections 3.6.1 and 3.6.2 shall control the acquisition of the necessary property interest(s) ("Non-Construction Agreement Offsite Property"). If the OWNER is unable to acquire such Non-Construction Agreement Offsite Property, and following the written request from the OWNER to CITY, CITY agrees to use reasonable and diligent good faith efforts to acquire the Non-Construction Agreement Offsite Property from the owner or owners of record by negotiation to the extent permitted by law and consistent with this Agreement. If CITY is unable to acquire the Non-Construction Agreement Offsite Property by negotiation within thirty (30) days after OWNER'S written request, CITY shall, initiate proceedings utilizing its power of eminent domain to acquire that Non-Construction Agreement Subject Property at a public hearing noticed and conducted in accordance with California Code of Civil Procedure Section 1245.235 for the purpose of considering the adoption of a resolution of necessity concerning the Non-Construction Agreement Offsite Property, subject to the conditions set forth in this Section 3.6.1. The CITY and OWNER acknowledge that the timelines set forth in this Section 3.6.1 represent the maximum time periods which CITY and OWNER reasonably believe will be necessary to complete the acquisition of any Non-Construction Agreement Offsite Property. CITY agrees to use reasonable good faith efforts to complete the actions described within lesser time periods, to the extent that it is reasonably able to do so, consistent with the legal constraints imposed upon CITY.

3.6.2 Owner's Option to Terminate Proceedings. CITY shall provide written notice to OWNER no later than fifteen (15) days prior to making an offer to the owner of the Non-Construction Agreement Offsite Property. At any time within that fifteen (15) day period, OWNER may, at its option, notify CITY that it wants CITY to cease all acquisition proceedings with respect to that Non-Construction Agreement Offsite Property, whereupon CITY shall cease such proceedings. CITY shall provide written notice to OWNER no later than fifteen (15) days prior to the date of the hearing on CITY'S intent to consider the adoption of a resolution of necessity as to any Non-Construction Agreement Offsite Property. At any time within that fifteen (15) day period, OWNER may, at its option, notify CITY that it wants CITY to cease condemnation proceedings, whereupon CITY shall cease such proceedings. If OWNER does not notify CITY to cease condemnation proceedings within said fifteen (15) day period, then the CITY may proceed

to consider and act upon the Non-Construction Agreement Offsite Property resolution of necessity. If CITY adopts such resolution of necessity, then CITY shall diligently institute condemnation proceedings and file a complaint in condemnation and seek an order of immediate possession with respect to the Non-Construction Agreement Offsite Property.

3.7 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not within the control of CITY possess authority to regulate aspects of the development of the Property separately from or jointly with CITY and this Agreement does not limit the authority of such other public agencies. CITY agrees to cooperate fully, at no cost to CITY, with OWNER in obtaining any required permits or compliance with the regulations of other public agencies provided such cooperation is not in conflict with any laws, regulations or policies of the CITY.

3.8 Tentative Parcel Maps; Extension. With respect to applications by OWNER for tentative parcel maps for portions of the Property, CITY agrees that OWNER may file and process tentative maps in accordance with Chapter 4.5 (commencing with Section 66498.1) of Division 2 of Title 7 of the California Government Code and the applicable provisions of CITY's subdivision ordinance, as the same may be amended from time to time. In accordance with the provisions of Section 66452.6 of the Government Code, each tentative subdivision map or tentative parcel map, heretofore or hereafter approved in connection with development of the Property, shall be deemed to have been granted an extension of time to and until the date that is five (5) years following the Effective Date of this Agreement. The CITY's City Council may, in its discretion, extend any such map for an additional period of up to five (5) years beyond its original term, so long as the subdivider files a written request for an extension with the City prior to the expiration of the initial five (5) year term.

#### 4. PUBLIC BENEFITS.

4.1 Intent. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.

#### 4.2 Development Impact Fees.

4.2.1 Amount of Development Impact Fee. Development Impact Fees (DIF) shall be paid by OWNER. The Development Impact Fee amounts to be paid by OWNER shall be the amounts that are in effect at the time such amounts are due. Nothing contained in this Agreement shall affect the ability of the CITY to impose new Development Impact Fees or amend the amounts of existing Development Impact Fees. Additionally, nothing contained in this Agreement shall affect the ability of other public agencies that are not controlled by CITY to impose and amend, from time to time, Development Impact Fees

established or imposed by such other public agencies, even though such Development Impact Fees may be collected by CITY.

4.2.2 Time of Payment. The Development Impact Fees required pursuant to Subsection 4.2.1 shall be paid to CITY prior to the issuance of building permit for each applicable building (subject to the application/use of available fee deferrals or credits), except for the Open Space and Habitat Acquisition Development Impact fee, which shall be paid by OWNER to CITY prior to the issuance of a grading permit

#### 4.3 Responsibility for Construction of Public Improvements.

4.3.1 Timely Construction of Public Infrastructure. The phasing of the area wide infrastructure construction within the Ontario Ranch area shall be as approved by the CITY. OWNER shall be responsible for the timely construction and completion of all public infrastructure required for the Project as shown on the attached Exhibit "F" and any and all future parcel map conditions. Unless otherwise specified in the Parcel Map conditions, and subject to the provisions of Section 3.5 and 3.6, all other required Improvements for each Parcel Map, shall be completed and operational prior to, and as a condition precedent to, OWNER requesting and CITY's granting of a final occupancy permit for any buildings to be constructed on the Property. All Infrastructure and Improvements shall be completed as required by the Subdivision Agreement and the Parcel Map conditions for future Parcel Map(s).

4.3.2 Availability and Use of Recycled Water. OWNER agrees that recycled water shall be available and utilized by OWNER for all construction-related water uses including prior to, and during, any grading of the Property.

4.3.3 Construction of DIF Program Infrastructure. To the extent OWNER is required to construct and completes construction of public improvements that are included in CITY's Development Impact Fee Program. CITY agrees that CITY shall issue DIF Credit in accordance with the provisions of a separate Fee Credit Agreement between CITY and OWNER. Limitations on the use of DIF Credit issued to OWNER to offset OWNER's DIF payment obligations shall also be subject to the provisions of a separate Fee Credit Agreement. OWNER will be eligible to receive DIF Credit from OWNER's construction of DIF Program Infrastructure. Any such DIF Credit shall be subject to a Fee Credit Agreement between CITY and OWNER. CITY and OWNER agree that the Fee Credit Agreement between CITY and OWNER shall comply with CITY's adopted policies applicable to such agreements.

#### 4.4 Public Services Funding Fee.

4.4.1 Requirement for Payment of Public Services Funding Fee. In order to ensure that the adequate provision of public services, including without limitation, police, fire and other public safety services, are available to each Project in a timely manner, OWNER shall pay to CITY a "Public Services Funding Fee." The Public Services Funding Fee shall apply to residential and non-residential uses as set forth below.



4.4.2 Public Services Funding Fee Amount. OWNER shall pay a Public Services Funding fee in a single installment payment in the amount of Sixty-Four Cents (\$.64) per square foot of each non-residential building. The single installment for non-residential uses shall be due and payable on a building-by-building basis prior to the issuance of the building permit for a non-residential building. The amount of the Single Installment for non-residential uses shall automatically increase by percentage increase (but no decrease) in the Consumer Price Index (Los Angeles-Anaheim-Riverside County), 1950-2001 (1982-84=100) over the preceding year on January 1<sup>st</sup> of each year, beginning on January 1, 2022. OWNER may exercise the option to pay any single installment amounts for the remainder of the non-residential square footage within the Project on or before December 31st, before the Single Installment amount is automatically increased

#### 4.5 Net MDD/Water Availability Equivalents.

4.5.1 Effectiveness of Agreement. OWNER shall become a member of NMC Builders LLC, pursuant to the terms and conditions of the operating agreement of NMC Builders LLC. CITY acknowledges that the OWNER is a current "Member" of NMC Builders LLC. OWNER'S failure to maintain membership in NMC Builders LLC is and shall be a Default under this Agreement.

4.5.2 Assigned Net MDD/Water Availability Equivalents. OWNER acknowledges that the City has agreed with NMC Builders to reserve exclusively for Members of NMC Builders, including OWNER, Net MDD made available through the construction of water system improvements funded by NMC Builders and/or OWNER. OWNER acknowledges that the provisions of the Construction Agreement Amendment require that the City shall not issue building permits or certificates of occupancy for the area of development within the New Model Colony served by the water system improvements funded by NMC Builders, except to the bearer of a Certificate of Net MDD Water Availability.

4.5.3 Requirement for NMC Builders LLC Membership as a Phase 2 Water Member. OWNER and CITY agree that OWNER's' payment to CITY required by Section 4.5.4 below represents OWNER's contribution to the funding required for the future construction of the Phase 2 Water Improvements and the availability of additional Net MDD Water Availability required for the development of the Property described in Exhibit A of this Agreement.

4.5.4 CITY issuance of Water Availability Equivalents. Within 30 days after the approval of the Onsite Development Approvals, OWNER shall pay or have paid to City the applicable Phase 2 Water Participation Fee. The Phase 2 Water Participation Fee shall be the calculated based on the amount of the Regional Water DIF for the applicable land use category and the square footage of the applicable buildings. The calculated amount of the Phase 2 Water Participation Fee shall be paid to City within 30 days after the approval date of the Onsite Development Approvals or, at OWNER's option, the Phase 2 Water Participation Fee may be paid to City in two (2) installments. The first installment shall be fifty percent (50%) of the total Phase 2 Water Participation Fee and such first installment shall be due and payable to City within 30 days after the approval date of the Onsite Development Approvals. The second installment shall be the

remaining amount of the Phase 2 Water Participation Fee and such second installment shall be due and payable to City within one (1) year after the payment of the first installment, or prior to, and as a condition precedent to, the recording of any final Parcel Map for the Project, whichever occurs first. Upon OWNER's complete payment to CITY of the Phase 2 Water Participation Fee CITY shall issue a Certificate of Water Availability Equivalents in the form attached hereto as Exhibit G. Such Water Availability Equivalents Certificate shall be issued by CITY within thirty (30) days of the receipt of such required payment. CITY and OWNER agree that the amount of Water Availability Equivalents issued to OWNER shall be based on the maximum projected need for Water Availability Equivalents required for the Property based upon water demand factors and assumptions listed in Exhibit C-2R of the Phase 2 Water Amendment to the Construction Agreement "Water Demand Equivalents by Land Use" for each land use category. Additionally, within five (5) business days of CITY's receipt of OWNER's payment as required under this Section 4.5.2, CITY shall issue a certificate of DIF Credit against OWNER's DIF obligations in the Regional Water DIF Category.

4.6 Requirement for other Water System Improvements. A Certificate of Net MDD Availability is evidence only of available water capacity and does not satisfy any other conditions applicable to OWNER's Project, including those relating to design and construction of master-planned potable water and recycled water transmission and distribution system for the respective pressure zone and other public infrastructure requirements.

4.7 Compliance with Public Benefits Requirements.

4.7.1 Failure to Provide Public Benefits. In the event OWNER fails or refuses to comply with any condition referenced in Section 4.1 through 4.6, or challenges (whether administratively or through legal proceedings) the imposition of such conditions, OWNER shall be deemed in default of this Agreement pursuant to Section 8 hereof, thereby entitling the City to any and all remedies available to it, including, without limitation, the right of the City to withhold OWNER's Project-related building permits, certificates of occupancy, or discretionary approvals, without liability. Nothing herein shall waive Owner's right to assert a default (or failure to perform) by the City has excused Owner's performance under this Agreement.

5. FINANCING OF PUBLIC IMPROVEMENTS.

5.1 Financing Mechanism(s). OWNER agrees that, prior to the recordation of any Parcel Map or request for the first building permit, the property subject to such Parcel Map or building permit shall be included in a CFD to finance City services through annual special taxes that will initially be \$.31 per square foot for non-residential buildings as of the date of this Agreement. The amount shall be subject to change based on the rate in effect at the time such CFD is formed. The amount shall be subject to an automatic increase at a rate not to exceed four (4%) percent per year unless otherwise modified by CITY. Depending on the fiscal year that the CFD is formed and the CFD tax is levied, the annual special taxes may be higher. CITY shall be the sole and exclusive lead agency in the formation of any CFD, assessment district or other public financing mechanism within

the Property; provided however, that the proceeds of any such CFD, assessment district, or financing mechanism may be used, subject to restrictions that may be imposed by applicable law, for the purposes of acquiring, constructing or maintaining public facilities to be owned or operated by other public agencies, including, without limitation those facilities owned or operated by a school district. In addition to the rights of the CITY pursuant to section 5.1 hereof, CITY shall have the right, but not the obligation, to condition the formation of any CFD, assessment district or other public financing mechanism within the Property on the OWNER mitigating all Project-related impacts to the applicable school district(s) as required by such school district(s). Written evidence by such school district(s) may be required by the CITY as the condition to the formation of any CFD, assessment district or other public financing mechanism within the Property, or any steps preliminary thereto, including, without limitation, the adoption of any resolution of intention to form such CFD, assessment district or other public financing mechanism within the Property. It is not the intent of the parties hereto, by this provision, to prohibit or otherwise limit the City's ability to take any and all necessary steps requisite to the formation of the CFD to finance City services through annual special taxes as set forth in this Section 5.1. Formation of any CFD, assessment district or other public financing mechanism within the Property, shall be subject to CITY's ability to make all findings required by applicable law and complying with all applicable legal procedures and requirements including, without limitation, CITY's public financing district policies as such policies may be amended from time to time. Notwithstanding the foregoing, it is acknowledged and agreed by the parties that nothing contained in this Agreement shall be construed as requiring CITY or the City Council to form any such district.

## 6. REVIEW FOR COMPLIANCE.

### 6.1 Periodic and Special Reviews.

6.1.1 Time for and Initiation of Periodic Review. The CITY shall review this Agreement every twelve (12) months from the Effective Date in order to ascertain the good faith compliance by the OWNER with the terms of this Agreement. The OWNER shall submit an Annual Monitoring Report to CITY, in a form acceptable to the City Manager, along with any applicable processing charge within ten (10) days after each anniversary date of the Effective Date of this Agreement. Within fifteen (15) days after the receipt of the Annual Monitoring Report, CITY shall review the Annual Monitoring Report. Prior to the expiration of the fifteen (15) day review period, CITY shall either issue a notice of continuing compliance or a notice of non-compliance and a notice of CITY's intent to conduct a Special Review pursuant to Sections 6.1.2 through 6.1.6. Issuance of a notice of continuing compliance may be issued by the City Manager or his designee.

6.1.2 Initiation of Special Review. A special review may be called either by agreement between the parties or by initiation in one or more of the following ways:

- (a) Recommendation of the Planning staff;
- (b) Affirmative vote of at least four (4) members of the Planning Commission; or

(c) Affirmative vote of at least three (3) members of the City Council.

6.1.3 Notice of Special Review. The City Manager shall begin the special review proceeding by giving notice that the CITY intends to undertake a special review of this Agreement to the OWNER. Such notice shall be given at least ten (10) days in advance of the time at which the matter will be considered by the Planning Commission.

6.1.4 Public Hearing. The Planning Commission shall conduct a hearing at which the OWNER must demonstrate good faith compliance with the terms of this Agreement. The burden of proof on this issue is upon the OWNER.

6.1.5 Findings Upon Public Hearing. The Planning Commission shall determine upon the basis of substantial evidence whether or not the OWNER has, for the period under review, complied in good faith with the terms and conditions of this Agreement.

6.1.6 Procedure Upon Findings.

(a) If the Planning Commission finds and determines on the basis of substantial evidence that the OWNER has complied in good faith with the terms and conditions of this Agreement during the period under review, the review for that period is concluded.

(b) If the Planning Commission finds and determines on the basis of substantial evidence that the OWNER has not complied in good faith with the terms and conditions of this Agreement during the period under review, the Planning Commission may recommend to the City Council to modify or terminate this Agreement.

(c) The OWNER may appeal a determination pursuant to paragraph (b) to the City Council in accordance with the CITY's rule for consideration of appeals in zoning matters generally.

6.2 Proceedings Upon Modification or Termination. If, upon a finding under Section 6.1.6(b), the CITY determines to proceed with modification or termination of this Agreement, the CITY shall give notice to the property OWNER of its intention so to do. The notice shall contain:

(a) The time and place of the hearing;

(b) A statement as to whether or not the CITY proposes to terminate or to modify this Agreement; and

(c) Other information that the CITY considers necessary to inform the OWNER of the nature of the proceeding.

6.3 Hearing on Modification or Termination. At the time and place set for the hearing on modification or termination, the OWNER shall be given an opportunity to be heard. The OWNER shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The burden of proof on this issue shall be on the OWNER. If the City Council finds, based upon substantial evidence in the administrative record,

that the OWNER has not complied in good faith with the terms and conditions of the agreement, the City Council may terminate this Agreement or modify this Agreement and impose those conditions to the action it takes as it considers necessary to protect the interests of the CITY. The decision of the City Council shall be final, subject only to judicial review pursuant to Section 1094.5 of the Code of Civil Procedure.

6.4 Certificate of Agreement Compliance. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon written request by OWNER, issue a Certificate of Agreement Compliance (“Certificate”) to OWNER stating that after the most recent Periodic or Special Review and based upon the information known or made known to the Planning Director and City Council that (1) this Agreement remains in effect and (2) OWNER is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, shall state whether the Certificate is issued after a Periodic or Special Review and shall state the anticipated date of commencement of the next Periodic Review. OWNER may record the Certificate with the County Recorder. Whether or not the Certificate is relied upon by assignees or other transferees or OWNER, CITY shall not be bound by a Certificate if a default existed at the time of the Periodic or Special Review, but was concealed from or otherwise not known to the Planning Director or City Council.

7. [OMITTED]

8. DEFAULT AND REMEDIES.

8.1 Remedies in General. It is acknowledged by the parties that CITY would not have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER, or to any successor in interest of OWNER, or to any other person, and OWNER covenants not to sue for damages or claim any damages:

- (a) For any breach of this Agreement or for any cause of action which arises out of this Agreement; or
- (b) For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or
- (c) Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.

8.2 Specific Performance. The parties acknowledge that money damages and remedies at law generally are inadequate and specific performance and other non-monetary relief are particularly appropriate remedies for the enforcement of this Agreement and should be available to all parties for the following reasons:

- (a) Money damages are unavailable against CITY as provided in Section 8.1 above.
- (b) Due to the size, nature and scope of the project, it may not be practical or possible to restore the Property to its natural condition once implementation of this Agreement has begun. After such implementation, OWNER may be foreclosed from other choices it may have had to utilize the Property or portions thereof. OWNER has invested significant time and resources and performed extensive planning and processing of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement, and it is not possible to determine the sum of money which would adequately compensate OWNER for such efforts.

8.3 Release. Except for nondamaged remedies, including the remedy of specific performance and judicial review as provided for in Section 6.5, OWNER, for itself, its successors and assignees, hereby releases the CITY, its officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, upon the CITY because it entered into this Agreement or because of the terms of this Agreement.

8.4 Termination or Modification of Agreement for Default of OWNER. Subject to the provisions contained in Subsection 6.3 herein, CITY may terminate or modify this Agreement for any failure of OWNER to perform any material duty or obligation of OWNER under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default"); provided, however, CITY may terminate or modify this Agreement pursuant to this Section only after providing written notice to OWNER of default setting forth the nature of the default and the actions, if any, required by OWNER to cure such default and, where the default can be cured, OWNER has failed to take such actions and cure such default within 60 days after the effective date of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default.

8.5 Termination of Agreement for Default of CITY. OWNER may terminate this Agreement only in the event of a default by CITY in the performance of a material term of this Agreement and only after providing written notice to CITY of default setting forth the nature of the default and the actions, if any, required by CITY to cure such default and, where the default can be cured, CITY has failed to take such actions and cure such default within 60 days after the effective date of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default.

## 9. THIRD PARTY LITIGATION.

9.1 General Plan Litigation. CITY has determined that this Agreement is consistent with its Comprehensive General Plan, as such General Plan exists as of the Effective Date ("General Plan"), and that the General Plan meets all requirements of law. OWNER has reviewed the General Plan and concurs with CITY's determination. CITY shall have no liability in damages under this Agreement for any failure of CITY to perform under this Agreement or the inability of OWNER to develop the Property as contemplated by the Development Plan of this Agreement as the result of a judicial determination that on the Effective Date, or at any time thereafter, the General Plan, or portions thereof, are invalid or inadequate or not in compliance with law.

9.2 Third Party Litigation Concerning Agreement. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement or the approval of any permit granted pursuant to this Agreement. CITY shall promptly notify OWNER of any such claim, action or proceeding, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action or proceeding, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action or proceeding.

9.3 Indemnity. In addition to the provisions of 9.2 above, OWNER shall indemnify and hold CITY, its officers, agents, employees and independent contractors free and harmless from any liability whatsoever, based or asserted upon any act or omission of OWNER, its officers, agents, employees, subcontractors and independent contractors, for property damage, bodily injury, or death (OWNER's employees included) or any other element of damage of any kind or nature, to the extent relating to or in any way connected with or arising from the activities contemplated hereunder, including, but not limited to, the study, design, engineering, construction, completion, failure and conveyance of the public improvements, save and except claims for damages arising through the sole active negligence or sole willful misconduct of CITY. OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents, employees and independent contractors in any legal action based upon such alleged acts or omissions. CITY may in its discretion participate in the defense of any such legal action.

9.4 Environment Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, to the extent based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property during OWNER'S period of ownership of the Property, including, but not limited to, soil and groundwater conditions caused by OWNER, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action

based or asserted upon any such alleged act or omission. CITY may in its discretion participate in the defense of any such action.

9.5 Reservation of Rights. With respect to Sections 9.2, 9.3 and 9.4 herein, CITY reserves the right to either (1) approve the attorney(s) which OWNER selects, hires or otherwise engages to defend CITY hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense, provided, however, that OWNER shall reimburse CITY forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor.

9.6 Survival. The provisions of this Sections 9.1 through 9.6, inclusive, shall survive the termination of this Agreement.

## 10. MORTGAGEE PROTECTION.

10.1 Mortgagee Protection. The parties hereto agree that this Agreement shall not prevent or limit OWNER, in any manner, at OWNER's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property. CITY acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and agrees upon request, from time to time, to meet with OWNER and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. CITY will not unreasonably withhold its consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Property shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the Property, or any part thereof, which Mortgagee, has submitted a request in writing to the CITY in the manner specified herein for giving notices, shall be entitled to receive written notification from CITY of any default by OWNER in the performance of OWNER's obligations under this Agreement.

(c) If CITY timely receives a request from a Mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.

(d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations



or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.4 of this Agreement

(e) In the event of a default by Owner, any Mortgagee shall have the right to remedy, or cause to be remedied, such default within sixty (60) days following the later to occur of (i) the date of Mortgagee's receipt of the notice referred to in Section 10.1(b) above, or (ii) the expiration of the period provided herein for Owner to remedy or cure such default, and City shall accept such performance by or at the insistence of the Mortgagee as if the same had been timely made by Owner; provided, however, that (i) if such default is not capable of being cured within the timeframes set forth in this Section and Mortgagee commences to cure the default within such timeframes, then Mortgagee shall have such additional time as is required to cure the default so long as Mortgagee diligently prosecutes the cure to completion and (ii) if possession of the Property (or portion thereof) is required to effectuate such cure or remedy, the Mortgagee shall be deemed to have timely cured or remedied if it commences the proceedings necessary to obtain possession thereof within sixty (60) days after receipt of the copy of the notice, diligently pursues such proceedings to completion, and, after obtaining possession, diligently completes such cure or remedy.

## 11. MISCELLANEOUS PROVISIONS.

11.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the San Bernardino County Recorder by the City Clerk within the ten (10) days after the CITY executes this Agreement, as required by Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement as provided for herein and in Government Code Section 65868, or if the CITY terminates or modifies the agreement as provided for herein and in Government Code Section 65865.1 for failure of the applicant to comply in good faith with the terms or conditions of this Agreement, the City Clerk shall have notice of such action recorded with the San Bernardino County Recorder.

11.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

11.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement,

including the payment of the fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

11.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

11.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

11.6 Singular and Plural. As used herein, the singular of any word includes the plural.

11.7 Joint and Several Obligations. Subject to Section 2.4, if at any time during the term of this Agreement the Property is owned, in whole or in part, by more than one owner, all obligations of such owners under this Agreement shall be joint and several, and the default of any such owner shall be the default of all such owners. Notwithstanding the foregoing, no owner of a single lot which has been finally subdivided and sold to such owner as a member of the general public or otherwise as an ultimate user shall have any obligation under this Agreement except as provided under Section 4 hereof.

11.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

11.9 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

11.10 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

11.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, pandemics, strikes and other labor difficulties beyond the party's control, (including the party's employment force), government regulations, court actions (such as restraining orders or injunctions), or other causes beyond the party's control. If any such events shall occur, the term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time

that such events prevented such performance, provided that the term of this Agreement shall not be extended under any circumstances for more than five (5) years.

11.12 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

11.13 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and, (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.

11.14 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

11.15 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of San Bernardino, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.

11.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.

11.17 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement. The City Manager may delegate his powers and duties under this Agreement to an Assistant City Manager or other management level employee of the CITY.

11.18 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

11.19 Agent for Service of Process. In the event OWNER is not a resident of the State of California or it is an association, partnership or joint venture without a member, partner or joint venturer resident of the State of California, or it is a foreign corporation, then in any such event, OWNER shall file with the Planning Director, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence and business addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon OWNER. If for any reason service of such process upon such agent is not feasible, then in such event OWNER may be personally served with such process out of this County and such service shall constitute valid service upon OWNER. OWNER is amenable to the process so served, submits to the jurisdiction of the Court so obtained and waives any and all objections and protests thereto.

11.20 Estoppel Certificate. Within thirty (30) business days following a written request by any of the parties, the other party shall execute and deliver to the requesting party a statement certifying that (i) either this Agreement is unmodified and in full force and effect or there have been specified (date and nature) modifications to the Agreement, but it remains in full force and effect as modified; and (ii) either there are no known current uncured defaults under this Agreement or that the responding party alleges that specified (date and nature) defaults exist. The statement shall also provide any other reasonable information requested. The failure to timely deliver this statement shall constitute a conclusive presumption that this Agreement is in full force and effect without modification except as may be represented by the requesting party and that there are no uncured defaults in the performance of the requesting party, except as may be represented by the requesting party. OWNER shall pay to CITY all costs incurred by CITY in connection with the issuance of estoppel certificates requested by Owner under this Section 11.20 prior to CITY's issuance of such certificates.

11.21 Authority to Execute. The person or persons executing this Agreement on behalf of OWNER warrants and represents that he or she/they have the authority to execute this Agreement on behalf of his or her/their corporation, partnership or business entity and warrants and represents that he or she/they has/have the authority to bind OWNER to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set forth below.

**[SIGNATURES CONTAINED ON FOLLOWING PAGE]**

**SIGNATURE PAGE  
TO DEVELOPMENT AGREEMENT  
FILE NO. PDA20-002**

**“OWNER”**

RICH HAVEN MARKETPLACE, LLC  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: John H. Schafer  
Its: Vice President  
Date: \_\_\_\_\_

**“CITY”**

CITY OF ONTARIO

By: \_\_\_\_\_  
Scott Ochoa  
City Manager

Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
City Clerk, Ontario

**APPROVED AS TO FORM:**

BEST BEST & KRIEGER, LLP

\_\_\_\_\_  
City Attorney

## ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of \_\_\_\_\_)

On \_\_\_\_\_ before me, \_\_\_\_\_  
(insert name and title of the officer)

personally appeared

\_\_\_\_\_  
, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

## ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of \_\_\_\_\_)

On \_\_\_\_\_ before me, \_\_\_\_\_  
(insert name and title of the officer)

personally appeared

\_\_\_\_\_  
, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

**EXHIBIT "A"**  
**TO DEVELOPMENT AGREEMENT**

**Legal Description of Property**

**EXHIBIT "A"**  
**LOT LINE ADJUSTMENT NO. LLA20-011**  
**LEGAL DESCRIPTION**

**PARCEL A**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING A PORTION OF THE NORTH ONE-HALF OF THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, AND IS DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTH ONE-QUARTER CORNER OF SAID SECTION 13, TOWNSHIP 2 SOUTH, RANGE 7 WEST PER RECORD OF SURVEY 06-174 RECORDED IN RECORD OF SURVEYS BOOK 139, PAGES 66-70 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTH 00°17'30" EAST ALONG THE WEST LINE OF SAID NORTHEAST ONE-QUARTER OF SECTION 13 904.13 FEET;

THENCE LEAVING SAID WEST LINE SOUTH 89°48'37" EAST 961.31 FEET;

THENCE NORTH 89°30'40" EAST 1267.97 FEET;

THENCE NORTH 00°19'11" WEST 150.00 FEET;

THENCE NORTH 89°30'40" EAST 385.00 FEET TO A POINT IN THE WEST LINE OF HAMNER AVENUE, 30.00 FEET DISTANT WESTERLY OF CENTERLINE AS SHOWN ON SAID RECORD OF SURVEY 06-174;

THENCE NORTH 00°19'11" WEST ALONG SAID WEST LINE OF HAMNER AVENUE 740.54 FEET TO A POINT IN THE NORTH LINE OF SAID NORTHEAST ONE-QUARTER OF SECTION 13;

THENCE NORTH 89°56'30" WEST 2613.86 FEET TO THE **POINT OF BEGINNING**.



ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE APART HEREOF.

AREA OF PARCEL IS 2,297,295 SQUARE FEET (52.74 AC) MORE OR LESS.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION.

  
ALAN C. HILLWIG, PLS 5137  
EXPIRES: 6-30-21

8/14/20  
DATE



**EXHIBIT "A"**  
**LOT LINE ADJUSTMENT NO. LLA20-011**  
**LEGAL DESCRIPTION**

**PARCEL B**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING A PORTION OF THE NORTH ONE-HALF OF THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, AND IS DESCRIBED AS FOLLOWS:

THE **POINT OF COMMENCEMENT** BEING THE NORTH ONE-QUARTER CORNER OF SAID SECTION 13, TOWNSHIP 2 SOUTH, RANGE 7 WEST PER RECORD OF SURVEY 06-174 RECORDED IN RECORD OF SURVEYS BOOK 139, PAGES 66-70 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTH 00°17'30" EAST ALONG THE WEST LINE OF SAID NORTHEAST ONE-QUARTER OF SECTION 13 904.13 FEET TO THE **POINT OF BEGINNING**;

THENCE LEAVING SAID WEST LINE SOUTH 89°48'37" EAST 961.31 FEET;

THENCE SOUTH 00°19'11" EAST 335.10 FEET TO A POINT IN THE NORTH LINE OF ONTARIO RANCH ROAD 80.00 FEET DISTANT NORTHERLY OF CENTERLINE AS DESCRIBED IN DOCUMENT NO. 2013-0372350 ON AUGUST 23, 2013 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE NORTH 89°48'29" WEST 894.47 FEET;

THENCE NORTH 49°00'26" WEST 30.61 FEET;

THENCE NORTH 89°48'29" WEST 44.00 FEET TO THE WEST LINE OF SAID NORTHEAST ONE-QUARTER OF SECTION 13;

THENCE NORTH 00°17'30" WEST ALONG THE WEST OF SAID NORTHEAST ONE-QUARTER OF SECTION 13 315.06 FEET TO THE **POINT OF BEGINNING**.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE APART HEREOF.

AREA OF PARCEL IS 321,021 SQUARE FEET (7.37 AC) MORE OR LESS.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION.

*Alan C. Hillwig*      0/14/20  
ALAN C. HILLWIG, PLS 5137      DATE  
EXPIRES: 6-30-21



**EXHIBIT "A"**  
**LOT LINE ADJUSTMENT NO. LLA20-011**  
**LEGAL DESCRIPTION**

**PARCEL C**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING A PORTION OF THE NORTH ONE-HALF OF THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, AND IS DESCRIBED AS FOLLOWS:

THE **POINT OF COMMENCEMENT** BEING THE NORTH ONE-QUARTER CORNER OF SAID SECTION 13, TOWNSHIP 2 SOUTH, RANGE 7 WEST PER RECORD OF SURVEY 06-174 RECORDED IN RECORD OF SURVEYS BOOK 139, PAGES 66-70 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTH 00°17'30" EAST ALONG THE WEST LINE OF SAID NORTHEAST ONE-QUARTER OF SECTION 13 904.13 FEET;

THENCE LEAVING SAID WEST LINE SOUTH 89°48'37" EAST 961.31 FEET ALONG THE NORTH LINE OF PARCEL B OF LOT LINE ADJUSTMENT NO. LLA20-011 TO THE **POINT OF BEGINNING**;

THENCE NORTH 89°30'40" EAST 1267.97 FEET;

THENCE NORTH 00°19'11" WEST 150.00 FEET;

THENCE NORTH 89°30'40" EAST 385.00 FEET TO A POINT IN THE WEST LINE OF HAMNER AVENUE, 30.00 FEET DISTANT WESTERLY OF CENTERLINE AS SHOWN ON SAID RECORD OF SURVEY 06-174;

THENCE SOUTH 00°19'11" EAST 504.74 FEET TO A POINT IN THE NORTH LINE OF ONTARIO RANCH ROAD 80.00 FEET DISTANT NORTHERLY OF THE CENTERLINE OF ONTARIO RANCH ROAD PER DOCUMENT NO. 2013-0487005 RECORDED ON NOVEMBER 14, 2013;

THENCE SOUTH 89°48'29" EAST ALONG SAID NORTH LINE OF ONTARIO RANCH ROAD 1653.03 FEET;

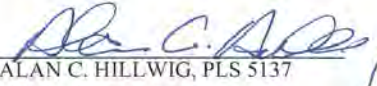
THENCE NORTH 00°19'11" WEST 335.10 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND CONVEYED TO THE CITY OF ONTARIO, A MUNICIPAL CORPORATION BY DEED RECORDED MAY 27, 2007 INSTRUMENT NO. 2007-0317465, OF OFFICIAL RECORDS.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE APART HEREOF.

AREA OF PARCEL IS 627,393 SQUARE FEET (14.40 AC) MORE OR LESS.

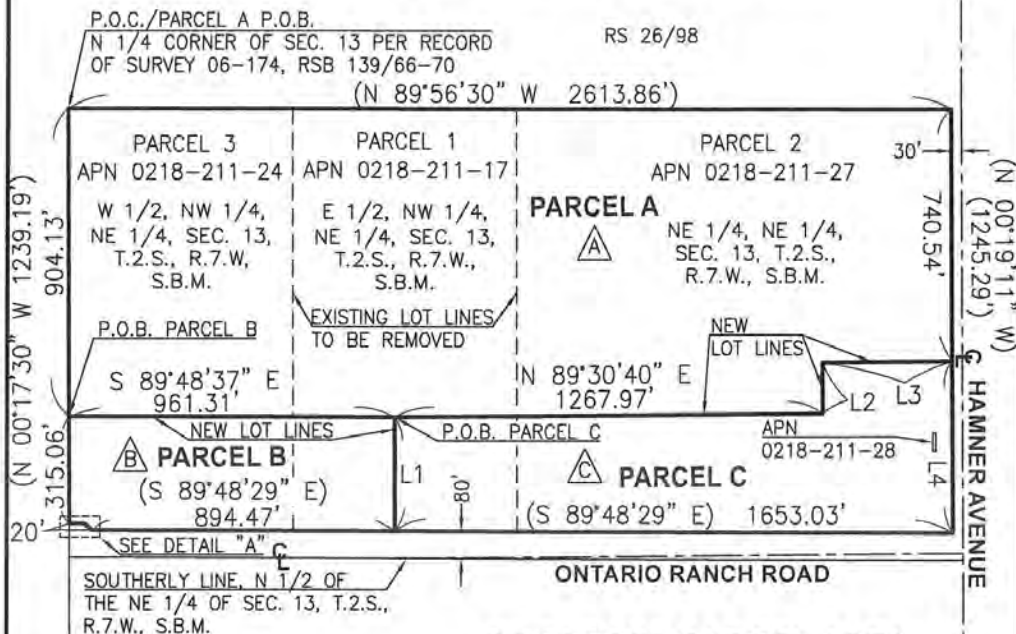
THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION.

  
ALAN C. HILLWIG, PLS 5137  
EXPIRES: 6-30-21

2/14/20  
DATE



# LOT LINE ADJUSTMENT NO. LLA20-011



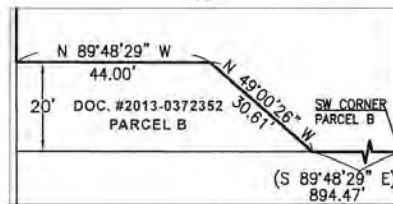
### LINE TABLE

LINE	BEARING	DISTANCE
L1	N00°19'11"W	335.10'
L2	N00°19'11"W	150.00'
L3	N89°30'40"E	385.00'
L4	S00°19'11"E	504.74'

### PROPOSED PARCEL AREA

- △ = 2,297,295 S.F. = 52.74 AC.
- △ = 321,021 S.F. = 7.37 AC.
- △ = 627,393 S.F. = 14.40 AC.

### DETAIL "A"



### LEGEND

- EXISTING PROPERTY LINE TO BE REMOVED
- PROPOSED PROPERTY LINE
- ( ) RECORD DATA PER R/S 06-174, RSB 139/66-70



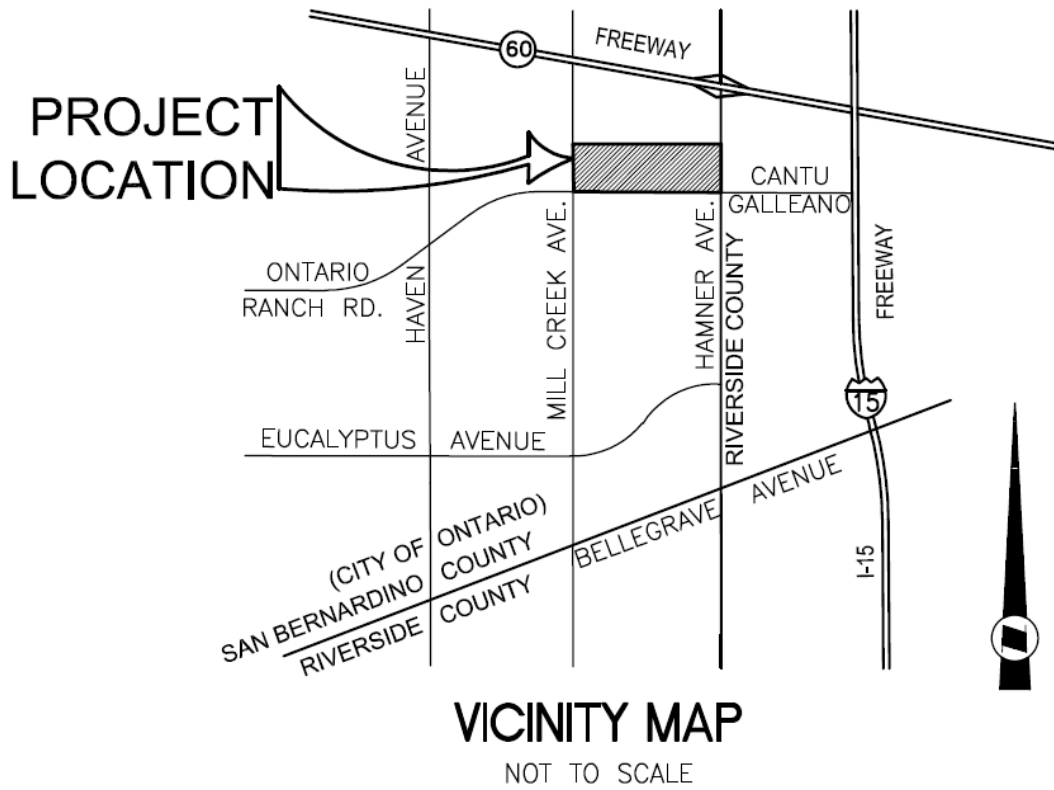
Prepared by HILLWIG-GOODROW, INC.:  
 31407 Outer Hwy. 10, Redlands, CA 92373 (888) 626-5137

*Alan C. Hillwig* 8/14/20  
 ALAN C. HILLWIG, PLS 5137 DATE  
 LICENSE EXPIRES: 6-30-21

SCALE: 1" = 400'  
 FILE NO.: 228-223  
 DATE: AUGUST 2020  
 SHEET 1 OF 3

**EXHIBIT "B"**  
**TO DEVELOPMENT AGREEMENT**

**Map showing Property and its location**



**EXHIBIT "C"**  
**TO DEVELOPMENT AGREEMENT**

**Existing Development Approvals**

On October 23, 2007 the Planning Commission:

- a) Issued Resolution No. PC07-125 recommending City Council certification of the Rich-Haven Specific Plan EIR (SCH#2006051081).
- b) Issued Resolution No. PC07-127 recommending to City Council approval of the Rich-Haven Specific Plan (File No. PSP05-004)

On December 4, 2007, the City Council:

- a) Issued Resolution No. 2007-145 certifying the Rich-Haven Specific Plan EIR (SCH#2006051081).
- b) Adopted Ordinance No. 2884 approving the Rich-Haven Specific Plan.

On February 23, 2016, the Planning Commission:

- a) Issued Resolution No. PC16-003 recommending City Council adoption of an Addendum to the Rich-Haven EIR.
- b) Issued Resolution PC16-004 recommending approval of the Rich-Haven Specific Plan Amendment (File No. PSPA16-001).

On March 15, 2016, the City Council:

- a) Issued Resolution No. 2016-024 for the adoption of an Addendum (File No. PSPA16-001) to the Rich-Haven Specific Plan EIR.
- b) Issued Resolution No. 2016-025 approving an Amendment (File No. PSPA16-001) to the Rich-Haven Specific Plan.

On January 23, 2018, the Planning Commission:

- a) Issued Resolution No. PC18-014 recommending City Council adoption of an Addendum to the Rich-haven EIR.
- b) Issued Resolution No. PC18-015 recommending to City Council adoption of the Rich-Haven Specific Plan Amendment (File No. PSPA16-005).

On February 20, 2018, the City Council:

- a) Issued Resolution No. 2018-017 for the adoption of an Addendum (File No. PSPA16-005) to the Rich-Haven Specific Plan EIR.
- b) Issued Resolution No. 2018-018 approving an Amendment (File No. PSPA16-005) to the Rich-Haven Specific Plan.



**EXHIBIT "D"**  
**TO DEVELOPMENT AGREEMENT**

**Existing Land Use Regulations**

These documents are listed for reference only:

1. The Rich-Haven Specific Plan (File No. PSP05-004) Environmental Impact Report, Resolution No. 2007-145.
2. The Rich-Haven Specific Plan (File No. PSP05-004), Ordinance No. 2884.
3. Addendum to the Rich-Haven Specific Plan (File No. PSPA16-001) Environmental Impact Report, Resolution No. 2016-024.
4. Amendment to the Rich-Haven Specific Plan (File No. PSPA16-001), Resolution No. 2016-025.
5. Addendum to the Rich-Haven Specific Plan (File No. PSPA16-005) Environmental Impact Report, Resolution No. 2018-017.
6. Amendment to the Rich-Haven Specific Plan (File No. PSPA16-005), Resolution No. 2018-018.
  
7. City of Ontario Municipal Code
  - a. Six – Sanitation & Health
  - b. Seven – Public Works
  - c. Eight – Building Regulations
  - d. Nine – Development Code
  - e. Ten – Parks & Recreation

**EXHIBIT "E"**  
**TO DEVELOPMENT AGREEMENT**

**Description of Required Infrastructure Improvements**

**OWNER shall design, construct, and complete the following Street, Sewer, Storm Drain, Potable Water, Recycled Water, and Fiber Optic improvements, prior to OWNER's request for any final certificate of occupancy permit for any building on the Property.**

STREETS (ST)

1. Full half-width ST improvements along the east side of Mill Creek Avenue from the northern boundary on Mill Creek Avenue to Ontario Ranch Road.
2. Last lane ST improvements along the northern side of Ontario Ranch Road from Mill Creek Avenue to Hamner Avenue.
3. Last lane and median ST improvements along the west side of Hamner Avenue from Ontario Ranch Road to northerly tract boundary on Hamner Avenue.
4. Traffic Signal at Mill Creek Avenue and Ontario Ranch Road.
5. Two mid-block Traffic Signals along Ontario Ranch Road, between Mill Creek Avenue and Hamner Avenue.
6. Traffic Signal at Hamner Avenue, approximately 200-feet south of the northerly tract boundary to along with the existing industrial driveway on the east side of Hamner.

Potable Water (PW)

1. PW along Mill Creek Avenue from the northern boundary on Mill Creek Avenue to the point of connect in Ontario Ranch Road.

Recycled Water (RW)

1. RW along Mill Creek Avenue from the northern boundary on Mill Creek Avenue to the point of connection in Ontario Ranch Road.
2. RW along Hamner Avenue from the northern boundary on Hamner Avenue to the point of connection in Ontario Ranch Road.

Sanitary Sewer (SS)

1. SS along Mill Creek Avenue from the northern boundary on Mill Creek Avenue to the point of connection in Mill Creek Avenue, south of Old Edison Avenue.

Storm Drain (SD)

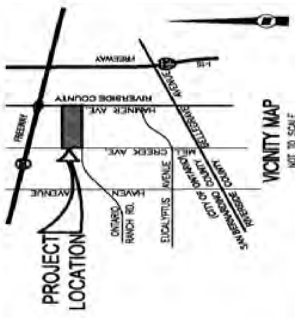
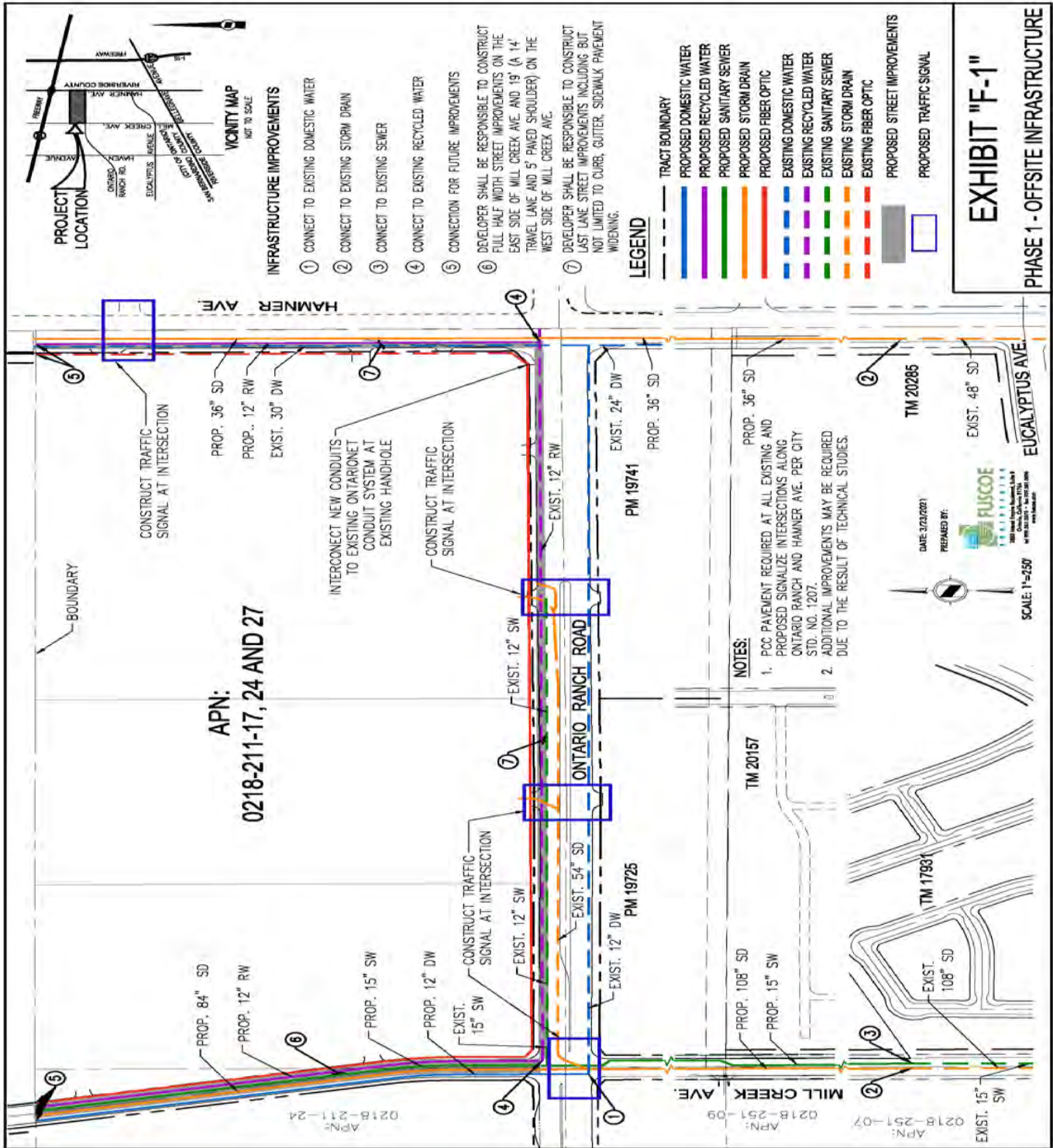
1. SD along Mill Creek Avenue from the northern boundary on Mill Creek Avenue to the point of connection in Mill Creek Avenue, south of Old Edison Avenue.
2. SD along Hamner Avenue from the northern boundary on Hamner Avenue to the point of connection in Hamner Avenue, south of Old Edison Avenue.

Fiber Optics (FO)

1. FO along Mill Creek Avenue from the northern boundary on Mill Creek Avenue to Ontario Ranch Road.
2. FO along Ontario Ranch Road from Mill Creek Avenue to the point of connection in Hamner Avenue.

**EXHIBIT "F"**  
**TO DEVELOPMENT AGREEMENT**  
**Required Infrastructure Improvements**

(SEE ATTACHMENT)



**INFRASTRUCTURE IMPROVEMENTS**

1. CONNECT TO EXISTING DOMESTIC WATER
2. CONNECT TO EXISTING STORM DRAIN
3. CONNECT TO EXISTING SEWER
4. CONNECT TO EXISTING RECYCLED WATER
5. CONNECTION FOR FUTURE IMPROVEMENTS
6. DEVELOPER SHALL BE RESPONSIBLE TO CONSTRUCT FULL HALF WIDTH STREET IMPROVEMENTS ON THE EAST SIDE OF MILL CREEK AVE. AND 19' (A 14' TRAVEL LANE AND 5' PAVED SHOULDER) ON THE WEST SIDE OF MILL CREEK AVE.
7. DEVELOPER SHALL BE RESPONSIBLE TO CONSTRUCT LAST LANE STREET IMPROVEMENTS INCLUDING BUT NOT LIMITED TO CURB, GUTTER, SIDEWALK PAVEMENT WIDENING.

**LEGEND**

- TRACT BOUNDARY
- PROPOSED DOMESTIC WATER
- PROPOSED RECYCLED WATER
- PROPOSED SANITARY SEWER
- PROPOSED STORM DRAIN
- PROPOSED FIBER OPTIC
- EXISTING DOMESTIC WATER
- EXISTING RECYCLED WATER
- EXISTING SANITARY SEWER
- EXISTING STORM DRAIN
- EXISTING FIBER OPTIC
- PROPOSED STREET IMPROVEMENTS
- PROPOSED TRAFFIC SIGNAL

**EXHIBIT "F-1"**

**PHASE 1 - OFFSITE INFRASTRUCTURE**

APN:  
0218-211-17, 24 AND 27

**NOTES:**

1. PCC PAVEMENT REQUIRED AT ALL EXISTING AND PROPOSED SIGNALIZE INTERSECTIONS ALONG ONTARIO RANCH AND HAMNER AVE. PER CITY STD. NO. 1207
2. ADDITIONAL IMPROVEMENTS MAY BE REQUIRED DUE TO THE RESULT OF TECHNICAL STUDIES.

DATE: 1/23/2021

PREPARED BY:



SCALE: 1"=250'

**EXHIBIT "G"**  
**TO DEVELOPMENT AGREEMENT**

FORM OF CERTIFICATE OF NET MDD AVAILABILITY

Pursuant to Section \_\_\_\_ of this Agreement between the City of Ontario, a California municipal corporation, and \_\_\_\_\_, a \_\_\_\_\_ company, hereinafter called "OWNER", the terms and definitions of which are hereby incorporated herein by this reference and hereinafter called "Agreement", the City of Ontario hereby certifies based on CITY receipt of payment of OWNER's share of the funding for the Phase 2 Water Improvements, that OWNER is entitled to the following Net MDD Water Availability.

Amount of Net MDD \_\_\_\_\_ gpm

\_\_\_\_\_  
Scott Ochoa, City Manager

Dated: \_\_\_\_\_

**Exhibit "H"**  
**TO DEVELOPMENT AGREEMENT**

**FORM OF CERTIFICATE OF REGIONAL DIF CREDIT**

Pursuant to Section 4.5.2 of this Agreement by and between the City of Ontario and \_\_\_\_\_, dated \_\_\_\_\_, 20\_\_, the terms and definitions of which are hereby incorporated herein by this reference and hereinafter called the "Development Agreement", the City of Ontario hereby certifies that OWNER is entitled to the following amount and nature of DIF Credits in the Regional Water DIF Infrastructure Category:

Amount of Credit: \$ \_\_\_\_\_

\_\_\_\_\_  
Scott Ochoa, City Manager

Dated: \_\_\_\_\_

## Exhibit "I-1"

### ONTARIO RANCH WATER SUPPLY PHASING PLAN

<b><u>Phase 2</u></b>	<b><u>Water Availability Equivalency</u></b>	<b><u>Estimated Net MDD Available<sup>1</sup></u></b>
<b><u>Phase 2 A</u></b>		
<b><u>Supply &amp; Storage</u></b>		
1. 1 - Additional Ground Water Well and Collection lines - Design and Construction	8,250 gpm <sup>2</sup>	<b>7,750 gpm<sup>2</sup></b>
<b><u>Pipelines (Transmission &amp; Distribution)<sup>2</sup></u></b>		
2. 925 Zone Transmission lines – Design and Construction		
3. Temporary Pressure Reducing Station <sup>3</sup> – Design and Construction		
<b><u>Phase 2B</u></b>		
<b><u>Supply &amp; Storage</u></b>		
4. 1 – Additional Ground Water Well and Collection lines – Design and Construction	10,500 gpm <sup>2</sup>	<b>9,860 gpm<sup>2</sup></b>
5. 1 – 6 million gallon Reservoir – 925 Zone – Design and Construction		

(1) Upon Completion of the construction of all of the improvements described for each Phase a Certificate of Net MDD Availability shall be issued to Developer for the corresponding amount of Net MDD. Net MDD means the maximum daily demand on the potable water supply, net of the water requirements for public schools and parks. The Water Availability Equivalency includes the estimated requirements for public schools and parks. The amount of Net MDD specified is the cumulative amount for which building permits may be issued upon funding of the corresponding and all preceding Phases of improvements.

(2) The ability of a particular development to utilize Net MDD assigned to it by the Developer will require the completion of design and construction of Master-planned potable and recycled water transmission and distribution pipelines for the respective pressure zone. Other factors may include its location, the particular land use and Water Availability Equivalents assigned to it as specified in Exhibit C-2.

(3) Pressure reducing stations are a component of the pipeline transmission and distribution system.



## EXHIBIT "I-2"

**Available Water Supply - See Exhibit C-1R for Net MDD Available**

**Table A - Water Demand Equivalents By Land Use**

The Ontario Plan  Land Use	Potable Water			Recycled Water	
	Water Demand Factor (ADD)		Water Demand Equivalents (WDE) <sup>2</sup>	Recycled Water Demand Factor <sup>1</sup> (ADD)	Recycled Water Demand Of Total Water Demand
	(gpd/du)	(gpd/ac)	(gpm/unit)	(gpd/ac)	(%)
Detached Dwellings (less than 5 units per acre)	544		0.57	900	28%
Detached or Attached Dwellings (between 5 and 11 units per acre)	464		0.48	1,000	21%
Attached Dwellings (between 11 and 25 units per acre)	323		0.34	1,500	18%
High Density Dwellings (25+ units per acre)	152		0.16	1,500	27%
Commercial Lodging	150		0.16	1,700	50%
Retail/Services Uses		2,200	2.29	2,300	51%
Office Uses		3,400	3.54	2,300	40%
Business Park Uses		2,200	2.29	2,200	50%
Industrial Uses		2,000	2.08	2,200	52%
Institutional Use		2,200	2.29	1,600	42%
Parks		1,000	1.04	1,400	58%
Schools		3,500	3.65	1,600	31%

<sup>1</sup> Recycled Water Demands include irrigation for right-of-way (medians and parkways), neighborhood edge, pocket parks, and common areas.

<sup>2</sup> The WDE is based on the Maximum Day Demand (MDD) with a peaking factor of 1.5 in the NMC for all land use categories.

**Table B - Example Water Supply Calculation**

Land Use	Acres <sup>1</sup> (gross)	Residential Units	WDE Factor (gpm)	Potable MDD (gpm)	Recycled Water ADD (gpm)
<b>Development</b>					
Detached Dwellings (less than 5 units per acre)	1,284	5,061	0.57	2,868	803
Detached or Attached Dwellings (between 5 and 11 units per acre)	369	2,530	0.48	1,223	256
Attached Dwellings (between 11 and 25 units per acre)	194	3,410	0.34	1,147	202
Retail/Services Uses (per acre) <sup>2</sup>	104		2.29	239	166
<b>TOTAL</b>	<b>1,950</b>	<b>11,001</b>		<b>5,477</b>	<b>1,428</b>

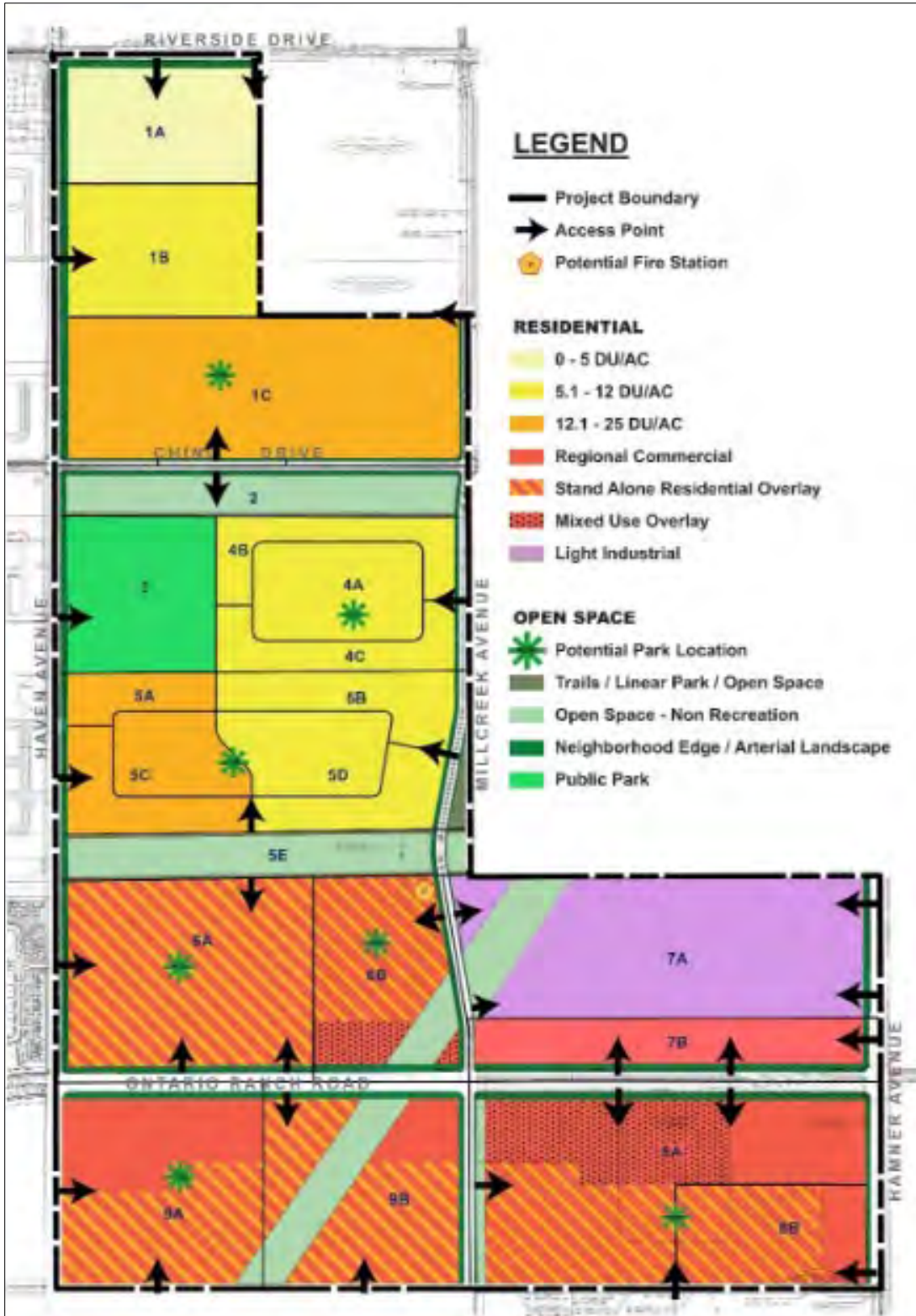
Three (3) Wells Are required to Support this example, assuming each well produces 2,000 gpm and connection to the Recycled Water System maximizing Recycled Water Use.

<sup>1</sup> Residential Acres are estimated based on the weighted average derived from the average number of units per land use category.

<sup>2</sup> Commercial acreage is calculated from a total square footage of 1,361,000 SF with an average Floor to Area Ratio (FAR) of 0.30 for commercial services in The Ontario Plan.

**Exhibit "J"**  
**TO DEVELOPMENT AGREEMENT**

**Rich-Haven Specific Plan Proposed Land Use Map**  
**(File No. PSPA19-006)**





# PLANNING COMMISSION STAFF REPORT

April 27, 2021

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

**FILE NOS:** PGPA19-005 and PSPA19-006

**SUBJECT:** A request for approval of the following applications: [1] A General Plan Amendment (File No. PGPA19-005) to modify Policy Plan (general plan) Exhibit LU-01, Official Land Use Plan, changing the land use designation on 105.4 acres of Low Density Residential (2.1 – 5 du/ac), 66.01 acres of Mixed Use (9 – NMC East) and 10.36 acres of Open Space – Non Recreation designated property, to 23.41 acres of Low Density Residential (2.1 – 5 du/ac), 24.16 acres of Low-Medium Density Residential (5.1 – 11 du/ac), 57.83 acres of Medium Density Residential (11.1 – 25 du/ac), 20.46 acres of Mixed Use (9 – NMC East), 48.61 acres of Industrial, and 7.3 acres of Open Space – Non Recreation designated property, and modify Policy Plan (general plan) Exhibit LU-03, Future Buildout, to be consistent with the herein described land use changes; and [2] An amendment (File No. PSPA19-006) to the Rich-Haven Specific Plan, which includes the following map and text revisions: [A] Change the land use designation on 110.1 gross acres of land from Planning Area 1A – 1F (Residential - SFD), to 25.5 gross acres of Planning Area 1A (Residential - SFD), 24.5 gross acres of Planning Area 1B (Residential – SFD/SFA) and 60.6 gross acres of Planning Area 1C (Residential - SFD/SFA); [B] Change the land use designation on 81.1 gross acres of land within Planning Area 7 (Stand-Alone Residential Overlay, Mixed-Use Overlay, Regional Commercial, and SCE Easement/Gas Easement) to, Planning Area 7A (49.4 gross acres of Light Industrial and 6.6 gross acres of Open Space – Non Recreation) and Planning Area 7B (25.1 gross acres of Regional Commercial); [C] Change the land use designation on 4.13 acres of land within Planning Area 6A from Regional Commercial to Stand-Alone Residential Overlay; [D] Change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial; and [E] Various changes to the Specific Plan development standards, exhibits, and text, to reflect the proposed land uses. The Rich-Haven Specific Plan is generally bounded by Riverside Drive, Colony High School and the SCE substation to the north, Hamner Avenue to the east, Old Edison Road to the south, and Hamner Avenue to the west; (APNs: 0218-161-04, 0218-161-05, 0218-161-10, 0218-161-11, 0218-211-17, 0218-211-24, 0218-211-27, 0218-211-01 and 0218-393-10) **submitted by Rich-Haven Marketplace LLC and Brookcal Ontario, LLC. City Council action is required.**

**PROPERTY OWNERS:** Brookcal Ontario, LLC and Rich-Haven Marketplace, LLC

**RECOMMENDED ACTION:** That the Planning Commission consider and adopt the following:

Case Planner:	Lorena Mejia
Planning Director Approval:	
Submittal Date:	08/08/2019

Hearing Body	Date	Decision	Action
DAB	N/A	N/A	N/A
PC	04/27/2021		Recommend
CC	5/18/2021		Final

- (1) A resolution recommending the City Council approve the use of an Addendum to The Ontario Plan Environmental Impact Report; and
- (2) Resolutions recommending the City Council approve File Nos. PGPA19-005 and PSPA19-006 pursuant to the facts and reasons contained in the staff report and attached resolutions.

**PROJECT SETTING:** The Rich-Haven Specific Plan is generally bounded by Riverside Drive, Colony High School and the SCE substation to the north, Hamner Avenue to the east, Old Edison Road to the south, and Hamner Avenue to the west. The project consists of multiple locations within the Rich-Haven Specific Plan depicted in Figure 1: Project Location, and described below:

- (1) Planning Area 1, located at the southeast corner of Riverside Drive and Haven Avenue, is comprised of 110.1 gross acres of land and is presently developed with agricultural and dairy farming uses;
- (2) Planning Area 7, located at northwest corner of Hamner Avenue and Ontario Ranch Road, is comprised of 81.1 gross acres and is presently vacant. The property was utilized previously for various agricultural and dairy farming uses. Additionally, there is an existing SCE power transmission line easement located at the northwest corner of PA7;
- (3) Planning Area 6A, located at the northeast corner of Ontario Ranch Road and Haven Avenue, is comprised of 4.13 acres that has been mass graded and is presently under development with residential uses; and
- (4) Planning Area 9A, located at the southeast corner of Ontario Ranch Road and Haven Avenue, is comprised of 4.13 acres that has been mass graded and is presently vacant.

The existing surrounding land uses, zoning, and general plan and specific plan land use designations are summarized in the "Surrounding Zoning & Land Uses" table located in the Technical Appendix of this report.

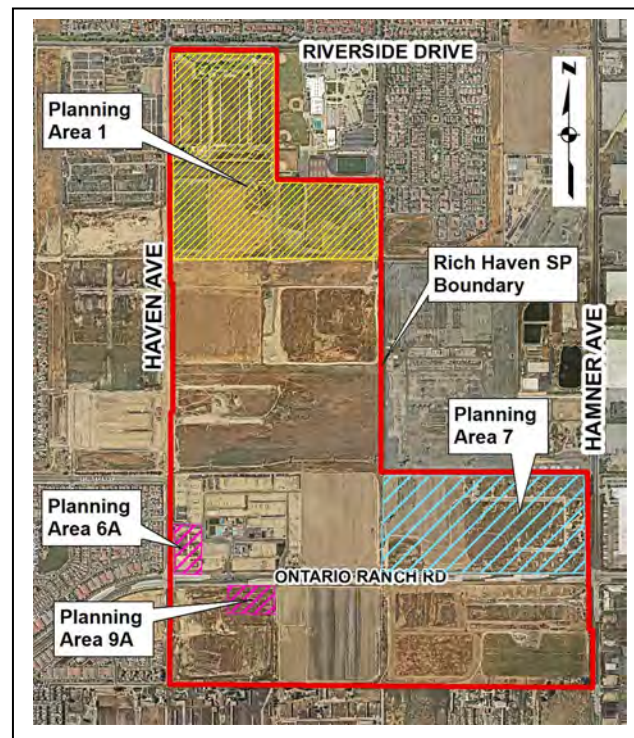


Figure 1: Project Location

## PROJECT ANALYSIS:

(1) Background — On December 4, 2007, the City Council approved the Rich-Haven Specific Plan (File No. PSP05-004) and certified the related Environmental Impact Report (“EIR”). The Specific Plan established the land use designations, development standards, and design guidelines for approximately 512 acres of land, which included the potential development of 4,256 residential units and 889,200 square feet of commercial/office land uses.

On February 20, 2018, the City Council approved an Amendment to the Rich-Haven Specific Plan (File No. PSPA16-005) for the annexation of 72.3 acres of land located at the southeast corner of Haven Avenue and Ontario Ranch Road, into the Mixed Use district of the Rich-Haven Specific Plan. The amendment included updates to the development standards, exhibits, and text changes to reflect the proposed annexation and overall compliance with the Policy Plan component of The Ontario Plan (“Policy Plan”). The amendment also allowed the combining of units between Planning Areas 6A and 9A (BrookCal owned parcels) and Planning Areas 6B and 9B (Richland owned parcels), to meet residential density requirements (14.0 to 50 du/ac).

On August 18, 2019, Rich-Haven Marketplace submitted a General Plan Amendment (File No. PGPA19-005) to modify Policy Plan (general plan) Exhibit LU-01, Official Land Use Plan and Exhibit LU-03, Future Buildout. The applicant also submitted an amendment to the Rich-Haven Specific Plan (File No. PSPA19-006), to be consistent with the proposed General Plan land use changes which includes various changes to the Specific Plan development standards, exhibits, and text.

On March 11, 2020, Brookcal submitted an amendment to the Rich-Haven Specific Plan changing the land use designation of 4.13 acres of land from Regional Commercial to Stand-Alone Residential Overlay within Planning Area 6A and relocating the 4.13 acres of Regional Commercial to Planning Area 9A.

(2) General Plan Amendment (“GPA”) — The proposed GPA (File No. PGPA19-005) will revise Exhibit LU-01, Official Land Use Plan to include the land use changes described in Table 1: Existing and Proposed General Plan Land Use Changes, below. The GPA also included the modification of the Future Buildout Table (Exhibit LU-03), as shown in Exhibit A of this report, to be consistent with the proposed land use designation changes.

Table 1: Existing and Proposed General Plan Land Use Changes		
General Location	Existing General Plan Land Use /Acreage	Proposed General Plan Land Use /Acreage
Southeast corner of Riverside Drive and Haven Avenue	Low Density Residential (2.1 – 5 du/ac) - 105.4 acres	<ul style="list-style-type: none"> <li>Low Density Residential (2.1 – 5 du/ac) - 23.41 acres</li> <li>Low-Medium Density Residential (5.1 – 11 du/ac) - 24.16 acres</li> <li>Medium Density Residential (11.1 – 25 du/ac) - 57.83 acres</li> </ul>
Northwest Corner of Ontario Ranch Road and Hamner Avenue	<ul style="list-style-type: none"> <li>Mixed Use (9 – NMC East) – 66.01 acres</li> <li>Open Space – Non Recreation - 10.36 acres</li> </ul>	<ul style="list-style-type: none"> <li>Industrial – 48.61 acres</li> <li>Mixed Use (9 – NMC East) – 20.46 acres</li> <li>Open Space – Non Recreation – 7.3 acres</li> </ul>

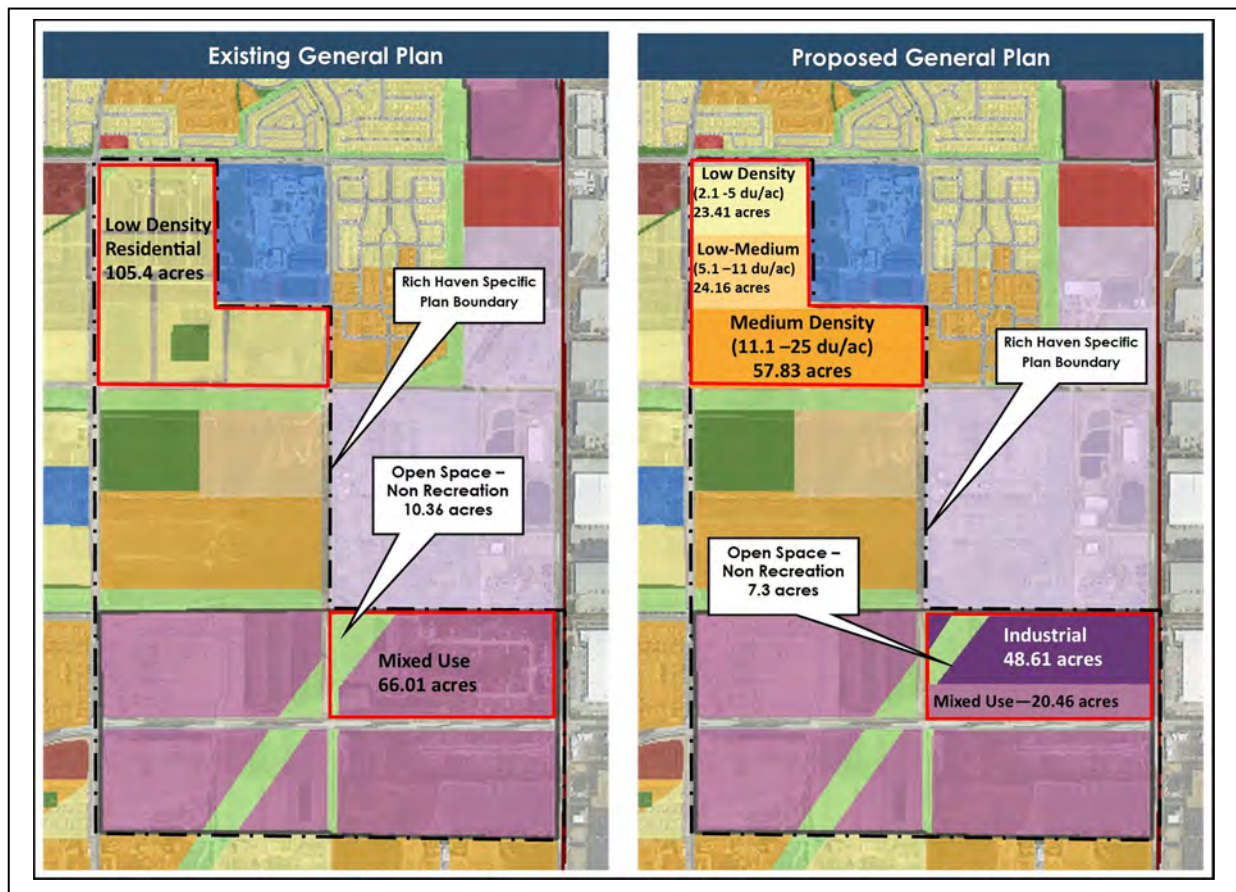


Figure 2: General Plan Amendment

(a) **Mixed Use and Industrial Land Uses.** The proposed Mixed Use to Industrial land use changes consist of three parcels located at the northwest corner of Hamner Avenue and Ontario Ranch Road. The GPA would reduce 66.01 acres (gross) of Mixed-

Use designated land to 20.46 acres, which represents a loss of 446,436 square feet of potential commercial/office space (based on an assumed 0.30 FAR for retail and 0.35 FAR for office) and the loss of 342 residential units (based on an assumed density of 25 du/ac). The decrease of commercial space represents a negligible 1.3 percent decrease in building area over the 33 million square feet of commercial (retail\office) space that is existing and/or planned throughout the City. The proposed GPA includes the addition of 48.61 acres (gross) of Industrial land and 1,164,598 square feet of potential industrial space (based on an assumed 0.55 FAR). The net gain of industrial space represents a negligible 0.6 percent increase in building area over the 185 million square feet of industrial/business park space that is existing and/or planned throughout the City.

(b) **Residential Land Uses.** The proposed GPA includes the elimination of 45.5 acres of Mixed-Use designated land that represents a loss of 342 residential units. The applicant is also requesting approval to eliminate the total number of housing units allowed within the Mixed-Use area as part of the proposed Rich-Haven Specific Plan Amendment that would result in the elimination of a total 725 residential units. Senate Bill 330 ("SB 330") – Housing Accountability Act (Government Code Section 65589.5 et seq.) – was passed by the California Legislature, signed by the Governor, and became effective on January 1, 2020. The bill prohibits changing the general plan land use designation, zoning land use and specific plan land use designation, that would result in the reduction of allowed residential density or intensity of land uses. As a result, any project proposing to eliminate any residential land uses are required to replace those units and demonstrate a "no net loss" of residential capacity. To address the removal of 725 residential units and demonstrate a "no net loss," and that the Project is compliant with SB 330, the applicant is proposing to increase the density/capacity within proposed Planning Areas 1A, 1B, 1C and 8B of the Rich-Haven Specific Plan that is controlled by Rich-Haven Marketplace, as following:

- A proposed change to the Policy Plan land use designation on four parcels totaling 105.4 acres of land, located at the southeast corner of Riverside Drive and Haven Avenue, from Low Density Residential (2.1 – 5 du/ac) to 23.41 acres of Low Density Residential (2.1 – 5 du/ac), 24.16 acres of Low-Medium Density Residential (5.1 – 11 du/ac), and 57.83 acres of Medium Density Residential (11.1 – 25 du/ac) (see Figure 2: General Plan Amendment). Planning Area 1 of the Rich-Haven Specific Plan Land Use Plan will also be amended to align with the proposed Exhibit LU-01, Official Land Use Plan, changes (see Figure 3: Specific Plan Amendment). The proposed land use designation changes will increase capacity within this area from 503 units to 1,021 units, creating an additional 518 units within the Rich-Haven Specific Plan.
- The applicant is also proposing to increase the number units allowed within Planning Area 8B (19.7 acres of land) of the Rich-Haven Specific Plan, from 200 dwelling units to 407 dwelling units, creating an additional 207 dwelling units. The proposed increase in capacity does not require a General Plan Amendment since the property has a Policy Plan (General Plan) land use designation of Mixed

Use, which allows for a mix of commercial and residential uses, with a residential density range of 14 to 50 dwelling units per acre.

The proposed General Plan and Specific Plan amendments will create a combined increase of 725 dwelling units within the Rich-Haven Specific Plan area, which will offset the loss of 725 dwelling units located at the northwest corner of Hamner Avenue and Ontario Ranch Road (Planning Area 7 of the Rich-Haven Specific Plan). The result is a net loss of dwelling units and maintaining compliance with SB330.

(3) Rich-Haven Specific Plan Amendment (“SPA”)—The proposed amendment to the Rich-Haven Specific Plan will facilitate the proposed General Plan Amendment changes described above and includes the following (see Figure 3: Specific Plan Amendment):



Figure 3: Specific Plan Amendment

(a) **Rich-Haven Planning Area 1.** Planning Area 1A – 1F (Residential - SFD) is located at the southeast corner of Riverside Drive and Haven Avenue, totals 110.1 gross acres of land and allows for up to 503 dwelling units at a density of 4.5 dwelling units per acre. The applicant is proposing to reduce the number of subareas within PA1 from 6 to 3, which would align with the proposed herein-described General Plan Amendment. Once revised, PA1 will consist of the following subareas:



- Planning Area 1A (Residential - SFD) will total 25.5 gross acres of land and will allow 115 dwelling units at a density of 4.5 dwelling units per acre.
- Planning Area 1B (Residential – SFD/SFA) will total 24.5 gross acres of land and will allow 175 dwelling units at a density of 7.1 dwelling units per acre.
- Planning Area 1C (Residential - SFD/SFA) will total 60.6 gross acres of land and will allow 731 dwelling units at a density of 12.1 dwelling units per acre.

Planning Area 1 (1A-1C) proposes a total of 1,021 units, with an overall density of 9.2 dwelling units per acre. The amendment will retain low density ranges along Riverside Drive and gradually increases density ranges to the south of Planning Area 1.

(b) **Rich-Haven Planning Area 7.** Planning Area 7 is comprised of 81.1 gross acres of land that is located at the northwest corner of Ontario Ranch Road and Hamner Avenue. PA7 is comprised of four land use designations that include, Regional Commercial, Mixed-Use Overlay, SCE Easement/Gas Easement, and Stand-Alone Residential Overlay that allows a maximum of 725 dwelling units at a minimum density of 14 dwelling units per acre. The amendment proposes to eliminate all residential land uses and create the two subareas described below (see Figure 3: Specific Plan Amendment):

- Planning Area 7A will be located along the northern portion of PA7 that abuts the SCE Mira Loma substation to the north. PA 7A totals 56 gross acres of land and will consist of 49.4 acres of Light Industrial, allowing up to 1,183,525 square feet of industrial development at 0.55 FAR and 6.6 acres of Open Space – Non-Recreation. PA 7A will no longer be part of the Mixed-Use District of the Rich-Haven Specific Plan and will become a separate land use designation. The proposed Light Industrial land use designation is consistent with Policy LU2-2 Buffers of the Policy Plan, which requires buffers between new uses and existing uses, where potential adverse impacts could occur.

PA7 is located immediately south of the SCE Mira Loma substation, comprised of approximately 124 acres of land, which could potentially negatively impact previously planned residential land uses. Additionally, land uses to the east of the planning area have been developed with industrial land uses within the City of Eastvale, creating additional visual and noise impacts that could negatively impact future residential uses. The proposed light industrial land use will create a land use buffer between the SCE substation and proposed commercial uses to the south, within the proposed Planning Area 7B. Due to the potential impacts from existing surrounding land uses, the 725 planned dwelling units have been relocated to Planning Areas 1A, 1B, 1C, and 8B of the Rich-Haven Specific Plan.

- Planning Area 7B consists of 25.1 gross acres of land located on the south side of Ontario Ranch Road, between Hamner and Mill Creek Avenues, and is immediately south of PA 7A. PA 7B will continue to be part of the Rich-Haven Mixed

Use District and will have a land use designation of Regional Commercial, allowing for up to 300,000 square feet of commercial uses and will provide a minimum depth of 300 feet, measured behind the neighborhood edge.

(c) **Rich-Haven Planning Area 8B.** Planning Area 8B is comprised of 19.7 acres of land located within the southeast portion of the Rich-Haven Specific Plan. The Planning Area includes two land use designations: Stand Alone Residential Overlay and Regional Commercial. Rich-Haven Specific Plan Land Use Summary Table 3-1 allows a maximum of 200 dwelling units and 123,400 square feet of commercial development. The proposed SPA would increase the maximum number units from 200 to 407 for the Planning Area, to mitigate the loss of dwelling units proposed in Planning Area 7, as discussed in the General Plan Amendment section of this report.

(d) **Rich-Haven Planning Area 6A/9A.** As discussed in the Background section of this report, Brookcal submitted Tentative Tract Map 20345 (File No. PMTT20-003) and Development Plan (File No. PDEV20-007) applications to facilitate a residential development project on property located at the northeast corner Ontario Ranch Road and Haven Avenue, within Planning Area 6A, that presently has a General Commercial land use designation. To facilitate the proposed development, Brookcal submitted an amendment to the Rich-Haven Specific Plan, requesting to change the land use designation on 4.13 acres of land within Planning Area 6A, from Regional Commercial to Stand-Alone Residential Overlay, and change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial. The proposed land use changes between the combined Planning Areas 6A and 9A will result in a no net change in dwelling units or commercial building area within the Specific Plan. Under this reorganization of land uses, Planning Area 6A will be comprise solely of Stand-Alone Residential Overlay and Planning Area 9A will provide commercial land uses across the entire Ontario Ranch Road street frontage. The proposed changes are reflected in the proposed Rich-Haven Specific Plan Land Use Plan. There are no changes proposed to the Land Use Summary (Table 3-1), since Planning Areas 6A and 9A are a combined planning area within the table.

(e) **Document Changes.** The SPA includes the addition of light industrial development standards and land use matrix, updates to the existing residential and mixed use development standards and land use matrix, updates to various exhibits reflecting the new planning subareas, along with text/map changes to reflect the proposed land use designation changes. All changes and additions to the Specific Plan (exhibits, tables, and development standards) are contained within the revised Specific Plan document, and are highlighted in red.

(4) **Economic Feasibility Study** — As required by Policy CE3-2 of the Policy Plan, which requires those proposing a General Plan Amendment to disclose reasonably foreseeable fiscal impacts, the Applicant has provided an Economic Feasibility Study (see Exhibit C: Economic Feasibility Study, attached) prepared by BMW Realty Advisors (dated January 29, 2020). The Study focused on a commercial void analysis within a three-mile radius of

Planning Area 7 of the Rich-Haven Specific Plan Mixed-Use District. The Study concluded that in the future, the site could support junior anchor centers that range between 15,000 to 20,000 square feet in size and maintain a minimum lot depth of 225 to 275 feet along Ontario Ranch Road to support these future commercial uses. The Study also found that a typical 8-acre to 12-acre shopping center would not be a viable option for the site; however, the site could support 52 acres of industrial land uses. Staff has, however, worked with the Applicant to maintain a minimum of 25.1 gross acres of Regional Commercial designated land, with a minimum depth of 300 feet, and 49.4 gross acres of Light Industrial designated land within the Rich-Haven Specific Plan.

**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)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(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.
  - H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
- Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.
  - H5-2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation and other amenities.

**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.

**HOUSING ELEMENT COMPLIANCE:** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on 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.

Senate Bill 330 ("SB 330") – Housing Accountability Act (Government Code Section 65589.5 et seq.) – was passed by the California Legislature, signed by the Governor and became effective on January 1, 2020. The bill is the result of the Legislature's extensive findings regarding the California "housing supply crisis" with "housing demand far outstripping supply."

SB 330 amended Government Code Sections 65589.5, adding Government Code Sections 65940, 65943 and 65950, and repealed and readopted Sections 65906.5, 65913.10 and 65941.1. To summarize, no city may disapprove a residential housing development project for low- to moderate-income households (as defined therein) unless it makes a finding that the housing development project "would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households..." such as where the housing development project is proposed on land "which does not have adequate water or wastewater facilities to serve the project." (Government Code Section 65589.5(d)(2), (4)).

In addition, the legislation adds Chapter 12 to Division 1 of Title 7 of the Government Code (Section 66300 et seq.) that applies to "affected cities," which are identified as cities in urbanized areas as determined by the most recent census. In accordance with SB 330, the Department of Community Development and Housing ("HCD") has prepared a list of affected cities and has determined that Ontario is an "affected city." Therefore, pursuant to Government Code section 66300(b)(1)(A) and (b):

*(b) (1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:*

*(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018...*

except when approved by HCD or when the following exception is set out in Government Code Section 66300(i)(1) applies:

*(i) (1) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.*

As discussed in the GPA and SPA sections of the staff report, a GPA and SPA is proposed to change the site's land use designations from Mixed-Use to Industrial. The GPA would eliminate the Mixed-Use allowable housing, thereby theoretically eliminating 725 units (as allocated by Policy Plan LU-03 Build-out Table, and the Rich-Haven SP Land Use Summary Table 3-1).

To address the removal of 725 residential units and demonstrate a "no net loss," and demonstrate that the Project is compliant with provisions of Section 66300(i)(1) have been met and there is no net loss of residential capacity, the applicant is proposing to increase the density/capacity within other areas of the Rich-Haven Specific Plan controlled by Rich-Haven Marketplace. The proposed General Plan and Specific Plan amendments will create a combined increase of 725 units within the Rich-Haven Specific Plan area that will offset the loss of 725 residential units located at the northwest corner of Hamner Avenue and Ontario Ranch Road (Planning Area 7 of the Rich-Haven Specific Plan), resulting in a no net loss of residential units, and maintaining compliance requirements with SB330.

**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:** 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.

**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>	<i>Specific Plan Land Use</i>
<i>Site</i>	SCE Easements, agricultural and dairy farms, vacant land, and residential subdivisions	Open Space – Non-Recreation, Open Space Recreation, Public School Low Density Residential (2.1 – 5 du/ac), Low Medium Density Residential (5.1 – 11 du/ac), Medium Density Residential (11.1 – 25 du/ac) and Mixed Use	Rich-Haven Specific Plan	PA1 (Residential/SFD), PA2 (SCE Easement), PA3 (Public Park), PA4 (Residential/SFD), PA5 (Residential/SFD), PA6, 7, 8 and 9 (Mixed Use District)
<i>North</i>	Open Space (Creekside Flood Control), Colony High School and SCE Mira Loma Substation	Open Space – Non-Recreation, Public School and Business Park	Creekside Specific Plan, Civic and Specific Plan Agricultural Overlay Zoning District	Recreational Open Space
<i>South</i>	agricultural and dairy farms	Low Density Residential (2.1 – 5 du/ac) and Medium Density Residential (11.1 – 25 du/ac)	Esperanza Specific Plan and Specific Plan Agricultural Overlay Zoning District	Residential (PA1 and PA3)
<i>East</i>	Colony High School, Edenglen Residential Subdivision, SCE Mira Loma Substation and City of Eastvale	Low Density Residential (2.1 – 5 du/ac), Medium Density Residential (11.1 – 25 du/ac), Business Park and Public School	Edenglen Specific Plan, Civic and Specific Plan Agricultural Overlay Zoning District	Residential (PA3, PA4 and PA5)
<i>West</i>	West Haven and The Avenue residential subdivisions, agricultural and dairy farms	Low Density Residential (2.1 – 5 du/ac), Medium Density Residential (11.1 – 25 du/ac) and Public School	West Haven Specific Plan and The Avenue Specific Plan	Residential (PA1, 3, 4, 5 and 8) Neighborhood Commercial, School and Medium Density Residential



EXHIBIT A – POLICY PLAN, FUTURE BUILDOUT TABLE EXHIBIT LU-03



LU-03 Future Buildout<sup>1</sup>

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Population <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Residential</b>						
Rural	529	2.0 du/ac	1,058	4,231		
Low Density <sup>6</sup>	<del>7,221</del> 7,149	4.0 du/ac (OMC) 4.5 du/ac (NMC)	<del>30,477</del> 30,108	<del>121,816</del> 120,341		
Low-Medium Density <sup>6</sup>	<del>992</del> 1,016	8.5 du/ac	<del>8,432</del> 8,638	<del>33,704</del> 34,525		
Medium Density	<del>1,921</del> 1,979	18.0 du/ac (OMC) 22.0 du/ac (NMC)	<del>38,724</del> 39,996	<del>135,508</del> 139,678		
High Density	183	35.0 du/ac	6,415	21,470		
<b>Subtotal</b>	<b>10,857</b>		<del>85,107</del> <b>86,215</b>	<del>316,729</del> <b>320,245</b>		
<b>Mixed Use</b>						
• Downtown	113	• 60% of the area at 35 du/ac • 40% of the area at 0.80 FAR for office and retail	2,365	4,729	1,569,554	2,808
• East Holt Boulevard	57	• 25% of the area at 30 du/ac • 50% of the area at 1.0 FAR office • 25% of area at 0.80 FAR retail	428	856	1,740,483	3,913
• Meredith	93	• 47% of the area at 39.46 du/ac • 48% at 0.35 FAR for office and retail uses • 5% at 0.75 FAR for Lodging	1,725	3,450	832,497	975
• Transit Center	76	• 10% of the area at 60 du/ac • 90% of the area at 1.0 FAR office and retail	457	913	2,983,424	5,337
• Inland Empire Corridor	37	• 50% of the area at 20 du/ac • 30% of area at 0.50 FAR office • 20% of area t 0.35 FAR retail	368	736	352,662	768
• Guasti	77	• 20% of the area at 30 du/ac • 30% of area at 1.0 FAR retail • 50% of area at 0.70 FAR office	465	929	2,192,636	4,103
• Ontario Center	345	• 30% of area at 40 du/ac • 50% of area at 1.0 FAR office • 20% of area at 0.50 FAR retail	4,139	8,278	9,014,306	22,563
• Ontario Mills	240	• 5% of area at 40 du/ac • 20% of area at 0.75 FAR office • 75% of area at 0.50 FAR retail	479	958	5,477,126	7,285
• NMC West/South	315	• 30% of area at 35 du/ac • 70% of area at 0.70 FAR office and retail	3,311	6,621	6,729,889	17,188
• NMC East	<del>264</del> 218	• 30% of area at 25 du/ac • 30% of area at 0.35 FAR for office • 40% of area at 0.30 FAR for retail uses	<del>1,978</del> 1,636	<del>3,956</del> 3,272	<del>2,584,524</del> 2,138,088	<del>4,439</del> 3,672
• Euclid/Francis	10	• 50% of the area at 30 du/ac • 50% of area at 0.8 FAR retail	156	312	181,210	419
<b>Subtotal</b>	<del>1,627</del> <b>1,581</b>		<del>15,869</del> <b>15,527</b>	<del>31,738</del> <b>31,055</b>	<del>33,658,311</del> <b>33,211,876</b>	<del>69,797</del> <b>69,030</b>

**EXHIBIT A – POLICY PLAN, FUTURE BUILDOUT TABLE EXHIBIT LU-03 (CONTINUED)**



**LU-03 Future Buildout<sup>1</sup>**

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Population <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Retail/Service</b>						
Neighborhood Commercial <sup>6</sup>	285	0.30 FAR			3,725,556	9,015
General Commercial	446	0.30 FAR			5,827,805	5,414
Office/Commercial	433	0.75 FAR			14,145,457	31,369
Hospitality	142	1.00 FAR			6,177,679	7,082
<b>Subtotal</b>	<b>1,306</b>				<b>29,876,497</b>	<b>52,880</b>
<b>Employment</b>						
Business Park	1,259	0.40 FAR			21,940,980	38,495
Industrial	<del>6,822</del> 6,871	0.55 FAR			<del>163,443,800</del> 164,608,398	<del>143,605</del> 144,628
<b>Subtotal</b>	<del>8,081</del> <b>8,130</b>				<del>185,384,780</del> <b>186,549,379</b>	<del>182,100</del> <b>183,123</b>
<b>Other</b>						
Open Space-Non-Recreation	<del>1,232</del> 1,229	Not applicable				
Open Space-Parkland <sup>6</sup>	950	Not applicable				
Open Space-Water	59	Not applicable				
Public Facility	97	Not applicable				
Public School	621	Not applicable				
LA/Ontario International Airport	1,677	Not applicable				
Landfill	137	Not applicable				
Railroad	251	Not applicable				
Roadways	4,891	Not applicable				
<b>Subtotal</b>	<del>9,935</del> <b>9,912</b>					
<b>Total</b>	<b>31,786</b>		<b>100,976</b> <b>101,743</b>	<b>348,467</b> <b>351,300</b>	<b>248,919,589</b> <b>249,637,751</b>	<b>304,778</b> <b>305,034</b>

Notes

- Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. To view the buildout assumptions, access the Methodology report.
- Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.
- Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
- Projections of population by residential designation are based on a persons-per-household factor that varies by housing type. For more information, access the Methodology report.
- To view the factors used to generate the number of employees by land use category, access the Methodology report.
- Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park, Industrial and Commercial Overlays. Estimates for these areas are included within the corresponding Business Park, Industrial and General Commercial categories.

**EXHIBIT B – RICH-HAVEN LAND USE PLAN AND LAND USE SUMMARY**



\* Circulation pattern for local streets within Specific Plan Area to be established at Tentative Tract Map submittal.  
 \*\* Residential development along the frontage of Haven Avenue within Planning Areas 5A, 5C and 6A and residential development along the frontage of Ontario Ranch Road within Planning Areas 6A and 7 shall average a density of 18 to 25 dwelling units per acre to support Bus Rapid Transit (BRT) along Haven Avenue.  
 \*\*\* After full dedication of Master Plan **streets** and neighborhood edges, residential development within Planning Areas 6A + 9A and residential development within Planning Areas 6B + 9B shall meet a minimum net density of 14 dwelling units per acre.  
 The minimum density in Planning Areas 6A + 9A and Planning Areas 6B + 9B can be averaged between the two areas and shall be established at Tentative Tract submittal for each Planning Area.  
 \*\*\*\* Planning Area 7B shall have a minimum depth of 300 feet along Ontario Ranch Road measured from the back of the ROW and Neighborhood Edge.

RICH HAVEN SPECIFIC PLAN  
 LAND USE PLAN

FIGURE 3-1

**EXHIBIT B – RICH-HAVEN LAND USE PLAN AND LAND USE SUMMARY (CONTINUED)**

Residential District Planning Area <sup>1,4</sup>	Land Use	Gross Acreage	Dwelling Units <sup>1</sup>	Density (Gross)
1A	Residential - SFD	<del>12.8</del> 25.5	<del>58</del> 115	4.5
1B	Residential - SFD/SFA	<del>12.7</del> 24.5	<del>57</del> 175	<del>4.5</del> 7.1
1C	Residential - SFD/SFA	<del>14.9</del> 60.6	<del>68</del> 731	<del>4.5</del> 12.1
<del>1D</del>	Residential - SFD	<del>20.5</del>	<del>91</del>	<del>4.5</del>
<del>1E</del>	Residential - SFD	<del>23.4</del>	<del>109</del>	<del>4.5</del>
<del>1F</del>	Residential - SFD	<del>26.3</del>	<del>120</del>	<del>4.5</del>
<b>Subtotal</b>		<b>110.6</b>	<b><del>503</del> 1,021</b>	<b><del>4.5</del> 9.2</b>
2	Edison Parcel <sup>2</sup>	20.0		
3	Park <sup>3</sup>	27.0		
<b>Subtotal</b>		<b>47.0</b>		
4A	Residential - SFD/Attached	14.1	154	11.0
4B	Residential - SFD/Attached	9.2	101	11.0
4C	Residential - SFD/Attached	9.8	108	11.0
<b>Subtotal</b>		<b>33.1</b>	<b>363</b>	<b>11.0</b>
5A <sup>5</sup>	Residential - SFD/Attached	9.1	109	12.1
5B	Residential - SFD/Attached	14.2	165	11.7
5C <sup>6</sup>	Residential - SFD/Attached	27.0	332	12.3
5D	Residential - SFD/Attached	30.3	361	11.9
5E	Edison Easement	-	-	-
<b>Subtotal</b>		<b>80.6</b>	<b>967</b>	<b>12.0</b>
<b>Total Residential District</b>		<b>271.3</b>	<b><del>1,833</del> 2,351</b>	<b><del>6.7</del> 8.7</b>

Mixed Use District Planning Area <sup>5,6,7,8</sup>	Land Use	Gross Acreage	Residential Maximum	Commercial/Office Min (SF)	Commercial/Office Max (SF)
6A + 9A	Residential & Commercial	85.6	2,178	109,335	166,182
6B + 9B	Residential & Commercial	65.1	1,406	36,639	76,320
<b>Subtotal</b>		<b>150.7</b>	<b>3,584</b>	<b>145,974</b>	<b>242,502</b>
7B	Commercial	25.1		100,000	<del>146,800</del> 300,000
<b>Subtotal</b>		<b>25.1</b>		<b>100,000</b>	<b>300,000</b>
8A	Residential & Commercial	61.4	852	95,000	325,000
8B	Residential & Commercial	19.7	<del>200</del> 407	20,000	123,400
<b>Subtotal</b>		<b>81.1</b>	<b>1,259</b>	<b>115,000</b>	<b>448,400</b>
<b>Total Mixed Use District</b>		<b>256.9</b>	<b>4,843</b>	<b>360,974</b>	<b>890,902</b>

Light Industrial District Planning Area	Land Use	Gross Acreage	Residential Maximum	Commercial/Office Min (SF)	Commercial/Office Max (SF)	Light Industrial Max (SF)
<del>7A</del>	<del>Light Industrial</del> Commercial Open Space-Non Recreation	<del>49.4</del> <del>61.1</del> 6.6	<del>725</del>	-	-	1,183,525
<b>Total Light Industrial District</b>		<b>56.0</b>				<b>1,183,525</b>

<b>OVERALL TOTAL</b>		<b>584.2</b>	<b>7,194</b>	<b>360,974</b>	<b><del>1,333,702</del></b> <b>890,902</b>	<b>1,183,525</b>
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**NOTES:**  
 1. ALL RESIDENTIAL DWELLING UNITS SHOWN IN LAND USE SUMMARY ARE MAXIMUMS.  
 2. PROJECT TOTAL & SUBTOTAL RESIDENTIAL DISTRICT DENSITIES ARE CALCULATED USING RESIDENTIAL ACREAGES ONLY, THEREFORE THE ACREAGES OF PA 2 & 3 ARE NOT INCLUDED.  
 3. WITHIN THIS SPECIFIC PLAN DOCUMENT, REFERENCES TO PLANNING AREAS ARE ONLY 1 THROUGH 9. SUB-PLANNING AREAS SUCH AS 1A, 1B, ETC ARE DESIGNATED TO HELP ADDRESS OWNERSHIP PATTERNS AND ARE NOT INTENDED TO BE USED FOR DENSITY TRANSFER.  
 4. RESIDENTIAL DEVELOPMENT ALONG THE FRONTAGE OF HAVEN AVENUE WITHIN PLANNING AREAS 5A, 5C AND 6A SHALL AVERAGE A DENSITY OF 16 TO 25 DWELLING UNITS PER ACRE TO SUPPORT BUS RAPID TRANSIT (BRT) ALONG HAVEN AVENUE.  
 5. RESIDENTIAL DEVELOPMENT WITHIN PLANNING AREAS 6A, 6B, 8A, 8B, 9A AND 9B SHALL MEET A MINIMUM NET DENSITY OF 14 DWELLING UNITS PER TOP ADJUSTED GROSS ACREAGE. THE MINIMUM 14 DWELLING UNITS PER ACRE MAY BE AVERAGED OVER A SINGLE PLANNING AREA SUBJECT TO PLANNING DIRECTOR REVIEW AND APPROVAL AND SHALL BE CODIFIED WITHIN A DEVELOPMENT AGREEMENT.

RICH HAVEN SPECIFIC PLAN  
**LAND USE SUMMARY**

TABLE 3-1

**EXHIBIT C—ECONOMIC FEASIBILITY STUDY**

*(document follows this page)*



**January 29, 2020**

**Economic Feasibility Study  
NWQ - Ontario Ranch Road & Hamner Avenue  
Ontario, CA**

**Prepared by:  
Bob Baker – BMW Realty Advisors  
John Gebhardt – BMW Realty Advisors**

## Outline

### **1. Overview and Summary**

- a. City Directive
- b. Viability
- c. Optimal location – Commercial and Industrial
- d. Prominent Commercial Corner – Ontario & Hamner
- e. Business Park/Industrial access
- f. Optimal location and acreages – commercial and industrial

### **2. Commercial Demand Review**

#### **a. Retail**

- i. Void Analysis – Anchor tenants
- ii. Junior Anchor Analysis
- iii. Conceptual Site Plans
- iv. Conceptual Renderings

#### **b. Office**

#### **c. Medical Office**

### **3. Industrial Demand Review**

- a. Demand Analysis
- b. Conceptual Site Plans
- c. Conceptual Renderings

### **4. Appendices – 1A through 1F**

### **5. Consultant Qualifications**

- a. Bios

## 1. Overview and Summary

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### a. City Directive

The City's directive for the Economic Feasibility of the project area is outlined below:

Planning Department — Land Development Section — Project Review Comments  
File No.: PGPAI 9-005 & PSPA19-006

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2.2 An Economic Feasibility study is required to be completed and reviewed by the City to determine the viability of the proposed Business Park and Mixed-Use land use designation acreages. The Economic Feasibility study shall identify the optimal location of the Mixed-Use (Commercial) and evaluate the proper lot depth for the areas along Ontario Ranch Road and Hamner Avenue. A conceptual site plan shall be submitted with the economic feasibility study.

2.3 TOP envisions the NMC East Mixed-Use area "as a low-rise (3-5 stories), horizontal mixture of retail, office, medical, and residential uses". The Mixed-Use land use designation shall allow for the future development of a prominent commercial corner along both street frontages (Ontario Ranch Road and Hamner Avenue).

2.4 Any access to the Business Park/Industrial land uses shall be taken primarily from Hamner Avenue.

### 3.0 Specific Plan Amendment.

3.1 An Economic Feasibility Study will determine the optimal location and acreage of the proposed land uses to be reflected in the Specific Plan Amendment.

### b. Viability

This study reviewed the demand for a typical, full sized retail anchor tenant on the corner (Ontario Ranch Road and Hamner Avenue), a junior anchor retail tenant, restaurant and retail shop space, office and medical office use.

For the retail demand, a Void Analysis was performed for a three-mile radius which researched the tenants who were currently in the trade area, and those which were not represented. This study determined that the traditional full-size anchor category was substantially already filled for grocery stores, drugstores and fitness centers. Typically, the tenants in this size range are 35,000 to 60,000 square feet of building area.



This Void Analysis did show that there could be a demand in the future (as the eastside of Ontario Ranch Road develops) for a junior anchor tenant in the 15,000 to 20,000 square foot building size range.

The demand for restaurants and retail shop space could also be a viable option on the site over time.

The demand for traditional office space in the area is currently not at a high level, but this could be an option at a future date for professionals such as attorneys, accountants and other service providers. This include speculative multi-tenant office space, as well as corporate office users who would utilize a typical floor plate size.

Without the proximity to a larger hospital facility in the area, the demand for medical office space is minimal.

**c. Optimal location – Commercial and Industrial**

Based upon the findings in the viability research it was determined that the traditional 8-12-acre shopping center would not be a viable option on the site. This size center would theoretically have included the hard corner (signalized), would have included a portion of the Ontario Ranch Road frontage and would have extended to the northerly boundary of the site along Hamner Avenue in a rectangular configuration.

Based upon the current and future demand for junior anchor retail, restaurant and retail shop space, office and medical office, various site plans were created which accommodated this range of uses from the corner and along the entire length of the Ontario Ranch Road street frontage. A lot depth of 240 feet was studied, and a range of 225 to 275 feet is recommended to provide for a flexible site plan which could allow for these various uses as they evolved over time.

**d. Prominent Commercial Corner – NWC Ontario Ranch Road & Hamner.**

The commercial corner was examined for a full range of various uses. It was determined that it could accommodate a retail junior anchor tenant of approximately 20,000 square feet, as well as a large free-standing restaurant or corporate quality office building. The proposed 240-foot lot depth which was studied allows for each of these potential uses, but these uses could be accommodated with a lot depth ranging from approximately 225 to 275 feet.

**e. Business Park/Industrial access**

With the proposed industrial building(s) taking up most of the land area on the northerly portion of the property, the studied designs provided for all industrial vehicular traffic to access the site from Hamner Avenue. This would be generally acceptable more multiple industrial users, and preferred for a single building user.

**f. Optimal location and acreages – commercial and industrial**

Based upon the review of market demand for the commercial and industrial uses the proposed location for the commercial development is the approximately 13-acre portion of the site which extends from Hamner Avenue along the entire stretch of Ontario Ranch Road to Mill Creek Avenue. As designed, the industrial component of the site would be on the northerly 52 acres of the site.

The proposed land plan creates a vibrant commercial corridor along the entirety of Ontario Ranch Road and would create a natural screening of the industrial building(s) on the north side of the property. The extended commercial frontage along Ontario Ranch Road is optimal for the uses and tenants described in the following sections, as opposed to a deeper parcel depth in the same area.

## 2. Commercial Demand Review

### a. Retail

#### i. Void Analysis – anchor tenants (35,000 – 60,000 square feet)

As shown on the Void Analysis on Appendix 1-A, the strong majority of Anchor Retail tenants are already represented in the trade area. This is not uncommon in an area which has been developed for commercial uses over than extended period. Combined with the “Amazon Affect” whereby more shoppers are making their retail purchases online, new retail concepts are not in a growth mode. Additionally, based upon market research it appears that Cardenas market is looking to locate across the street from the subject property, and CVS is in negotiations with Frontier for the next phase of their New Haven development. The expectations for attracting a large anchor tenant to the site are very low.

#### ii. Void Analysis - junior Anchor analysis (15,000 – 20,000 square feet)

As shown in the same Void Analysis, there are several retailers who are not represented in the trade area. These could serve as potential junior anchors on the site, and as restaurant or retail opportunities. The expectations for attracting smaller, junior anchor tenants are high.

#### iii. Conceptual Site Plans

The conceptual site plans on Appendices 1-B through 1-D depict various commercial designs, including restaurants, retail shop buildings and office buildings. Additionally, Appendix 1-E depicts an approximately 20,000 square ALDI grocery stores on the corner. The site plan with a 240-foot depth is flexible to accommodate all of these to-be-identified uses.

Various elevations of the proposed site plans are included as Appendices 1-F through 1-H.

**b. Office**

Per market research with various commercial real estate brokers, including CBRE and Newmark Knight Frank, the current market demand for commercial office space is currently very weak in the trade area. However, as demand strengthens the site can accommodate various size office buildings with corporate sized floorplates.

Various elevations of the proposed site plans are included as Appendices 1-F through 1-H.

**c. Medical Office**

Without proximity to a major hospital, the demand for medical office space is very weak. However, as proposed, the site plan could accommodate medical uses.

### **3. Industrial Demand Review**

#### **a. Demand Analysis**

Per discussions with the commercial brokerage community, the demand for new, state of the art industrial buildings is very strong. Based upon the flexible 240-foot depth of the commercial lots, the potential for industrial buildings could include one, two or three buildings as depicted on Appendices 1-B through 1-D.

#### **b. Conceptual Site Plans**

The conceptual site plans for the industrial are shown on Appendices 1-B through 1-D, and the related elevations are shown on Appendices 1-F through 1-H.

### **4. Appendices 1A-1H**

### **5. Consultant Qualifications**

#### **a. Bios**

## **Appendix 1-A**

### **Retail Tenant Void Analysis**

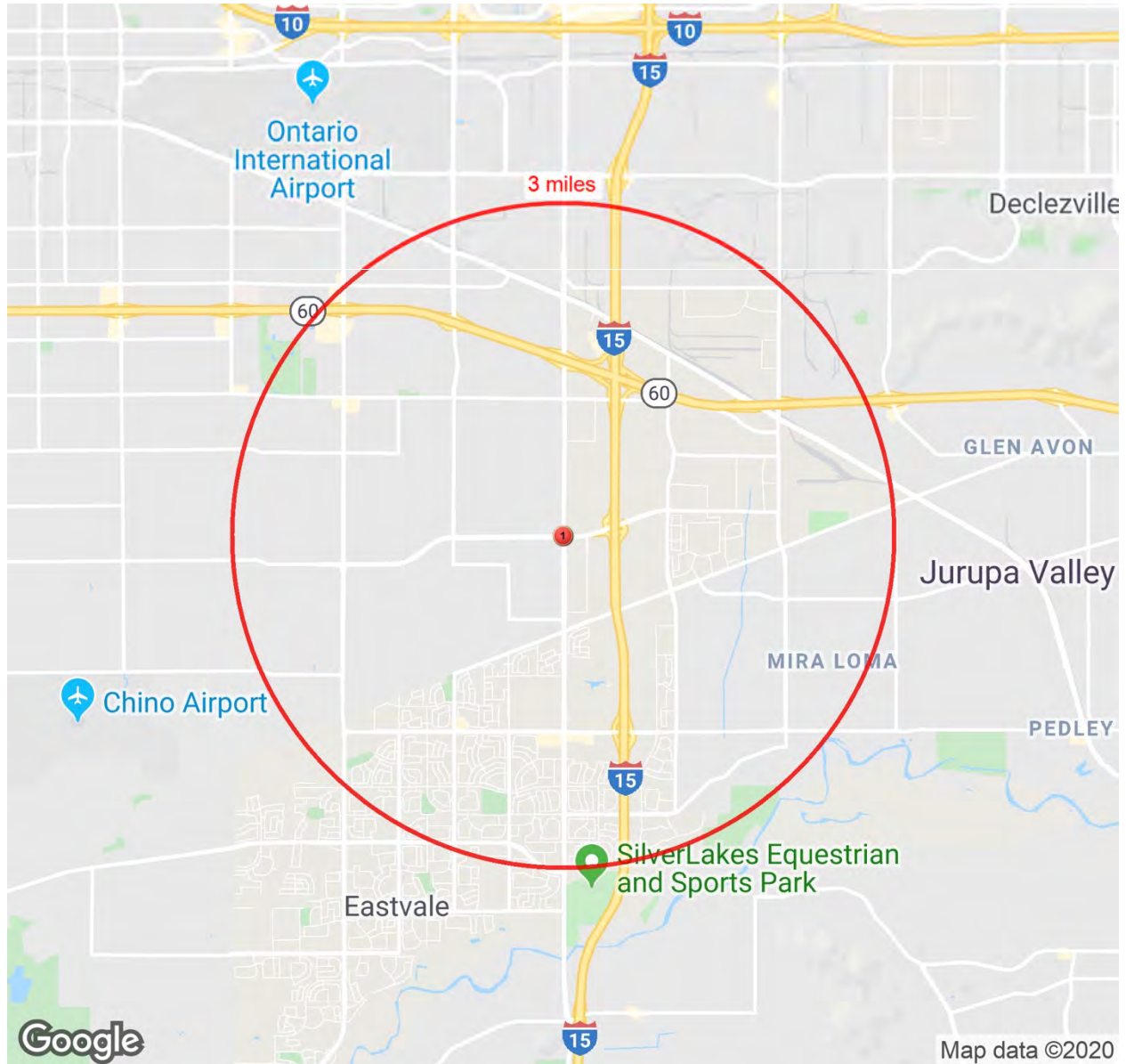
## **Retail Void**

S Milliken Ave & Ontario Ranch Rd 3 Miles

### **Category (Void listed in Red)**

*Drug Stores* – Medicine Shop, Good Neighbor Pharmacy, Covance, Benzer, CVS, Rite Aid, Walgreens (2), Health Mart

*Fitness* -Little Gym, Equinox, Flywheel, Bikram Yoga, The Bar Method, YMCA, CorePower, Fitness 19, Cyclebar, My Gym, Golds Gym, 10 Fitness, World Gym, Pure Barre, Snap Fitness, Yogaworks, Koko Fit Club, Crunch Fitness, Body Renew, Title Boxing, Retro Fitness, Blink Fitness, The Dailey Method, In-Shape Health Clubs, Powerhouse Gym, Cko Kickboxing, Planet Fitness, Soul Cycle, YWCA, Anytime Fitness, Chuze Fitness, Barre3, Lifetime Fitness, Barry's Bootcamp, UFC Gym, LA Fitness, Spectrum Athletic Club,



## Appendix 1-B

### Site Plans

Various size commercial uses and 3 industrial buildings



SITE DATA TABLE							
BUILDING	USE	USE SF	SP %	BLDG. TOT. FMS.	BLDG. NET. AREA	BLDG. SF	PARKING SP.
1	INDUSTRIAL	510,000	61.7%	310,000	5,000	315,000	168
2	INDUSTRIAL	741,000	49.2%	360,000	5,000	365,000	193
3	INDUSTRIAL	822,000	47.4%	385,000	5,000	390,000	205
4	INDUSTRIAL			19,000		19,000	76
5	INDUSTRIAL	197,000	18.3%	17,000		17,000	68
6	COMMERCIAL			16,000		16,000	
7	COMMERCIAL			14,000		14,000	
8	COMMERCIAL	220,000	20.9%	16,000		16,000	184
9	COMMERCIAL	162,000	33.3%	18,000		54,000	270
10	INDUSTRIAL			26,000		26,000	156
11	INDUSTRIAL	188,000	16.4%	5,000		5,000	50
TOTAL		2,840,000	43.5%	1,188,000	15,000	1,237,000	1,370

**INDUSTRIAL PARKING RATIO:**  
 NOTE: 10% OFFICE PARKING IS INCLUSIVE IN WAREHOUSE PARKING REQUIREMENTS. SF ABOVE 10% CALCULATED 1/250

**PARKING STALL SIZE:**  
 STANDARD STALL: 9'x18' w/ 2' O.H.  
 COMPACT STALL NOT ALLOWED  
 TRAILER PARKING 1/4 DOCKS REQ. (12' X 45'-MINIMUM SIZE)

**LANDSCAPE REQUIRED:**  
 MINIMUM LANDSCAPE REQUIRED = 10%

**DISCLAIMER:**  
 ALL INFORMATION CONTAINED HEREIN MAY BE SUBJECT TO CHANGE PENDING OWNER AND/OR AGENCY REVIEW AND IS FOR INFORMATION ONLY

**RICHLAND / VISSER / ONTARIO** CITY OF ONTARIO, CA  
 Richland | Properties

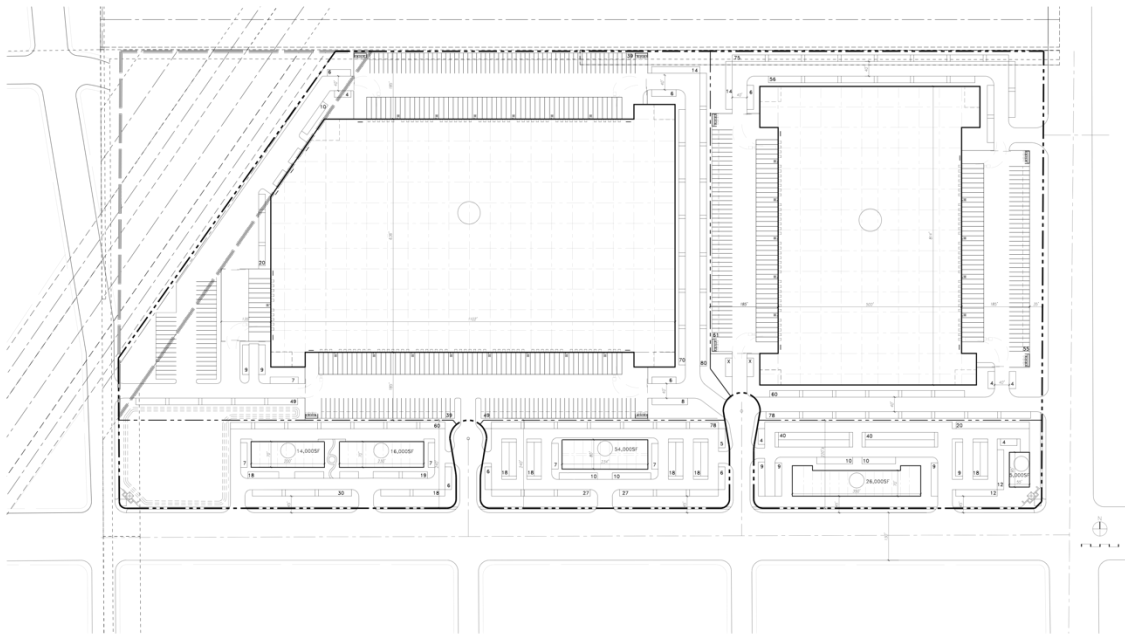
CONCEPTUAL MASTER PLAN 08-03-2019  
 Architects Orange  
 144 North Orange St. Orange, CA 92866 (714) 639-9860



**Appendix 1-C**

Site Plans

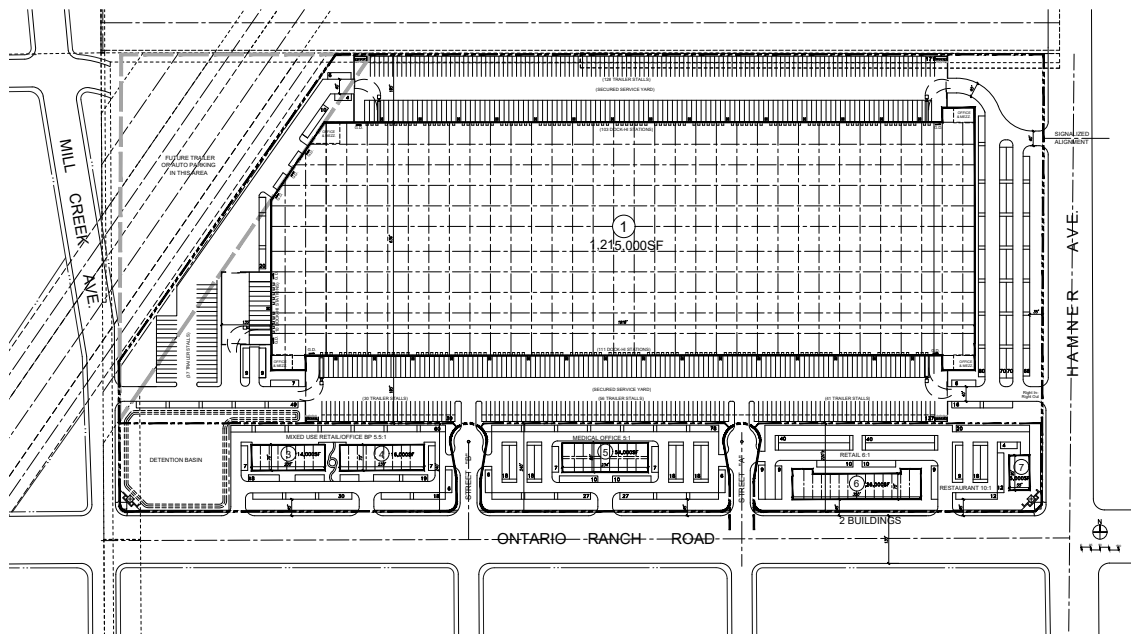
Various size commercial uses and 2 industrial buildings



## Appendix 1-D

### Site Plans

Various size commercial uses and 1 industrial building



DISCLAIMER:  
ALL INFORMATION CONTAINED HEREIN MAY BE SUBJECT  
TO CHANGE WITHOUT NOTICE AND IS SUBJECT TO REVIEW  
AND IS FOR INFORMATION ONLY.

**RICHLAND / VISSER / ONTARIO** CITY OF ONTARIO, CA

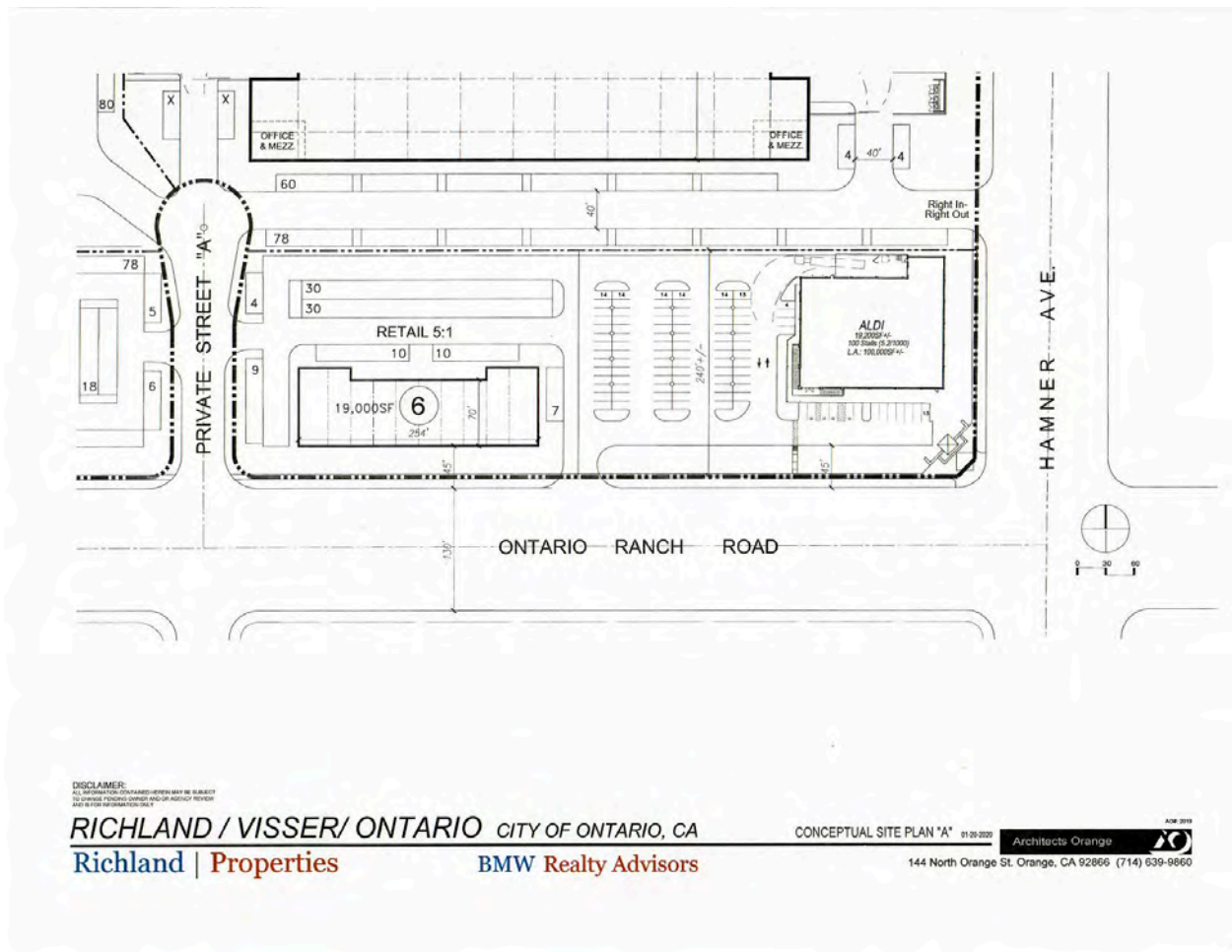
**Richland | Properties | CBRE**

CONCEPTUAL MASTER PLAN 10B 08-28-2013

144 North Orange St. Orange, CA 92666 (714) 639-9860

**Appendix 1-E**

Site Plan –  
19,200 square foot ALDI grocery store on the corner



**Appendix 1-F**

Renderings – Page 1 of 3



**Appendix 1-G**

Renderings – Page 2 of 3



**Appendix 1-H**

Renderings – Page 3 of 3



## 5. Consultant Qualifications

- a. Bios
  - i. Bob Baker
  - ii. John Gebhardt



## **Bob Baker**

Bob Baker has been in the retail real estate industry for thirty seven years. He has been involved almost every type of retail project including Regional Malls, Power Centers, Mixed-Use, Neighborhood Centers, Strip Centers, Main Street Redevelopments, and Urban Renewals. He has worked on several ground up projects as well as repositioning/re-development projects. His primary goal in leasing/merchandising a property is making sure that the shopping environments are productive, merchandised thoughtfully, and that the needs and goals of both the community and his investors have been met. Prior to co-founding BMW Realty Advisors, Bob was a key Partner at Harvest Partners and helped lead leasing/merchandising efforts of Park Lane (Dallas, TX and The Landing- Renton, WA), Prior to that he was Executive Vice President and Director of Leasing for Madison Marquette. He was responsible for the leasing of more than 14 shopping centers totaling over 8 million square feet. which included Bay Street (Emeryville), Manhattan Village (Manhattan Beach), Marketplace at Birdcage (Sacramento), Paseo Nuevo and La Cumbre Plaza (Santa Barbara), two buildings in Union Square (San Francisco), Broadway Market (Seattle), Corte Madera Town Center (Corte Madera) and Del Monte Center (Monterey). Other projects included Bayfair Mall (re-development) in San Leandro and Plaza Paseo Real in Carlsbad. Madison Marquette also provided leasing services for 2 high profile properties, Irvine Spectrum Center and 2000 Avenue of Stars (former ABC entertainment Center).

Prior to tenure at Madison Marquette, Bob was Vice President; Director of Leasing for Beverly Hills based Regent Properties. Before that, he was part of Urban (JMB) Retail Properties' West Coast Leasing Team. Additionally, he was the top retail broker for CB Commercial and Matlow Kennedy where he was named Retail Broker of the Year in 1989 and 1990. Bob's specialty in leasing development is evidenced by his extensive relationships with national, regional and local retailers as well.

A graduate of UCLA with a BA in Economics, Mr. Baker is a licensed Real Estate Broker in California and Hawaii and also holds the Senior Certified Leasing Specialist (SCLS) designation from the International Council of Shopping Centers. Bob, his wife, and their two children enjoy life in the Los Angeles area.





**John A. Gebhardt**

John Gebhardt is a Principal in the real estate consulting and investment firm of BMW Realty Advisors. In such role he is active in development, project consulting, leasing, property operations and management, valuations, redevelopment, design, entitlement, financing, master-planning, acquisition, property assemblage, disposition and recapitalization of retail, office, industrial, mixed-use and multi-family properties. He also serves as an expert witness in various real estate matters.

Prior to such role at BMW (and formerly SEG Advisors), Mr. Gebhardt served as the local Partner and Project Principal for Panattoni Development Company, an international commercial real estate developer. In such role he was responsible for all ownership activities in the Greater Los Angeles area, including responsibility for all leasing activities, acquisition, disposition, financing, master-planning, development and management for retail, office, mixed-use, multi-family and industrial properties.

Before Panattoni Mr. Gebhardt was a Project Partner with the J.H. Snyder Company, one of the largest commercial real estate developers in Southern California. In this role he focused on the leasing, acquisition, entitlement, financial underwriting, development and management of retail, office and multi-family properties.

Prior to joining the J.H. Snyder Company, Mr. Gebhardt was with CBRE, the world's largest real estate service company. He served as a Managing Director of the North Los Angeles office, the West Los Angeles office and in Charlotte, North Carolina. During such tenure he was licensed as a Real Estate Broker in California, North Carolina and South Carolina. In such roles he helped formulate the strategic plan for the respective geographic areas and served as the Broker of Record with responsibility for all brokerage and management personnel and contracts, and dispute resolution. He also served as the Co-Director of the firm's Institutional Services Group for the Los Angeles metro region.

Prior to his leadership role at CB Richard Ellis, Gebhardt was with The Voit Companies, a full-service real estate development company based in Woodland Hills, CA. During his tenure at Voit, he achieved the title of Senior Vice President. He was responsible for the company's suburban development projects throughout Los Angeles and oversaw the growth of the company's asset management business. He was also Director of Marketing for Warner Center Properties, a 2.8 million square foot mixed-use project in Woodland Hills, as well as development manager for the 80-acre Simi Valley Business Center. He oversaw all leasing activity.

Mr. Gebhardt began his career as an associate with Price Waterhouse, where he earned the credential of Certified Public Accountant from the state of California. He earned his Bachelor of Arts degree in Economics from UCLA and has participated in Harvard University's Executive Education Program and Stanford University's Advanced Management College. He is currently a licensed Real Estate Broker in California and is a member and former Southern California Board Member of the International Council of Shopping Centers (ICSC) and is a former Co-Chairman and Board Member of the Los Angeles Commercial Realty Association (LACRA). He also has served as an Executive Committee Member for the UCLA Real Estate Alumni Group. He holds the designations of Real Property Administration (RPA) and Facilities Management Administration (FMA) through BOMI. He is also an active member of Los Angeles Chapter of the Real Estate Investment Advisory Council and the Urban Land Institute (ULI).

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE AN ADDENDUM TO THE ONTARIO PLAN (TOP) CERTIFIED ENVIRONMENTAL IMPACT REPORT (SCH # 2008101140), PURSUANT TO THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NO. PGPA06-001

WHEREAS, BROOKCAL ONTARIO, LLC AND RICH HAVEN MARKETPLACE, LLC (hereinafter referred to as "Applicant") has filed an Application for the approval of a General Plan Amendment, Specific Plan Amendment, Tentative Tract Map and Development Plan, File Nos. PGPA19-005, PSPA19-006, PMTT20-003 and PDEV20-007, which consists of: [1] A General Plan Amendment to modify Policy Plan (general plan) Exhibit LU-01, Policy Plan Land Use Plan, changing the land use designation on 105.4 acres of Low Density Residential (2.1 – 5 du/ac), 66.01 acres of Mixed Use (9 – NMC East) and 10.36 acres of Open Space – Non Recreation designated property, to 23.41 acres of Low Density Residential (2.1 – 5 du/ac), 24.16 acres of Low-Medium Density Residential (5.1 – 11 du/ac), 57.83 acres of Medium Density Residential (11.1 – 25 du/ac), 20.46 acres of Mixed Use (9 – NMC East), 48.61 acres of Industrial, and 7.3 acres of Open Space – Non Recreation designated property; and modify Policy Plan (general plan) Exhibit LU-03, Future Buildout, to be consistent with the herein described land use changes; [2] An amendment (File No. PSPA19-006) to the Rich Haven Specific Plan, which includes the following map and text revisions: [A] Change the land use designation on 110.1 gross acres of land from Planning Area 1A – 1F (Residential - SFD), to 25.5 gross acres of Planning Area 1A (Residential - SFD), 24.5 gross acres of Planning Area 1B (Residential – SFD/SFA) and 60.6 gross acres of Planning Area 1C (Residential - SFD/SFA); [B] Change the land use designation on 81.1 gross acres of land within Planning Area 7 (Stand-Alone Residential Overlay, Mixed-Use Overlay, Regional Commercial, and SCE Easement/Gas Easement) to, Planning Area 7A (49.4 gross acres of Light Industrial and 6.6 gross acres of Open Space – Non Recreation) and Planning Area 7B (25.1 gross acres of Regional Commercial); [C] Change the land use designation on 4.13 acres of land within Planning Area 6A from Regional Commercial to Stand-Alone Residential Overlay; [D] Change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial; and [E] Various changes to the Specific Plan development standards, exhibits, and text, to reflect the proposed land uses; [3] A Tentative Tract Map to subdivide 6.65 acres of land into one numbered lot for condominium purposes, 26 numbered lots for single-family dwellings, and 20 lettered lots; and [4] A Development Plan to construct 26 detached single-family units (6-Pack Cluster) and 77 multiple-family units (14-plex Courtyard Townhomes). The Rich Haven Specific Plan is generally bounded by Riverside Drive, Colony High School and the SCE substation to the north, Hamner Avenue to the east, Old Edison Road to the south, and Hamner Avenue to the west, in the City of Ontario, California (hereinafter referred to as "Application" or "Project"); and

WHEREAS, The Ontario Plan (File No. PGPA06-001) 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 recommending 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 recommending 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;

(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.

**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;

(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 recommends the City Council 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 27th day of April 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Rick Gage  
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 April 27, 2021, 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 to follow this page)*

# Rich-Haven Specific Plan 2021 Amendment

## 2021 Addendum to The Ontario Plan Certified EIR (SCH No. 2008101140)



Prepared for:  
City of Ontario  
303 East B Street  
Ontario, CA 91764

Prepared by:  
Applied Planning, Inc.  
11762 De Palma Road  
1C-310  
Corona, CA 92883

April 2021



**Rich-Haven Specific Plan  
2021 Amendment**

**2021 Addendum to The Ontario Plan Certified EIR  
(SCH No. 2008101140)**

**Prepared for:**

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

**Prepared By:**

Applied Planning, Inc.  
11762 De Palma Road, 1-C 310  
Corona, CA 92883

April 2021

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# **1.0 INTRODUCTION**

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# 1.0 INTRODUCTION

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## 1.1 OVERVIEW

This Addendum to The Ontario Plan Certified Environmental Impact Report (TOP EIR, Certified EIR) substantiates that the proposed Modification to the Rich-Haven Specific Plan described herein would not result in any new significant impacts not considered and addressed in the Certified EIR; nor would there be any substantial increase in the severity of, or substantial change in any previously-identified environmental impacts considered and addressed in the Certified EIR.

### 1.1.1 Original Project

The Rich-Haven Specific Plan was approved by the City in 2015, with subsequent Specific Plan Amendments approved in 2016 and 2018. The current (2018) Rich-Haven Specific Plan (2018 Specific Plan, Original Project) comprises approximately 584.2 acres located westerly of Interstate 15 (I-15), and southerly of State Route 60 (SR-60). The 2018 Specific Plan lies within the approximately 8,200-acre Ontario Ranch, in the southeasterly portion of The Ontario Plan (TOP). The 2018 Specific Plan is bounded generally by Riverside Drive to the north, Edison Avenue to the south, Mill Creek Avenue and Hamner Avenue to the east, and Haven Avenue to the west. Location of the 2018 Specific Plan is presented at Figure 1.1-1.

The 2018 Specific Plan development concept provides for a maximum of 7,194 dwelling units (all residential types), a maximum of 1,131,702 square feet of commercial/office space, 27 acres of public parkland, approximately 20.0 acres Southern California Edison (SCE) Parcel open space, and various Edison Easements (2018 Specific Plan Land Use Table).

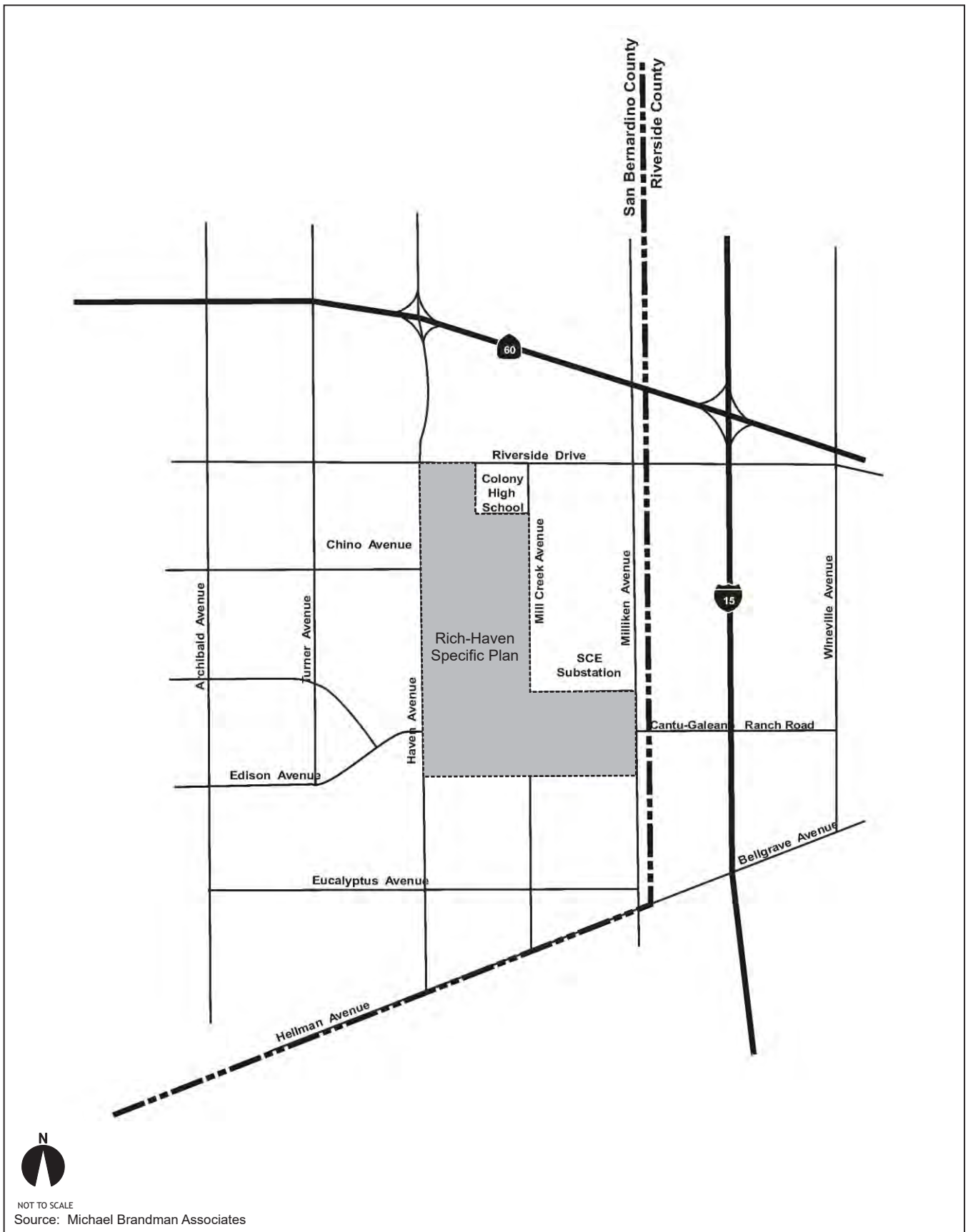
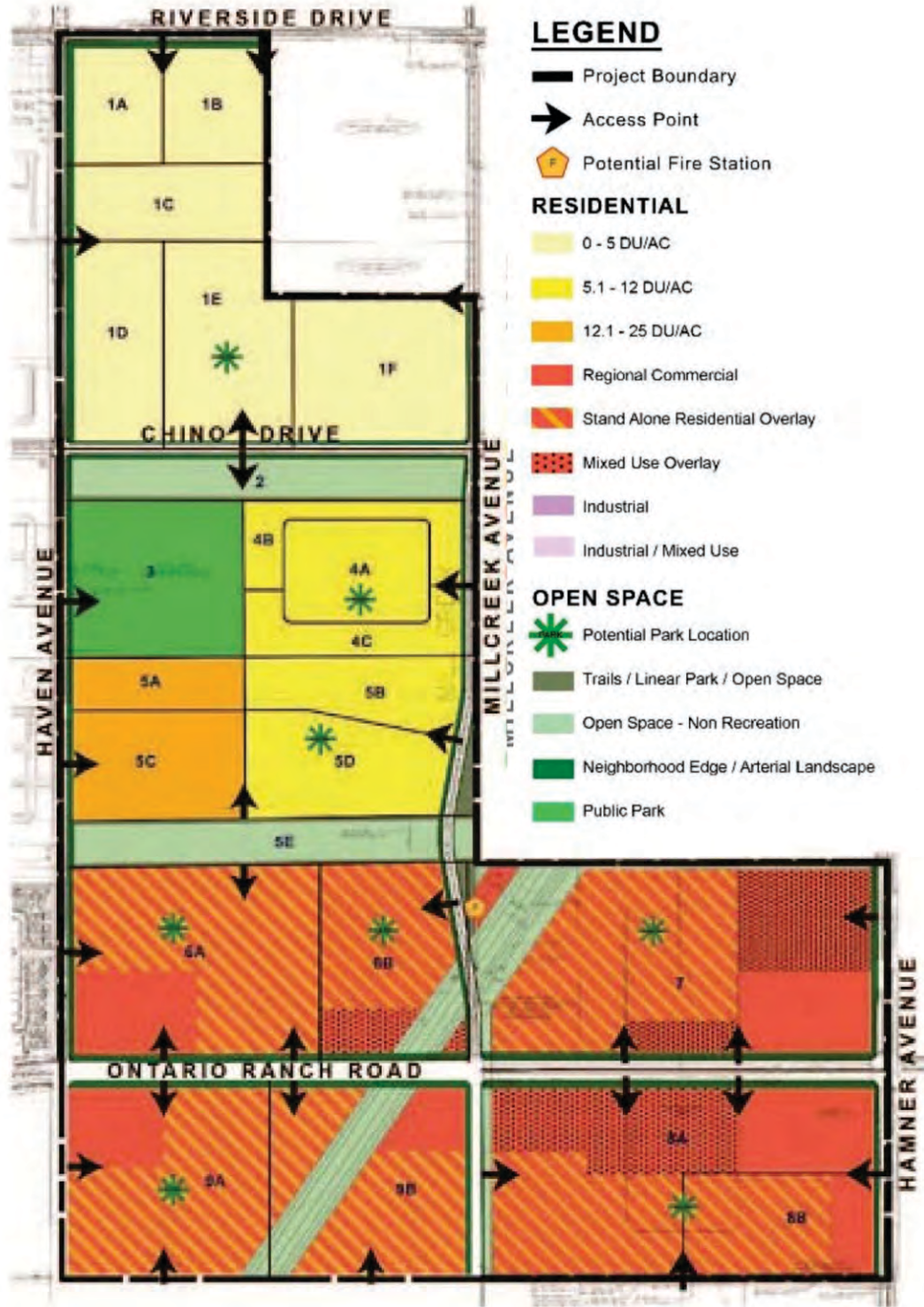


Figure 1.1-1  
Rich-Haven Specific Plan Location





**LEGEND**

- Project Boundary
- Access Point
- Potential Fire Station

**RESIDENTIAL**

- 0 - 5 DU/AC
- 5.1 - 12 DU/AC
- 12.1 - 25 DU/AC
- Regional Commercial
- Stand Alone Residential Overlay
- Mixed Use Overlay
- Industrial
- Industrial / Mixed Use

**OPEN SPACE**

- Potential Park Location
- Trails / Linear Park / Open Space
- Open Space - Non Recreation
- Neighborhood Edge / Arterial Landscape
- Public Park



NOT TO SCALE  
Source: The Galloway Group

Figure 1.1-2  
Specific Plan Land Use Plan

### 1.1.2 Modified Project

The proposed Modification to the Original Project (the Modified Project) would amend the 2018 Specific Plan as summarized below:

- Certain Specific Plan Planning Areas would be reorganized/re-classified;
- Alternative residential products would be implemented;
- The Regional Commercial land use within Planning Area 6A is moved into Planning Area 9A, with no net change to the combined 6A/9A uses in the Specific Plan. Under this reorganization of land uses, Planning Area 6A will comprise a Stand-Alone Residential Overlay only;
- The maximum allowable development of commercial/office uses would be decreased; and
- A new Light Industrial Land Use would be established, allowing for development of light industrial warehouse uses in the southeasterly portion of the Specific Plan, adjacent to Hamner Avenue.<sup>1</sup>

The Modified Project Land Use Plan is presented at Figure 1.1-3. A comparison of land uses and development under the Original Project and Modified Project is presented at Table 1.1-1. Non-residential uses implemented under the Modified Project are assumed to operate 7 days per week, 24 hours per day.

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<sup>1</sup> It is specifically noted that the Specific Plan Mixed Use District allows for combinations of commercial, office, and residential development at various densities/intensities. Any given proposal within the Specific Plan Mixed Use District is required to conform to applicable Specific Plan Design Guidelines and Development Standards; and trip generation (Average Daily Trips, ADT) of such proposals shall not exceed trip generation estimates (the “trip budget”) identified in The Ontario Plan EIR. Such proposals shall be subject to review and approval by the Planning Director or Assignee. Proposals that exceed The Ontario Plan EIR trip budget and/or do not conform to applicable Specific Plan Design Guidelines and Development Standards may require further amendment of the Specific Plan and additional CEQA analysis.

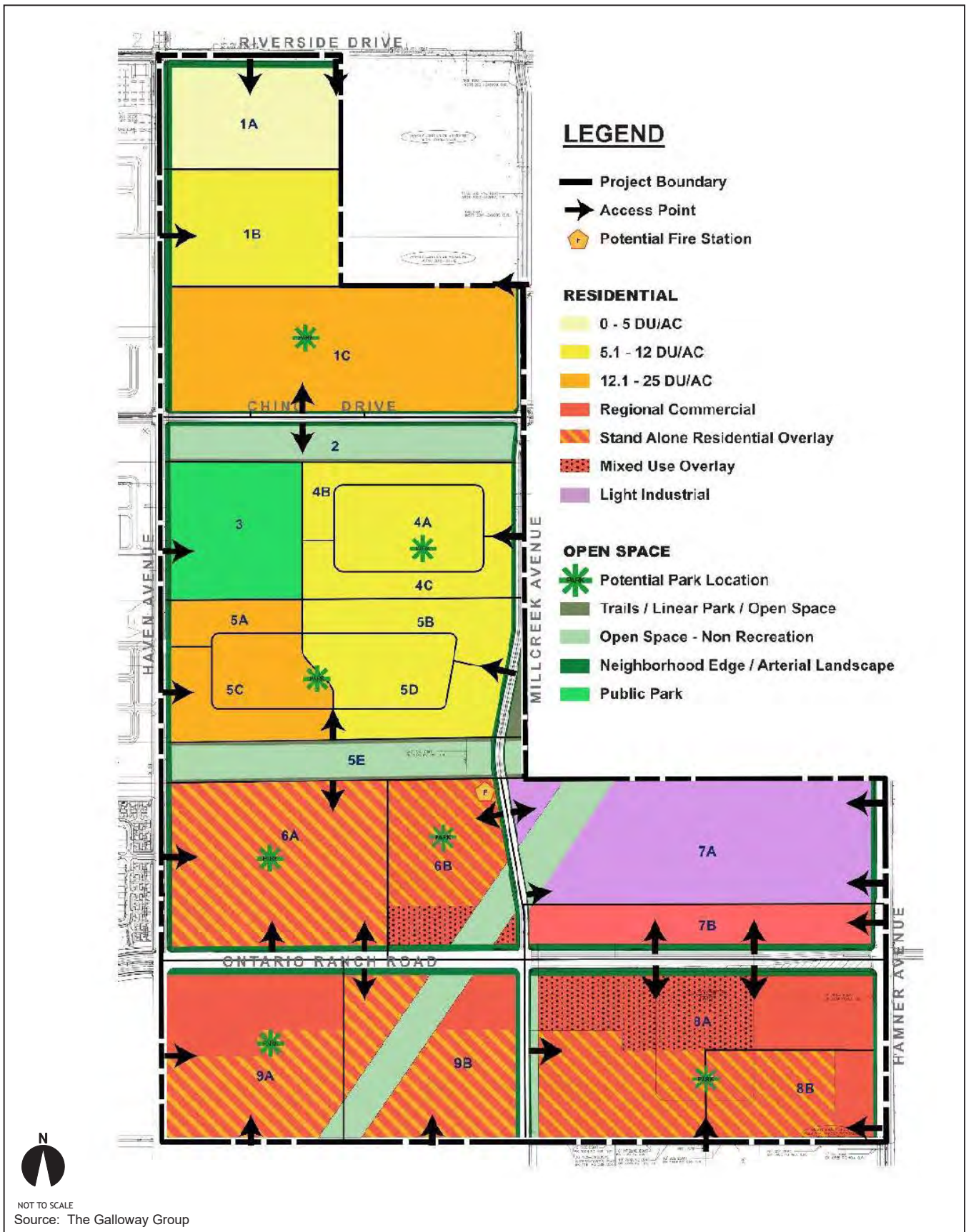


Figure 1.1-3  
Modified Project Land Use Plan

**Table 1.1-1**  
**Original Project and Modified Project Development Comparison**  
**Modified Project Revisions are Identified by Red Bold Typeface**

Planning Area	Land Use		Dwelling Units (Maximum)		Acres (Gross)		Residential Density (Gross)		Comm./ Office (sf) (Maximum)		Light Industrial (sf) (Maximum)	
<b>Residential Districts</b>												
	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project
1A	Residential – SFD	Residential – SFD	58	<b>115</b>	12.8	<b>25.5</b>	4.5	4.5	---	---	---	---
1B	Residential – SFD	Residential – SFD	57	<b>175</b>	12.7	<b>24.5</b>	4.5	<b>7.1</b>	---	---	---	---
1C	Residential – SFD	Residential – SFD	68	<b>731</b>	14.9	<b>60.6</b>	4.5	<b>12.1</b>	---	---	---	---
1D	Residential – SFD	Residential – SFD	91	---	20.5	---	4.5	---	---	---	---	---
1E	Residential – SFD	Residential – SFD	109	---	23.4	---	4.5	---	---	---	---	---
1F	Residential – SFD	Residential – SFD	120	---	26.3	---	4.5	---	---	---	---	---
Subtotal Planning Areas 1A – 1F			503	<b>1,021</b>	110.6	110.6	4.5	<b>9.2</b>	---	---	---	---
2	Edison Parcel	Edison Parcel	---	---	20.0	20.0	---	---	---	---	---	---
3	Park	Park	---	---	27.0	27.0	---	---	---	---	---	---
Subtotal Planning Areas 2, 3					<b>47.0</b>	<b>47.0</b>						
	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project
4A	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	154	154	14.0	14.1	11.0	11.0	---	---	---	---
4B	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	101	101	9.2	9.2	11.0	11.0	---	---	---	---
4C	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	108	108	9.8	9.8	11.0	11.0	---	---	---	---
Subtotal Planning Areas 4 A – 4C			363	363	33.1	33.1	11.0	11.0				
5A	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	109	109	9.1	9.1	12.1	12.1	---	---	---	---
5B	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	165	165	14.2	14.2	11.7	11.7	---	---	---	---

**Table 1.1-1**  
**Original Project and Modified Project Development Comparison**  
**Modified Project Revisions are Identified by Red Bold Typeface**

5C	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	332	332	27.0	27.0	12.3	12.3	---	---	---	---
5D	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	361	361	30.3	30.3	11.9	11.9	---	---	---	---
5E	Edison Easement	Edison Easement	---	---	---	---	---	---	---	---	---	---
Subtotal Planning Areas 5A – 5C			967	967	80.6	80.6	12.0	12.0	---	---	---	---
<b>Subtotal Residential District</b>			<b>1,833</b>	<b>2,351</b>	<b>271.3</b>	<b>271.3</b>	<b>6.7</b>	<b>8.7</b>	---	---	---	---
<b>Mixed-Use District</b>												
Planning Area	Land Use		Dwelling Units (Maximum)		Acres (Gross)		Residential Density (Gross)		Comm./ Office (sf) (Maximum)		Light Industrial (sf) (Maximum)	
	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project
6A + 9A	Residential & Commercial	Residential & Commercial	2,178	2,178	85.6	85.6	---	25.4	166,182	166,182	---	---
6B + 9B	Residential & Commercial	Residential & Commercial	1,406	1,406	65.1	65.1	---	21.6	76,320	76,320	---	---
7	Residential & Commercial	N/A	725	---	81.1	---	8.9	<b>0</b>	440,800	---	---	---
<b>7B</b>	N/A	<b>Commercial</b>	---	---	---	<b>25.1</b>	---	---	---	<b>300,000</b>	---	---
8A	Residential & Commercial	Residential & Commercial	852	852	61.4	61.4	13.9	13.9	325,000	325,000	---	---
8B	Residential & Commercial	Residential & Commercial	200	<b>407</b>	19.7	19.7	10.2	<b>20.7</b>	123,400	123,400	---	---
<b>Subtotal Mixed-Use District</b>			<b>5,361</b>	<b>4,843</b>	<b>312.9</b>	<b>256.9</b>	<b>33.0</b>	<b>81.6</b>	<b>1,131,702</b>	<b>990,902</b>	---	---
<b>Light Industrial District</b>												
<b>7A Light Industrial</b>			---	---	---	<b>49.4</b>	---	---	---	---	---	<b>1,183,525</b>
<b>7A Open-Space Non-Recreation</b>			---	---	---	<b>6.6</b>	---	---	---	---	---	---
<b>Subtotal Light Industrial District</b>			---	---	---	<b>56.0</b>	---	---	---	---	---	<b>1,183,525</b>
<b>TOTAL SPECIFIC PLAN ACRES</b>					<b>584.2</b>	<b>584.2</b>						
<b>TOTAL SPECIFIC PLAN RESIDENTIAL UNITS</b>			<b>7,194</b>	<b>7,194</b>								

**Table 1.1-1  
Original Project and Modified Project Development Comparison  
Modified Project Revisions are Identified by Red Bold Typeface**

<i>TOTAL COMMERCIAL/OFFICE DEVELOPMENT</i>	1,131,702	<b>990,902</b>	
<i>TOTAL LIGHT INDUSTRIAL DEVELOPMENT</i>		---	<b>1,183,525</b>
<b>Source:</b> Rich-Haven Specific Plan			

NOTES:

1. All residential dwelling units shown in land use summary are maximums.
2. Project total & subtotal residential district densities are calculated using residential acreages only, therefore the acreages of PA 2 & 3 are not included.
3. Within this specific plan document, references to planning areas are only 1 through 9. Sub-planning areas such as 1a, 1b, etc. are designated to help address ownership patterns and are not intended to be used for density transfer.
4. Residential development along the frontage of Haven Avenue within planning areas 5a, 5c and 6a shall average a density of 18 to 25 dwelling units per acre to support bus rapid transit (brt) along Haven Avenue.
5. Residential development within planning areas 6a, 6b, 8a, 8b, 9a and 9b shall meet a minimum net density of 14 dwelling units per top adjusted gross acreage. **The minimum 14 dwelling units per acre may be averaged over a single planning area subject to Planning Director review and approval and shall be codified within a development agreement.**

Development of the Modified Project is expected to occur in phases. The first phase of development is anticipated to occur along Ontario Ranch Road and Haven Avenue. Subsequent development phases would extend northerly and easterly, concurrent with the extension and availability of master planned roadways and utility improvements. The Modified Project is accompanied by an application for approval of Development Agreement (DA) related to Planning Area 7. Provisions of the DA ensure that adequate services and utilities would be available to serve each increment of development under the Modified Project.

Within this Addendum, the Modified Project is assumed to be completed and fully occupied by 2024 – the Modified Project Opening Year. This Addendum in all instances evaluates likely maximum impact scenarios. Should future development proposed within the Modified Project area differ substantially from the development concept analyzed herein, the Lead Agency would comply with CEQA in consideration of those proposals. Ultimate scope and configuration of the Modified Project uses would be as approved by the City.

## **1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT DOCUMENTATION**

California Environmental Quality Act (CEQA) documentation for the Original Project is presented in *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140, SCH No. 2008101140 (Certified EIR)*. This Addendum to the Certified EIR (Addendum) compares the impacts that were identified in the Certified EIR with the anticipated impacts of the proposed Modified Project. This Addendum substantiates that the proposed Modified Project would not result in new significant impacts, substantially different impacts, or impacts that would be substantially more severe than those evaluated and addressed in the Certified EIR.

## **1.3 ADDENDUM PURPOSE AND SUMMARY**

The focus and purpose of this document is to determine if the Modified Project described herein would result in new or substantially different environmental impacts than those considered and addressed in the Certified EIR. To these ends, this Addendum defines, describes, compares, and contrasts potential environmental impacts of the Modified

Project in the context of the environmental impacts assessed in the Certified EIR. In so doing, this Addendum substantiates consistency with applicable California Environmental Quality Act Guidelines (*CEQA Guidelines*) provisions addressing preparation of an Addendum to a previously-Certified EIR.

In these regards, as presented at *CEQA Guidelines* Section 15164, an Addendum to a Certified EIR may be prepared if only minor technical changes or additions are necessary and none of the conditions described in Section 15162, calling for the preparation of a subsequent or supplemental EIR, have occurred. Further, Public Resources Code Section 21166 prohibits preparation of a subsequent or supplemental EIR for a Certified EIR unless substantial project changes are proposed requiring major revisions to the Certified EIR; a substantial change in circumstances has occurred requiring major revisions to the Certified EIR; or new information becomes available requiring major revisions to the Certified EIR. As supported by the information provided here, none of these conditions apply to the Modified Project. This Addendum to the Certified EIR fulfills CEQA documentation requirements for the Modified Project.

#### **1.4 INTENDED USE OF THIS ADDENDUM**

The City of Ontario (City) is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for consideration of discretionary actions and permitting for the Modified Project. As the Lead Agency, the City is also responsible for analyzing the Modified Project's potential environmental impacts.

The Lead Agency will employ this Addendum in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Modified Project. This Addendum may also be used by various Responsible Agencies, e.g., Air Quality Management District(s), Regional Water Quality Control Board(s), *et al.*; as well as utilities and service providers when such entities issue discretionary permits necessary to carry out the Modified Project.



For example, if the Modified Project would require discretionary permits from the South Coast Air Quality Management District (SCAQMD), this Addendum would serve as the environmental assessment for such permits (please refer to California Code of Regulations, Section 15050).

In employing this Addendum, the City and other agencies need recognize that the Modified Project plans and development concepts identified herein are just that – plans and concepts that are subject to refinement as the Modified Project is further defined. Acknowledging the potential for these future minor alterations to the Modified Project, this Addendum in all instances evaluates likely maximum impact scenarios that would account for these potential minor alterations.

## 1.5 DOCUMENT ORGANIZATION

This Addendum is presented in five sections, as follows:

- **Section 1.0, *Introduction***, provides an overview of the Modified Project, its context, and environmental documentation applicable to the proposed development.
- **Section 2.0, *Modified Project – Description***, presents the proposed Modified Project in greater detail.
- **Section 3.0, *Environmental Checklist***, presents the analysis of potential environmental impacts of the Modified Project. The analysis considers potential environmental impacts of the Modified Project relative to impacts identified in the Certified EIR.
- **Section 4.0, *Determination***, presents the determination regarding the appropriate environmental document for the Modified Project.
- **Section 5.0, *Mitigation Summary***, summarizes mitigation from the Certified EIR, and presents any newly required mitigation or modified mitigation.

## 1.6 CONCLUSION

This Addendum substantiates that implementation and operation of the proposed Modified Project described and evaluated herein would not result in any significant new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the Certified EIR.

## **2.0 PROJECT DESCRIPTION**

## 2.0 MODIFIED PROJECT-DESCRIPTION

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### 2.1 OVERVIEW

The Rich-Haven Specific Plan was approved by the City in 2015, with subsequent Specific Plan Amendments approved in 2016 and 2018. The current (2018) Rich-Haven Specific Plan (2018 Specific Plan, Original Project) comprises approximately 584.2 acres located westerly of Interstate 15 (I-15), and southerly of State Route 60 (SR-60). The 2018 Specific Plan area lies within the 8,200-acre Ontario Ranch, in the southeasterly portion of The Ontario Plan (TOP). The 2018 Specific Plan is bounded generally by Riverside Drive to the north, “Old” Edison Avenue to the south, Mill Creek Avenue and Hamner Avenue to the east, and Haven Avenue to the west.

The 2018 Specific Plan development concept provides for a maximum of 7,194 dwelling units (all residential types), a maximum of 1,131,702 square feet of commercial/office space, 27 acres of public parkland, approximately 20 acres of Southern California Edison (SCE) parcel open space, and various SCE Easements (2018 Specific Plan Land Use Table).

The Modified Project evaluated here would amend the 2018 Specific Plan as summarized below:

- Certain Specific Plan Planning Areas would be reorganized/re-classified;
- Alternative residential products would be implemented;
- The Regional Commercial land use within Planning Area 6A is moved into Planning Area 9A, with no net change to the combined 6A/9A uses in the Specific Plan; Under this reorganization of land uses, Planning Area 6A will comprise a Stand-Alone Residential Overlay only;

- The maximum allowable development of commercial/office uses would be decreased; and
- A new Light Industrial Land Use would be established, allowing for development of light industrial warehouse uses in the southeasterly portion of the Specific Plan, adjacent to Hamner Avenue.<sup>1</sup>

Non-residential uses implemented under the Modified Project are assumed to operate 7 days per week, 24 hours per day.

Development of the Modified Project is expected to occur in phases. The first phase of development is anticipated to occur along Ontario Ranch Road and Haven Avenue. Subsequent development phases would extend northerly and easterly, concurrent with the extension and availability of master planned roadways and utility improvements. The Modified Project is accompanied by an application for approval of Development Agreement (DA) related to Planning Area 7. Provisions of the DA ensure that adequate services and utilities would be available to serve each increment of development under the Modified Project.

For the purposes of this analysis, the Modified Project is assumed to be completed and fully occupied by 2024 – the Modified Project Opening Year. This Addendum in all instances evaluates likely maximum impact scenarios. Should future development proposals within the Modified Project area differ substantially from the development concept analyzed herein, the Lead Agency would comply with CEQA in consideration of those proposals. Ultimate scope and configuration of the Modified Project uses would be as approved by the City through the City development review processes.

---

<sup>1</sup> It is specifically noted that the Specific Plan Mixed Use District allows for combinations of commercial, office, and residential development at various densities/intensities. Any given proposal within the Specific Plan Mixed Use District is required to conform to applicable Specific Plan Design Guidelines and Development Standards; and trip generation (Average Daily Trips, ADT) of such proposals shall not exceed trip generation estimates (the “trip budget”) identified in The Ontario Plan EIR. Such proposals shall be subject to review and approval by the Planning Director or Assignee. Proposals that exceed The Ontario Plan EIR trip budget and/or do not conform to applicable Specific Plan Design Guidelines and Development Standards may require further amendment of the Specific Plan and additional CEQA analysis.

## **2.2 EXISTING AND PROPOSED LAND USE DESIGNATIONS**

### **2.2.1 Original Project Land Use Designations**

#### **2.2.1.1 General Plan Land Uses**

The existing Policy Plan (General Plan) Land Use designations for the Original Project are: “Low Density Residential,” “Low-Medium Density Residential,” “Medium Density Residential,” “Open Space-Parkland,” “Open Space Non-Recreation,” and “Mixed-Use, NMC East.”

#### **2.2.1.2 Specific Plan Land Uses**

Under the Original Project, the Specific Plan Land Use Plan is organized into 8 Planning Areas. Planning Areas 1 through 5 comprise the Specific Plan Residential District, Planning Areas 6 through 8 comprise the Specific Plan Regional Commercial/Mixed-Use District.

### **2.2.2 Modified Project Land Use Designations**

#### **2.2.2.1 General Plan Land Uses**

A summary of existing and proposed General Plan Land Use designations that would result from the Modified Project is presented at Table 2.2-1. Existing and proposed General Plan Land Use designations are illustrated at Figure 2.2-1.

#### **2.2.2.2 Specific Plan Land Uses**

A summary of existing and proposed Specific Plan Land Use designations that would result from the Modified Project is presented at Table 2.2-2. Existing and proposed Specific Plan Land Uses are illustrated at Figure 2.2-2.

**Table 2.2-1**  
**Existing and Proposed Policy Plan Land Use Designations**  
 A General Plan Amendment (File No. PGPA19-005) to  
 Modify Policy Plan (General Plan) Exhibit LU-01, *Policy Plan Land Use Plan*

<b>Existing Land Use Designations</b>	<b>Acres</b>	<b>Proposed Land Use Designations</b>	<b>Acres</b>
Low Density Residential (2.1 – 5 du/ac)	105.4	Low Density Residential (2.1 – 5 du/ac)	23.41
Mixed Use (9-NMC East)	66.01	Mixed Use (9-NMC East)	20.46
Open Space Non-Recreation	10.36	Open Space Non-Recreation	7.3
---	---	Low-Medium Density Residential (5.1 – 11 du/ac)	24.16
---	---	Medium Density Residential (11.1 – 25 du/ac)	57.83
---	---	Industrial	48.61
<b>Total</b>	<b>181.77</b>		<b>181.77</b>

Source: Rich-Haven Specific Plan, March 2021

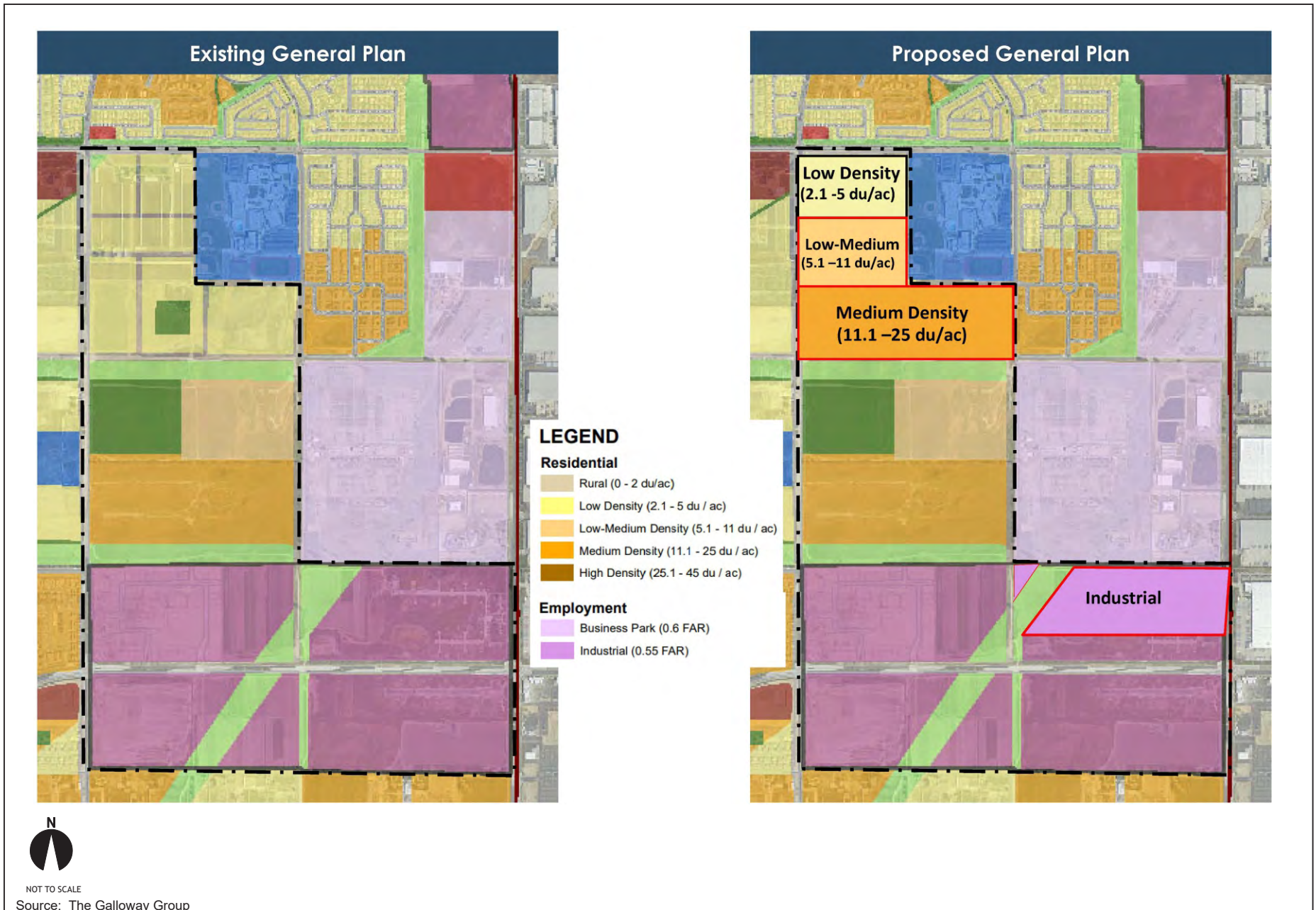


Figure 2.2-1  
Existing and Proposed GP Land Use Designations



**Table 2.2-2**  
**Original Project and Modified Project Development Comparison**  
**Modified Project Revisions are Identified by Red Bold Typeface**

Planning Area	Land Use		Dwelling Units (Maximum)		Acres (Gross)		Residential Density (Gross)		Comm./ Office (sf) (Maximum)		Light Industrial (sf) (Maximum)	
<b>Residential Districts</b>												
	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project
1A	Residential – SFD	Residential – SFD	58	<b>115</b>	12.8	<b>25.5</b>	4.5	4.5	---	---	---	---
1B	Residential – SFD	Residential – SFD	57	<b>175</b>	12.7	<b>24.5</b>	4.5	<b>7.1</b>	---	---	---	---
1C	Residential – SFD	Residential – SFD	68	<b>731</b>	14.9	<b>60.6</b>	4.5	<b>12.1</b>	---	---	---	---
1D	Residential – SFD	Residential – SFD	91	---	20.5	---	4.5	---	---	---	---	---
1E	Residential – SFD	Residential – SFD	109	---	23.4	---	4.5	---	---	---	---	---
1F	Residential – SFD	Residential – SFD	120	---	26.3	---	4.5	---	---	---	---	---
Subtotal Planning Areas 1A – 1F			503	<b>1,021</b>	110.6	110.6	4.5	<b>9.2</b>	---	---	---	---
2	Edison Parcel	Edison Parcel	---	---	20.0	20.0	---	---	---	---	---	---
3	Park	Park	---	---	27.0	27.0	---	---	---	---	---	---
Subtotal Planning Areas 2, 3					<b>47.0</b>	<b>47.0</b>						
	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project
4A	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	154	154	14.0	14.1	11.0	11.0	---	---	---	---
4B	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	101	101	9.2	9.2	11.0	11.0	---	---	---	---
4C	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	108	108	9.8	9.8	11.0	11.0	---	---	---	---
Subtotal Planning Areas 4 A – 4C			363	363	33.1	33.1	11.0	11.0				
5A	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	109	109	9.1	9.1	12.1	12.1	---	---	---	---
5B	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	165	165	14.2	14.2	11.7	11.7	---	---	---	---

**Table 2.2-2**  
**Original Project and Modified Project Development Comparison**  
**Modified Project Revisions are Identified by Red Bold Typeface**

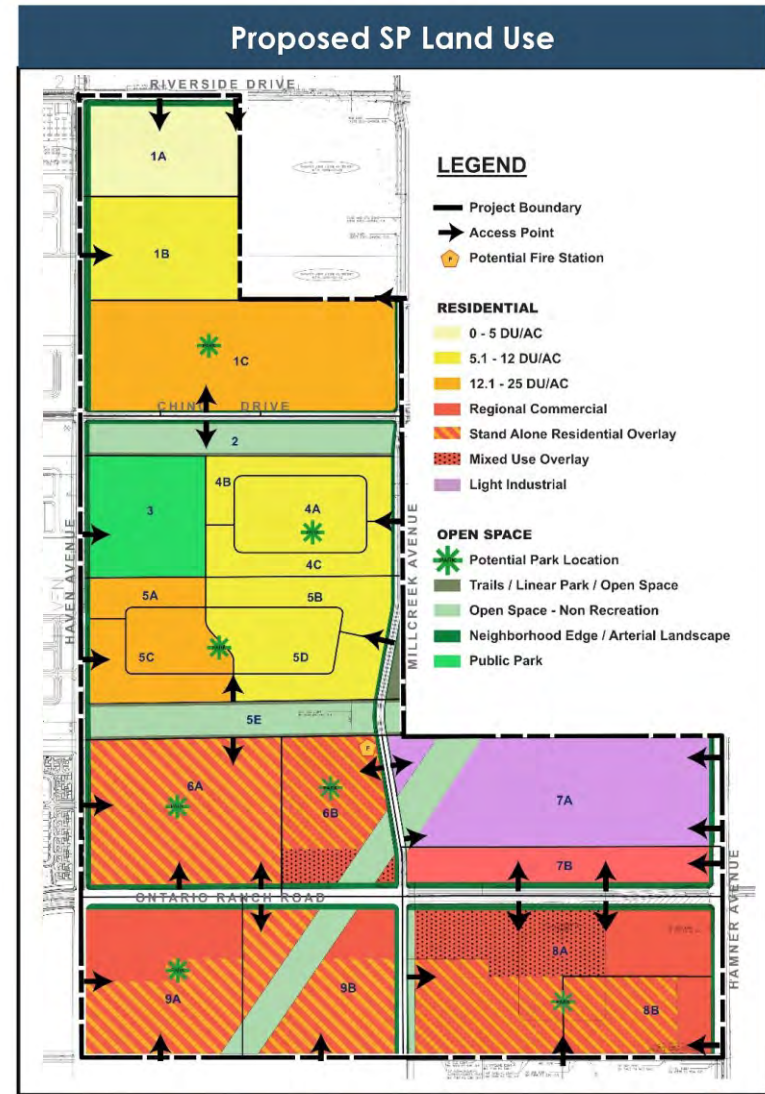
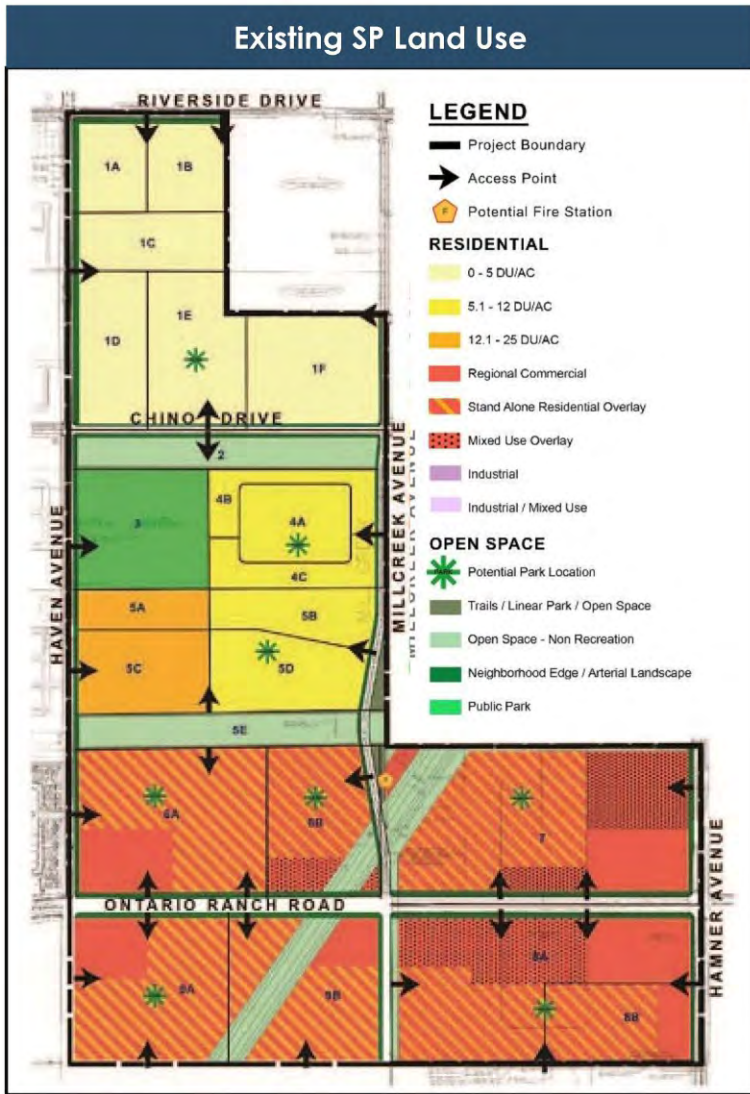
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Subtotal Planning Areas 5A – 5C			967	967	80.6	80.6	12.0	12.0	---	---	---	---
<b>Subtotal Residential District</b>			<b>1,833</b>	<b>2,351</b>	<b>271.3</b>	<b>271.3</b>	<b>6.7</b>	<b>8.7</b>	---	---	---	---
<b>Mixed-Use District</b>												
Planning Area	Land Use		Dwelling Units (Maximum)		Acres (Gross)		Residential Density (Gross)		Comm./ Office (sf) (Maximum)		Light Industrial (sf) (Maximum)	
	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project
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<b>Subtotal Mixed-Use District</b>			<b>5,361</b>	<b>4,843</b>	<b>312.9</b>	<b>256.9</b>	<b>33.0</b>	<b>81.6</b>	<b>1,131,702</b>	<b>990,902</b>	---	---
<b>Light Industrial District</b>												
<b>7A Light Industrial</b>			---	---	---	<b>49.4</b>	---	---	---	---	---	<b>1,183,525</b>
<b>7A Open-Space Non-Recreation</b>			---	---	---	<b>6.6</b>	---	---	---	---	---	---
<b>Subtotal Light Industrial District</b>			---	---	---	<b>56.0</b>	---	---	---	---	---	<b>1,183,525</b>
<b>TOTAL SPECIFIC PLAN ACRES</b>					<b>584.2</b>	<b>584.2</b>						
<b>TOTAL SPECIFIC PLAN RESIDENTIAL UNITS</b>			<b>7,194</b>	<b>7,194</b>								

**Table 2.2-2  
Original Project and Modified Project Development Comparison  
Modified Project Revisions are Identified by Red Bold Typeface**

<i>TOTAL COMMERCIAL/OFFICE DEVELOPMENT</i>	1,131,702	<b>990,902</b>	
<i>TOTAL LIGHT INDUSTRIAL DEVELOPMENT</i>		---	<b>1,183,525</b>
<b>Source:</b> Rich-Haven Specific Plan			

**NOTES:**

1. All residential dwelling units shown in land use summary are maximums.
2. Project total & subtotal residential district densities are calculated using residential acreages only, therefore the acreages of PA 2 & 3 are not included.
3. Within this specific plan document, references to planning areas are only 1 through 9. Sub-planning areas such as 1a, 1b, etc. are designated to help address ownership patterns and are not intended to be used for density transfer.
4. Residential development along the frontage of Haven Avenue within planning areas 5a, 5c and 6a shall average a density of 18 to 25 dwelling units per acre to support bus rapid transit (brt) along Haven Avenue.
5. Residential development within planning areas 6a, 6b, 8a, 8b, 9a and 9b shall meet a minimum net density of 14 dwelling units per top adjusted gross acreage. **The minimum 14 dwelling units per acre may be averaged over a single planning area subject to Planning Director review and approval and shall be codified within a development agreement.**



NOT TO SCALE

Source: The Galloway Group

Figure 2.2-2  
Existing and Proposed SP Land Use Designations

### 2.2.3 Surrounding Properties Land Use Designations

Policy Plan Land Use and Zoning designations of surrounding properties are summarized below. The Modified Project would not affect Land Use and Zoning designations of surrounding properties.

#### **North** (across Riverside Drive)

- Policy Plan Land Use Designations: Open Space – Non-Recreation (abutting Riverside Drive), General Commercial, Low Density Residential
- Zoning: Specific Plan (Creekside), CT (abutting Riverside Drive), Low Density Residential

#### **South**

- Policy Plan Land Use Designations: Medium Density Residential, Open Space – Non-Recreation, Low Density Residential
- Zoning: Specific Plan (Esperanza), Specific Plan w/Agricultural Overlay

#### **East**

- Across Hamner Avenue:
  - City of Eastvale General Plan: Light Industrial, Commercial Retail
  - City of Eastvale Zoning: Industrial Park, Specific Plan (Goodman Commerce Center)
- Across Mill Creek Avenue:
  - Policy Plan Land Use Designations: Medium Density Residential, Low Density Residential, Business Park
  - Zoning: Specific Plan (Edenglen), Specific Plan w/Agricultural Overlay (Developed as SCE Substation)
- Abutting to Northeast:
  - Policy Plan Land Use Designation: Public School
  - Zoning: Civic

**West** (across Haven Avenue)

- Policy Plan Land Use Designations: Neighborhood Commercial, Low Density Residential, Public School, Open Space – Parkland, Open Space – Non-Recreation, Medium Density Residential
- Zoning: Specific Plan (West Haven)

## **2.3 EXISTING LAND USES**

Existing land uses are described below, and are illustrated at Figure 2.3-1.

### **2.3.1 Modified Project Site**

Planning Area 6A, located in the southwesterly portion of the Modified Project site, is mass-graded and under development with residential uses. Planning Area 9A, also located in the southwesterly portion of the Modified Project site, is mass-graded in preparation for development of residential uses. The remainder of the Modified Project site is a vacant and disturbed property that is currently and/or has been previously used for various agricultural and dairy farming uses.

Additionally, SCE power transmission line easements will be provided along east – west alignments paralleling Chino Avenue [alignment], Schaefer Avenue [alignment], and Ontario Ranch Road. SCE transmission line easements will also be provided along northeast – southwest and southerly alignments extending from the existing SCE Substation located easterly adjacent to the Modified Project site.

### **2.3.2 Vicinity Land Uses**

Existing vicinity land uses include residential development to the north, Colony High School to the northeast, and the Edenglen Specific Plan to the east, across Mill Creek Avenue. An SCE Substation is located easterly adjacent to the Modified Project site. Easterly of Haven Avenue, City of Eastvale properties are being developed with commercial/retail and light industrial uses. Both active and fallow agricultural lands, including dairy farms, are present to the west and south of the Modified Project site. Southwesterly of the Modified Project site, properties are currently being developed with residential uses.

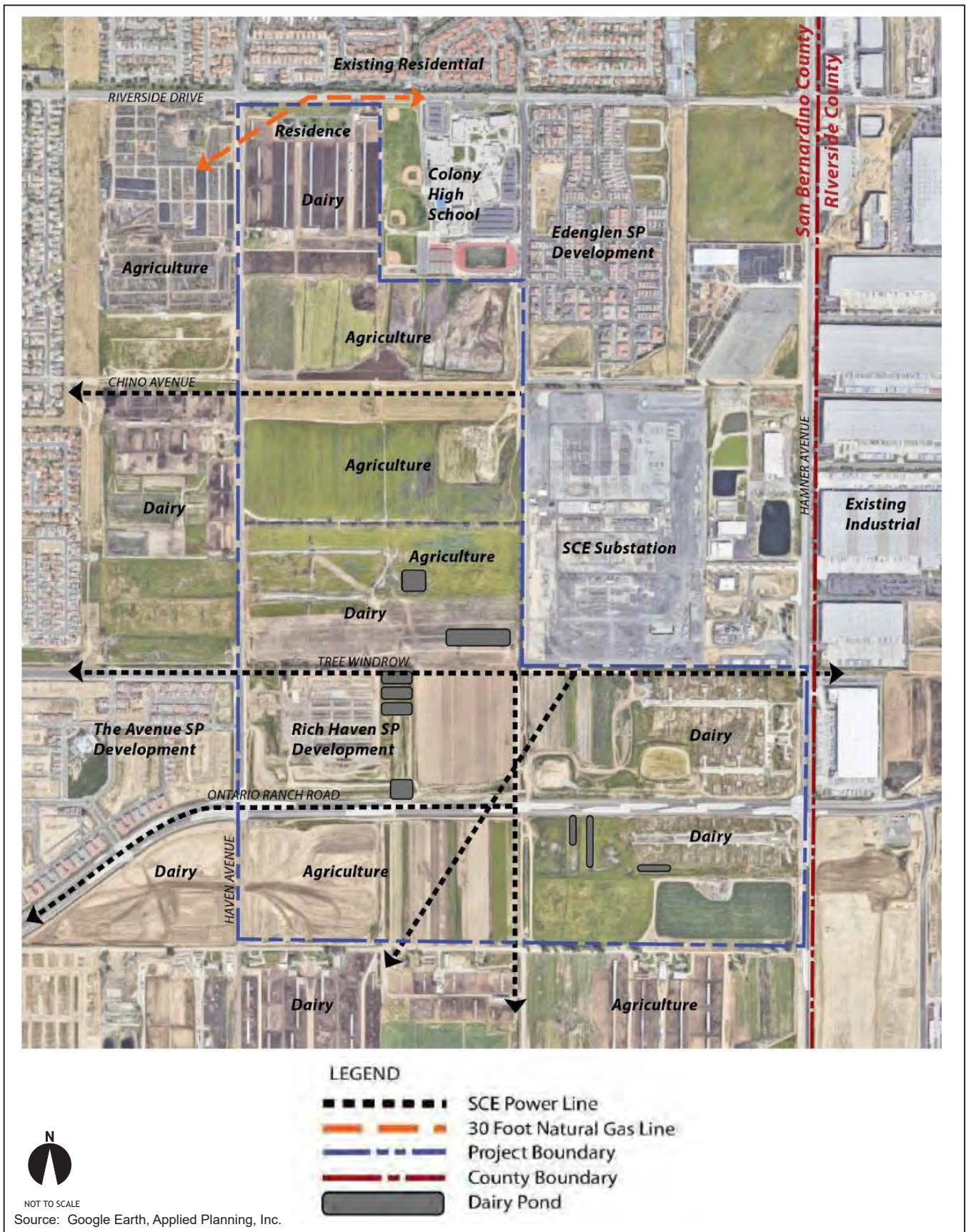


Figure 2.3-1  
Existing Land Uses

## 2.4 DEVELOPMENT CONCEPT

Development implemented under the Modified Project would be required to conform to provisions of the 2021 Rich-Haven Specific Plan Amendment (2021 SPA, SPA). The 2021 SPA is provided at Appendix A of this Addendum. In instances where the SPA is silent, development proposals would be required to conform to applicable provisions of the City Development Code.

### 2.4.1 Site Design/Architectural Concepts

The Modified Project considered herein would implement residential, commercial, mixed-use, retail, office, light industrial, parks/open space, and community facility uses. All Modified Project development proposals would be required to conform to requirements and implement guidance articulated at SPA Section 5, *Development Regulations*; and Section 6, *Design Guidelines*. All Modified Project final site plans and building designs would be subject to City review and approval, to include consistency analysis with applicable provisions of the SPA.

### 2.4.2 Access and Circulation

#### 2.4.2.1 Roadways

Regional access to the City and the Modified Project area is provided by State Route 60 (E – W) and Interstate 15 (N – S). State Route 60 (SR-60) interchanges with Interstate 15 (I-15) approximately 1.5 miles northeasterly of the Modified Project site. The Modified Project Conceptual Circulation Plan is presented at Figure 2.4-1. Direct access to the Modified Project site is provided by existing Riverside Drive (the northerly site boundary), Milliken/Hamner Avenue (the easterly site boundary), Edison Avenue (the southerly site boundary), and Haven Avenue (the westerly site boundary). These abutting roadways would be improved consistent with City Conditions of Approval. Within the Modified Project site, Mill Creek Avenue (N – S), Chino Avenue (E – W), and Ontario Ranch Road (E – W) are either unimproved or only partially improved. These roadways will be constructed to their respective ultimate cross-sections pursuant to the Specific Plan concurrent with development of the Modified Project uses.

Access within the Project site would be provided by internal roads within and connecting the various Planning Areas. Ultimate alignments, configurations, and internal circulation plans for the Modified Project would be required to conform to applicable provisions of the SPA and City Conditions of Approval; and would be subject to City review and approval.



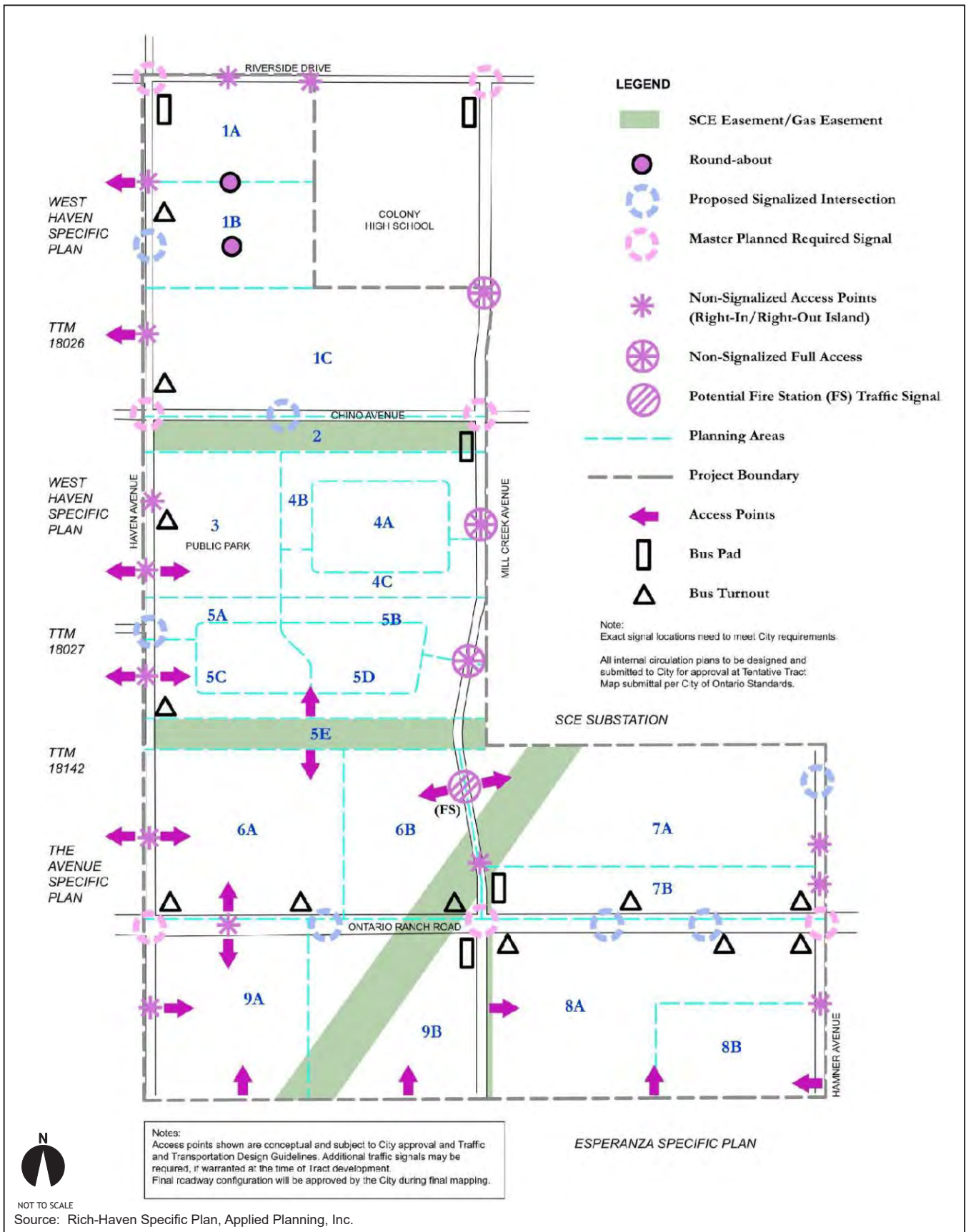


Figure 2.4-1  
Conceptual Circulation Plan

## 2.4.2.2 Alternative Transportation Modes

### Bicycle and Pedestrian Access

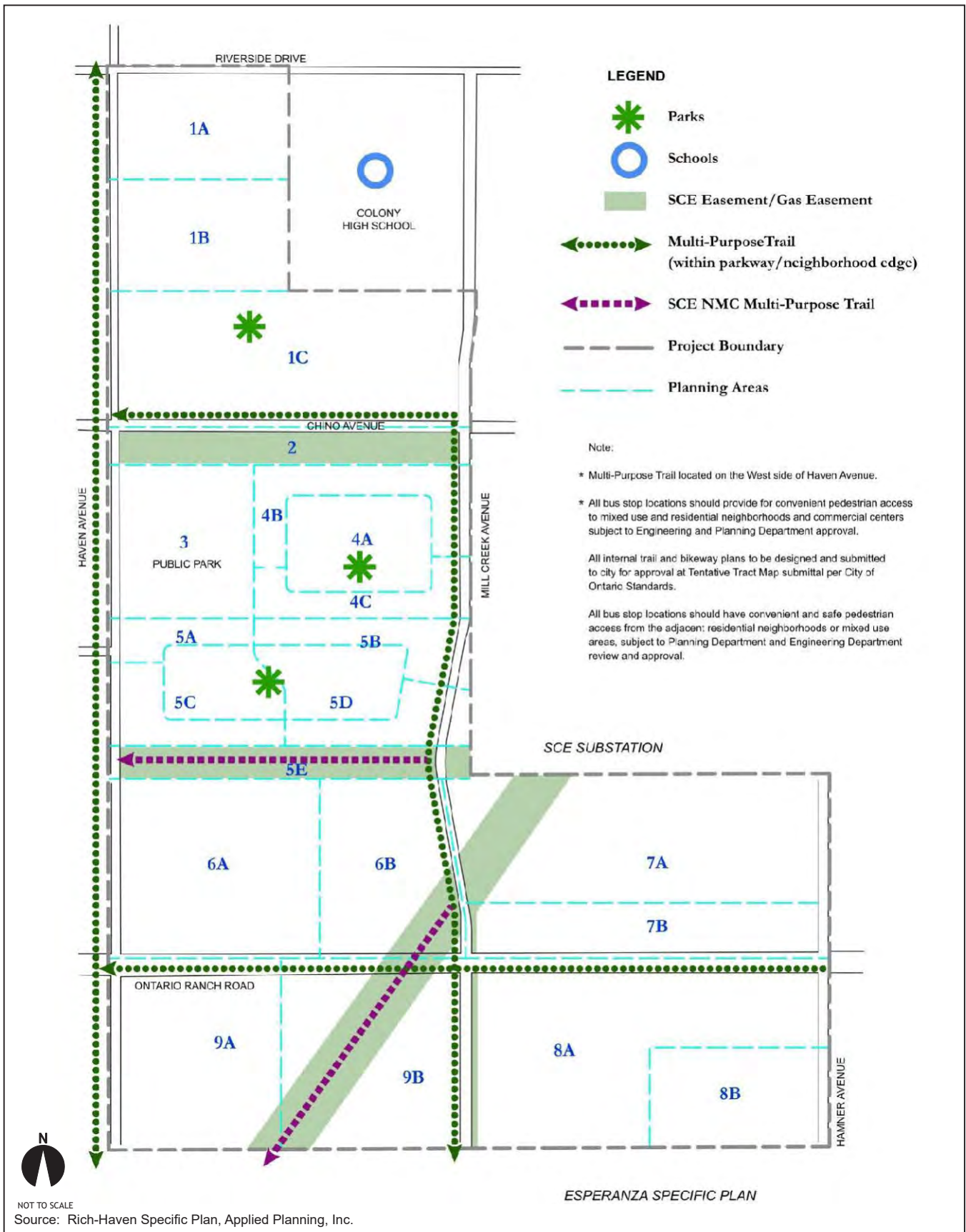
The Modified Project would construct bicycle and pedestrian access improvements consistent with the City Multipurpose Trails and Bikeway Corridor Plan. Trail and bikeway improvements that would be implemented as part of the Modified Project are illustrated at Figure 2.4-2. The proposed pedestrian trails and bikeways plan would connect with the encompassing Ontario Ranch multi-purpose trail system.

Within the Modified Project site, streets would be constructed with sidewalks, providing pedestrian access and inter-connectivity between various residential and mixed-use areas. Trail access would be provided to the various Modified Project park facilities. As part of the City's Master Plan of Trails, the SCE Corridor Trail within the Modified Project site would be extended within the linear park areas located within the existing SCE easements. Access to the SCE Corridor Trail would be provided at key points throughout the Modified Project. On-street curb adjacent 5-foot bike lanes would be provided on both sides on Riverside Drive, Chino Avenue and Mill Creek Avenue.

### Bus Service

Bus service is available to the City via Omnitrans and the Riverside Transit Authority (RTA). No bus routes currently provide proximate service (within one-quarter mile) of the Modified Project site. Transit service providers periodically review and update schedules and routes to address ridership, budget, and community demands. The Applicant and City would coordinate Project final designs with Omnitrans and RTA to evaluate the potential for provision of bus services and bus amenities serving the Modified Project site. Omnitrans bus routes and schedules can be accessed at: <https://omnitrans.org/getting-around/maps-schedules/>. RTA bus routes and schedules can be accessed at: <https://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules>.

Please refer also to SPA Section 4.1, *Circulation Plan*.



### **2.4.3 Parking**

The Modified Project would be required to adhere to parking requirements established under the SPA and the City of Ontario Development Code. Parking assignments and design of parking areas within the site would be subject to City review and approval.

### **2.4.4 Landscape/Streetscape**

The SPA Landscape Concept is presented in detail at SPA Section 7, *Landscape Plan*. All landscaping/streetscaping implemented under the Modified Project would be required to comply with applicable provisions of the SPA and the City Municipal Code. The implemented landscape/streetscape concept would act to enhance perception of the site as developed under the Modified Project, and to screen views of the site interior from off-site vantages. Landscape and streetscape elements would provide shade and visual interest, define entry/access points, and accentuate site and architectural features.

### **2.4.5 Infrastructure/Utilities**

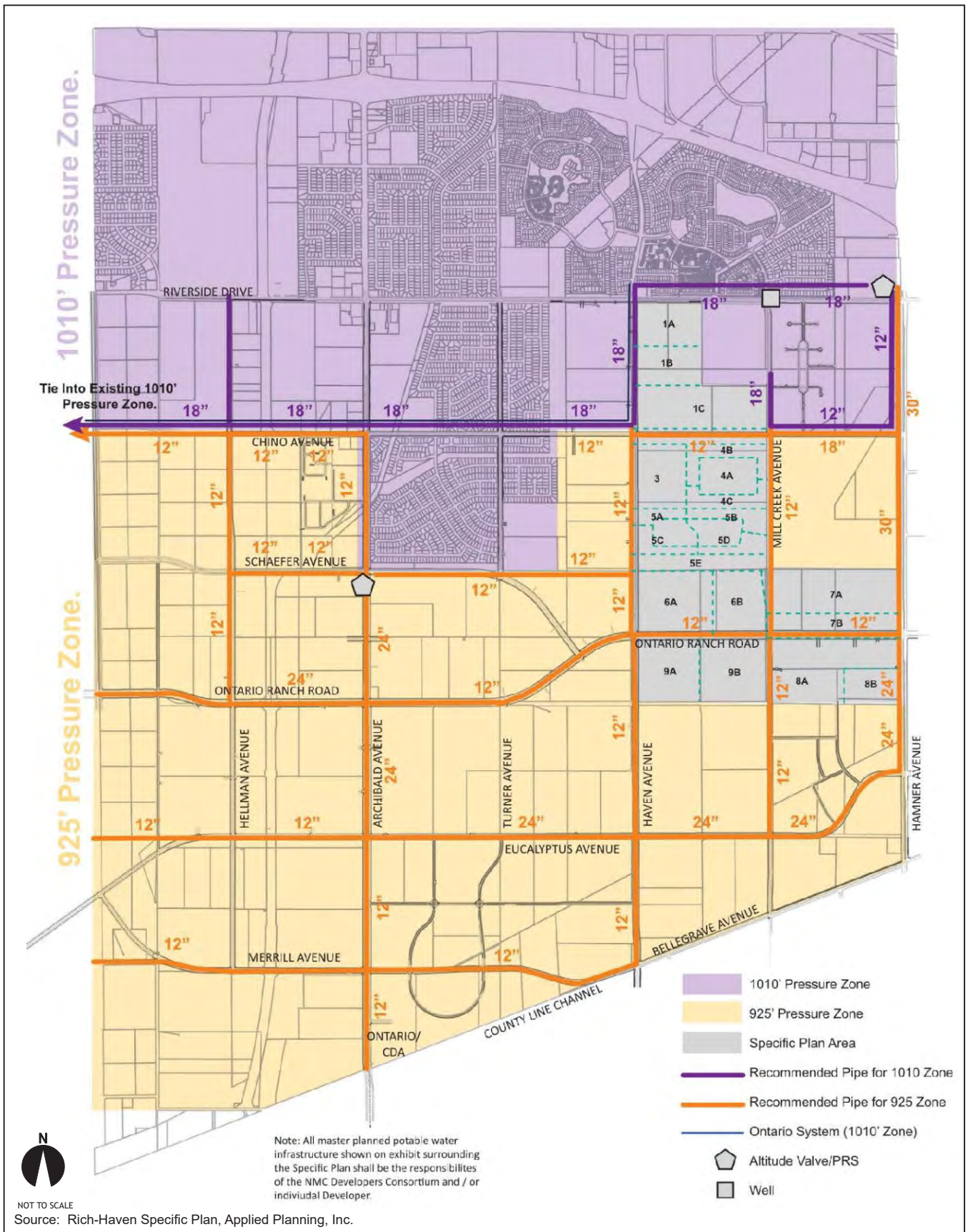
#### **2.4.5.1 Water Service**

##### **Potable (Domestic) Water**

Potable water would be provided by the Ontario Municipal Utilities Company (OMUC).<sup>2</sup> The Modified Project lies within two pressure zones, with the portion of the Modified Project north of Chino Avenue falling within the 1010 Pressure Zone, and the portion of the Modified Project south of Chino Avenue falling within the 925 Pressure Zone. The 925/1010 Pressure Zone Master Plan Domestic Water System is illustrated at Figure 2.4-3. Timing, sizing, and alignment of Master Plan water system improvements serving the Modified Project would be required to conform to City and OMUC requirements.

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<sup>2</sup> Additionally, as discussed in the SPA, “the Chino Basin Water Master Water Quality Map identifies the Rich-Haven [Modified Project] area within an optimum water quality zone and requires that the owner/developer dedicate a total of two wells within the Specific Plan area to the City of Ontario for production of potable water. The owner/developer of Planning Area 5 has identified a well location site within the greenbelt in the area east of Mill Creek Avenue. A second well location site within the Specific Plan area shall be located within Planning Areas 1 or 8 as approved by the City” (SPA, p. 4-16).



Within the Modified Project site, water service would be provided by a system of 8-inch to 12-inch water mains constructed within the backbone roadway system. Connecting 8-inch service lines would be provided to individual developments. The on-site public water system sizing would be required to comply with provisions of a City-approved hydraulic analysis to be conducted at the project-level design stage. All water mains and wells internal to site, would be constructed by the merchant builder(s). In-tract water system design will be provided at the time of subdivision. Final designs of water conveyance systems serving the Modified Project would be required to conform to City and OMUC requirements. The Modified Project Domestic Water Plan Concept is presented at Figure 2.4-4.

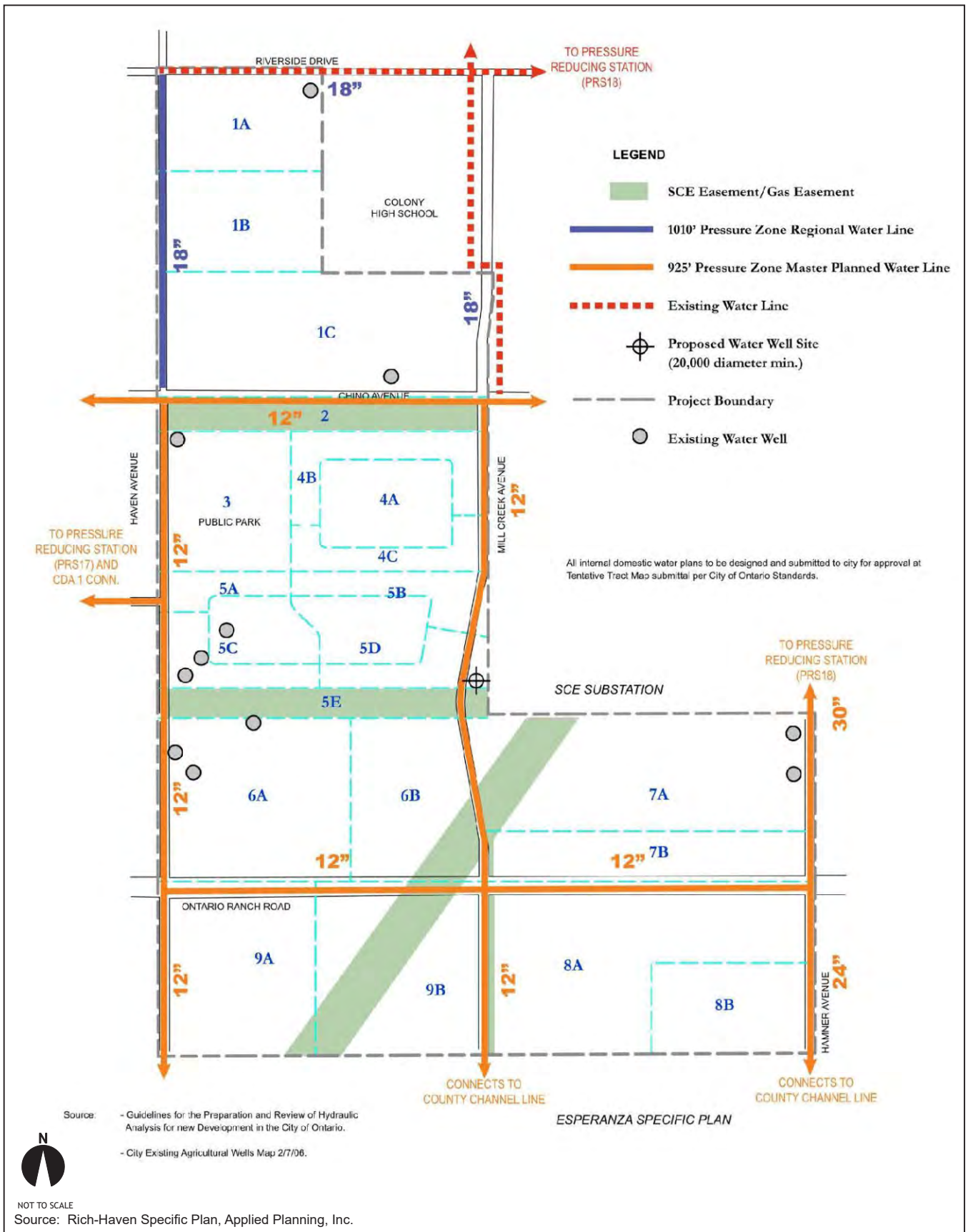
### **Recycled Water**

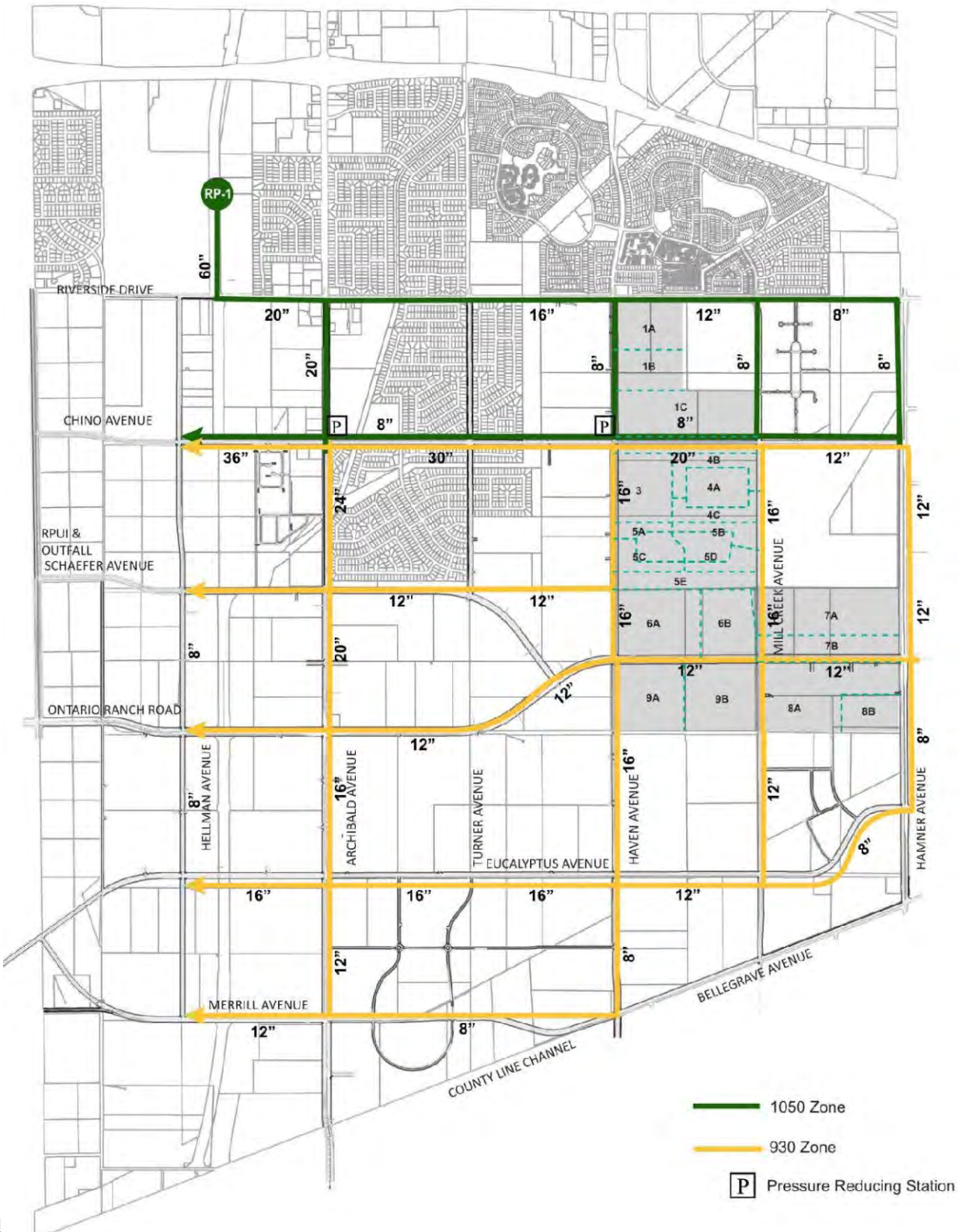
The Modified Project area is located within two pressure zones. The portion of the Modified Project north of Chino Avenue will be served by the 1050 Pressure Zone and the area south of Chino Avenue will be served by the 930 Pressure Zone. A range of recycled water lines would be constructed both on-site and off-site to service the Modified Project. All Master Plan recycled water improvements implemented to serve the Modified Project would be required to conform to the incumbent City Recycled Water Master Plan. The 930/1050 Master Plan Recycled Water Plan is presented at Figure 2.4-5. Please refer also to SPA Section 4.2.2, *Recycled Water, Regional Recycled Water Plan*.

The Modified Project would be required to comply with applicable provisions of City Municipal Code Chapter 8c: *Recycled Water Use*.<sup>3</sup> Within the Modified Project area, recycled water would be used for all approved applications, including but not limited to irrigation of parks, schools, street landscaping, recreational trails, HOA-maintained common areas and landscaping. An engineering report approved by the City and the California Department of Public Health is required prior to the use of recycled water.

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<sup>3</sup> See also: [https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario\\_ca/0-0-0-44580#JD\\_6-8.714](https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-44580#JD_6-8.714)





NOT TO SCALE  
 Source: Rich-Haven Specific Plan, Applied Planning, Inc.



Figure 2.4-5  
 Master Plan Recycled Water Plan



With the Modified Project area, the backbone recycled water system would comprise 8-inch to 12-inch lines and would be located in the backbone street system. In-tract recycled water system design would be provided at the time of subdivision. It is noted here that *no* [emphasis added] recycled water can be used on single-family single lot ownership properties. Per the SPA, a clear physical separation between potable and recycled water systems is required, such separations may comprise walls, fences, sidewalks, or mow strips. The Modified Project Recycled Water Plan Concept is presented at Figure 2.4-6. Please refer also to SPA Section 4.2.2, *Recycled Water, Local Backbone Recycled Water Plan*.

Please refer also to SPA Section 4.2, *Water Master Plan*.

### **2.4.5.3 Sewer Services**

Sewer service would be provided by the City of Ontario. Master Plan sewer system improvements serving the Modified Project and surrounding areas would be constructed consistent with the City's Sewer Master Plan. The current Sewer System Master Plan for the Modified Project area is presented at Figure 2.4-7. All Master Plan sewer improvements implemented to serve the Modified Project would be required to conform to the incumbent City Sewer System Master Plan.

Within the Modified Project site, sewer conveyance would be provided by a system of 8-inch to 10-inch sewer mains constructed within the backbone roadway system. Connecting 8-inch service lines would be provided to individual developments. The on-site public sewer system sizing would be required to comply with provisions of a City-approved hydraulic analysis to be conducted at the project-level design stage. All sewer mains would be constructed by the merchant builder(s). In-tract sewer system design would be provided at the time of subdivision. Final designs of sewer systems serving the Modified Project area would be required to conform to City and OMUC requirements. The Modified Project Sewer Plan Concept is presented at Figure 2.4-8.

Please refer also to SPA Section 4.3, *Sewer Master Plan*.

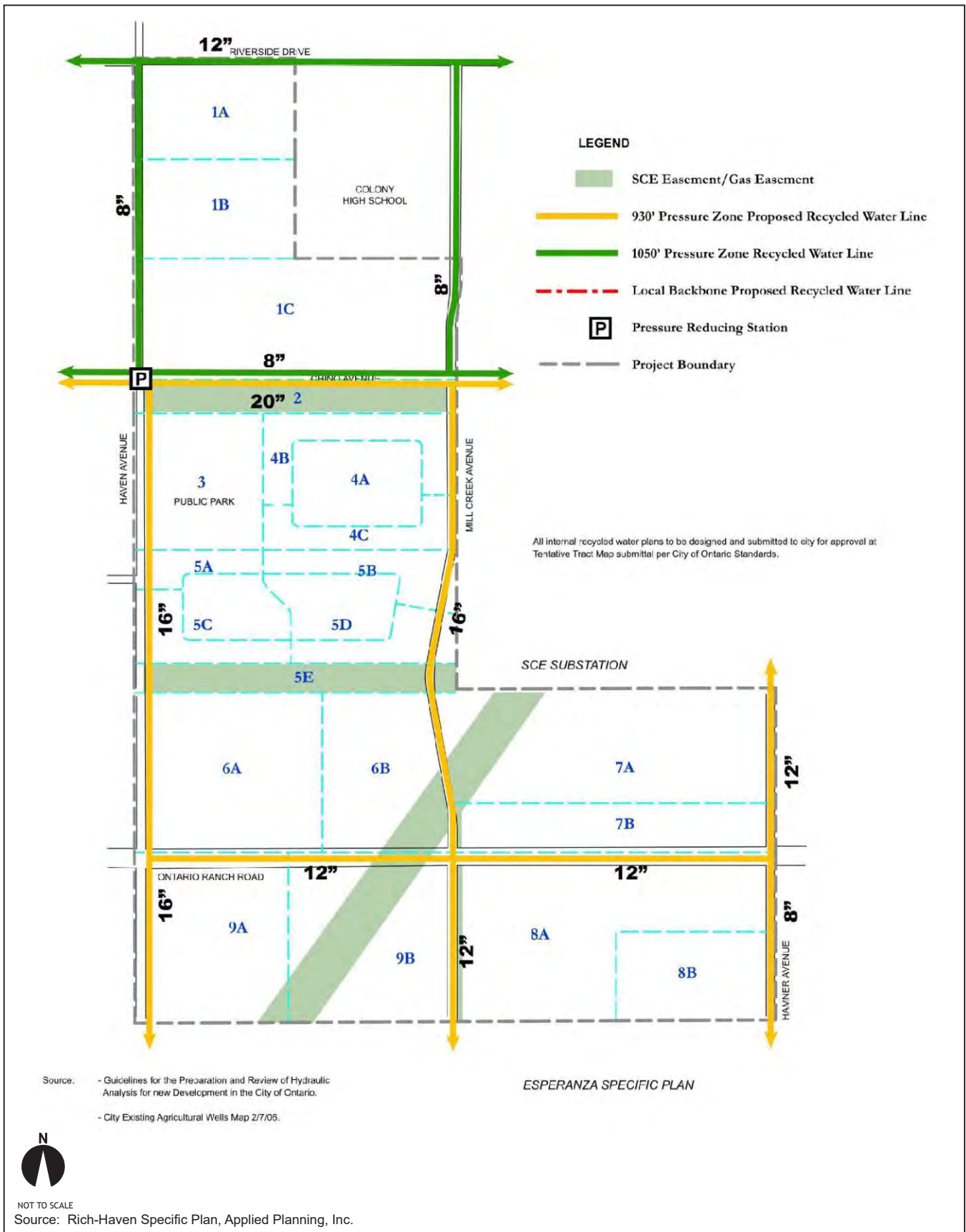
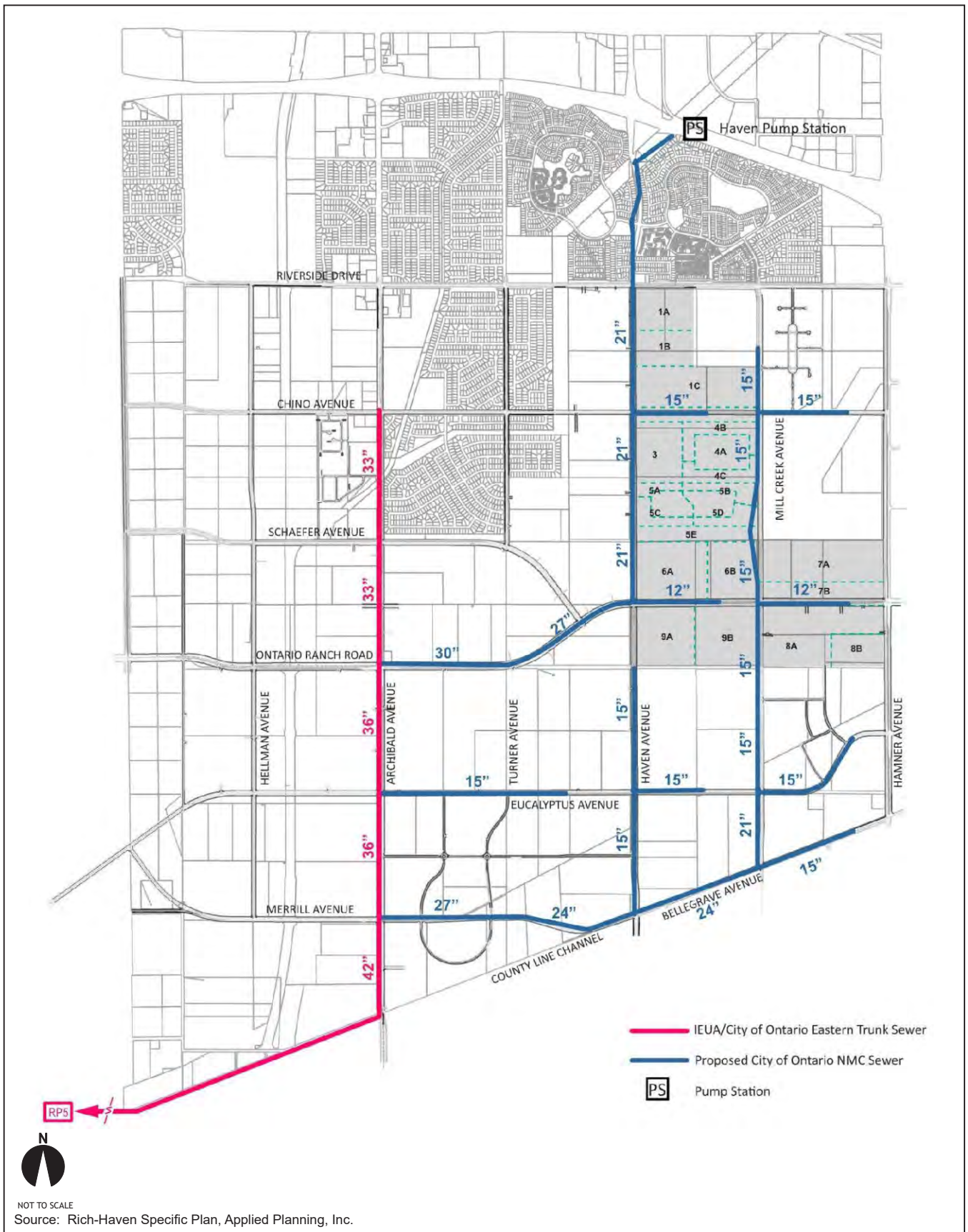
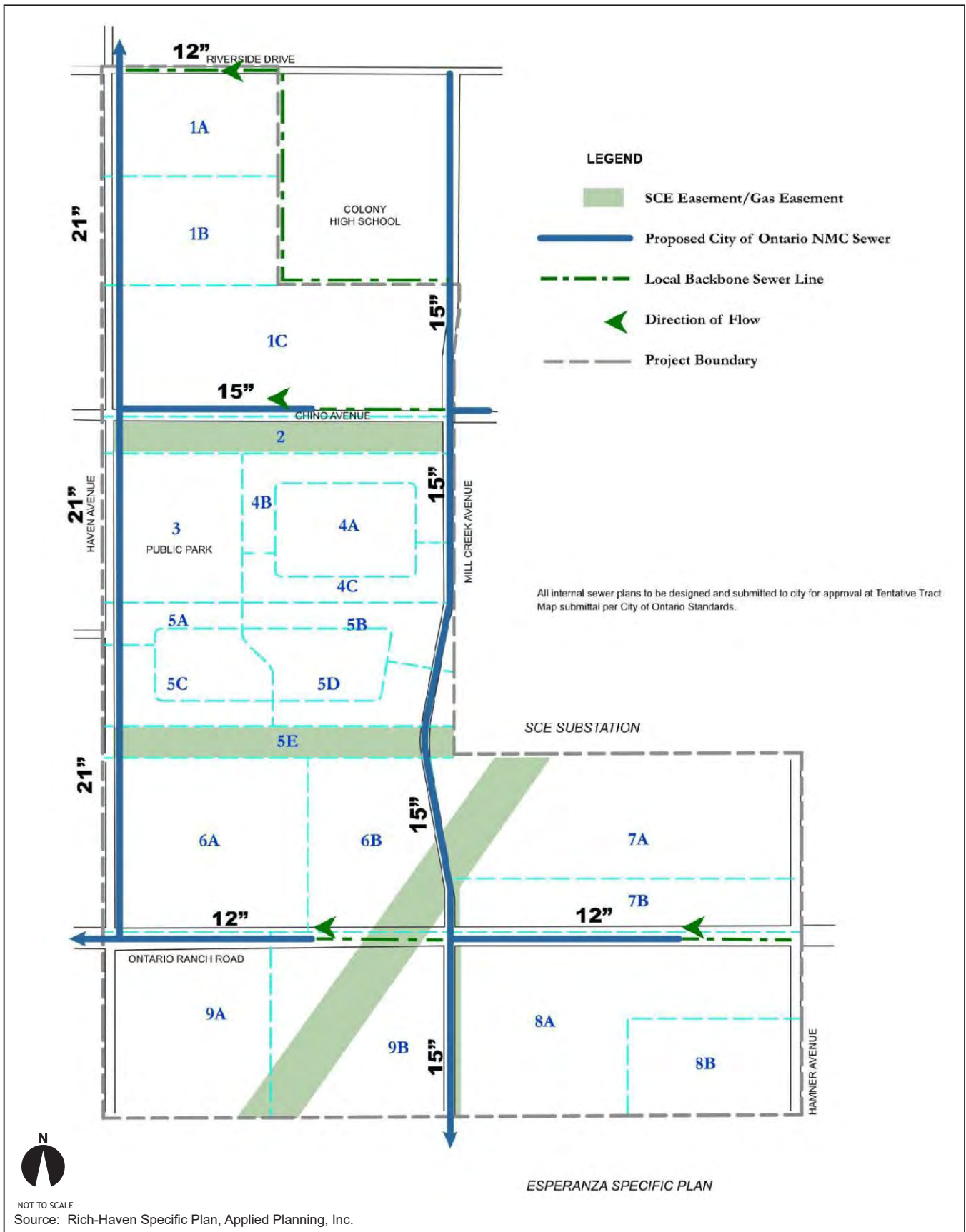


Figure 2.4-6  
 Recycled Water Plan Concept





#### **2.4.5.4 Stormwater Management System**

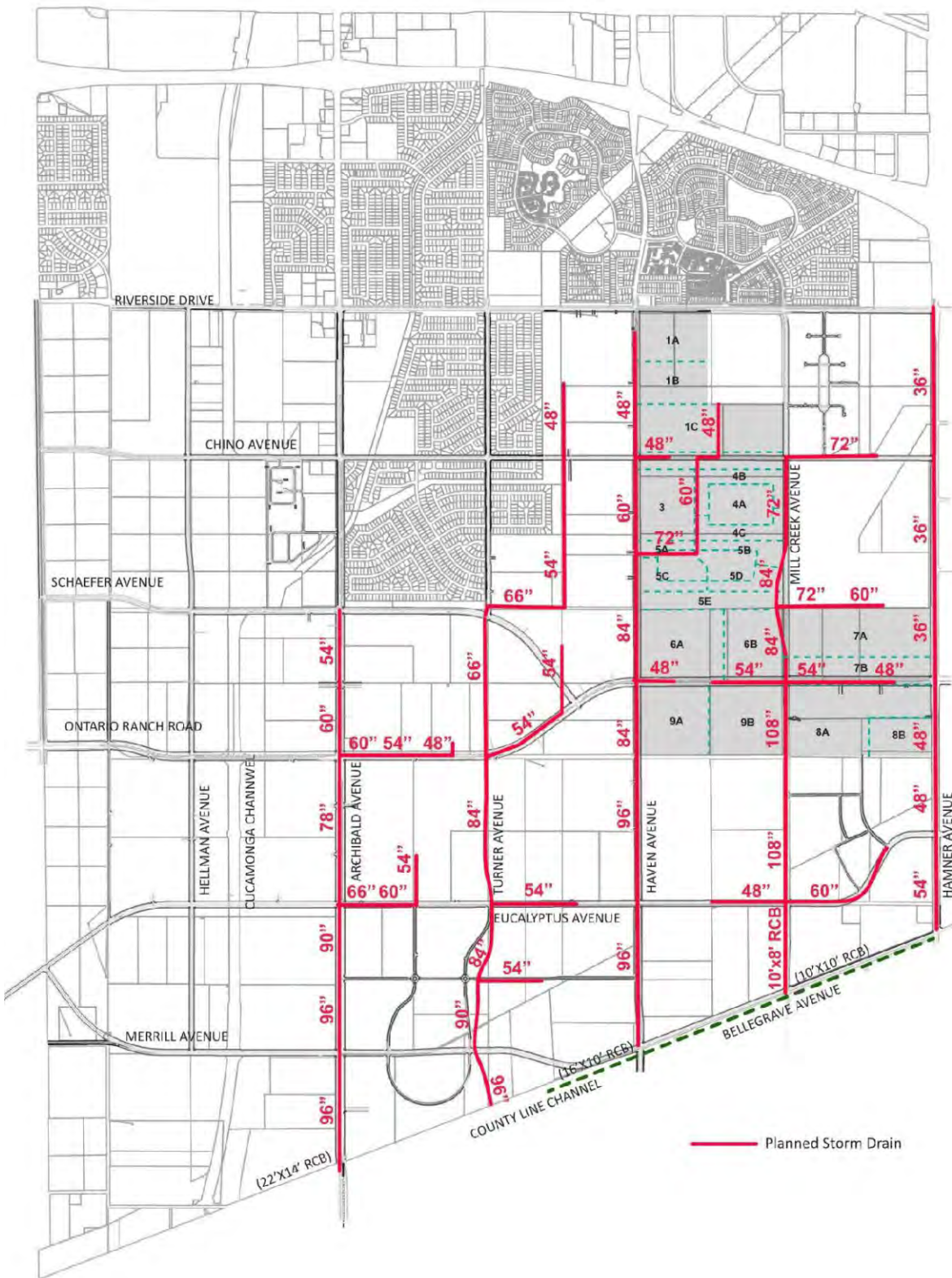
##### **Storm Drains**

Multiple City Master Plan of Drainage storm drain facilities would serve the Modified Project site. The Master Plan of Drainage for the Modified Project area is presented at Figure 2.4-9. All Master Plan storm water management system improvements implemented to serve the Modified Project would be required to conform to the incumbent City Master Plan of Drainage.

Under post-development conditions, existing southerly trending on-site drainage patterns would be maintained. Within the Modified Project site, the merchant builder(s) would install 8-inch to 10-inch storm drains within the local backbone street system. Connecting 8-inch storm drain lines would be provided to individual developments. In-tract storm drain system design would be provided at the time of subdivision. Final designs of storm water management systems serving the Modified Project would be required to conform to City requirements. The Modified Project Stormwater Management System Concept is presented at Figure 2.4-10.

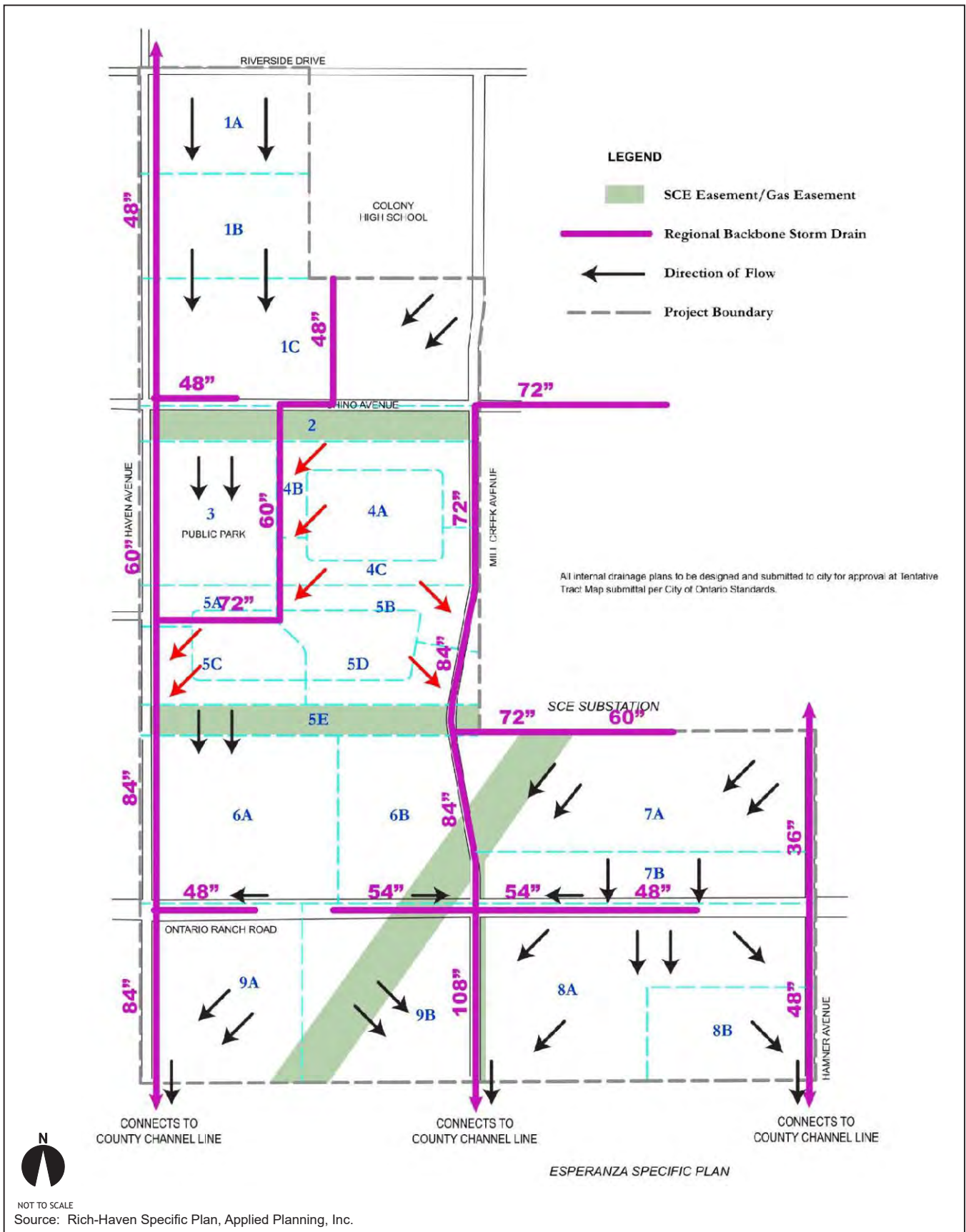
##### **Water Quality Management Plan**

The Modified Project would implement on-site stormwater management systems to detain and treat stormwater discharges. Stormwater discharges from the Modified Project would be required to comply with requirements and performance standards established under the incumbent San Bernardino County National Pollutant Discharge Elimination System (NPDES) Stormwater Program MS4 Permit and Water Quality Management Plan (WQMP). To these ends, developments within the Modified Project site would implement Low Impact Development (LID) Site Design Best Management Practices (BMPs) to reduce pollutant transport and increase on-site stormwater infiltration. Additionally, all Priority Land Use (PLU) areas within the Modified Project site would be required to comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit.



NOT TO SCALE  
 Source: Rich-Haven Specific Plan, Applied Planning, Inc.

Figure 2.4-9  
 Master Plan of Drainage



Non-structural and structural Source Control BMPs would be documented in the Modified Project WQMPs. Final WQMPs, as approved by the City, would ensure that the Modified Project stormwater management systems have been designed to convey and treat stormwater discharges and limit the post-development peak flows consistent with available storm drain capacities.

Please refer also to SPA Section 4.4, *Drainage Master Plan*.

#### **2.4.5.5 Solid Waste Management**

The City of Ontario provides solid waste collection services for the City and will service the Modified Project.

#### **2.4.5.6 Electricity**

SCE would provide electricity to the site from existing vicinity facilities. SCE facilities located within and adjacent to the Modified Project site consist of 115kV, 66kV, 12kV, towers/power lines and attached communication lines. Facilities less than 34.5kV will be located underground if they are located adjacent to any streets proposed to be improved in conjunction with site improvements.

Additionally, as part of the Modified Project, Mill Creek Avenue would be realigned to the west. Concurrent with the realignment of Mill Creek Avenue, existing 115kV SCE towers located along Mill Creek Avenue may require relocation to the north of Ontario Ranch Road. Additionally, improvement of Ontario Ranch Road may require relocation of adjacent 115kV and 66kV lines. All proposed connections and modifications to SCE facilities would conform to SCE and City requirements.

#### **2.4.5.7 Natural Gas**

The Gas Company will provide natural gas to the site. All proposed connections and modifications to Gas Company facilities would conform to Gas Company and City requirements.



#### **2.4.5.8 Fiber Optics System**

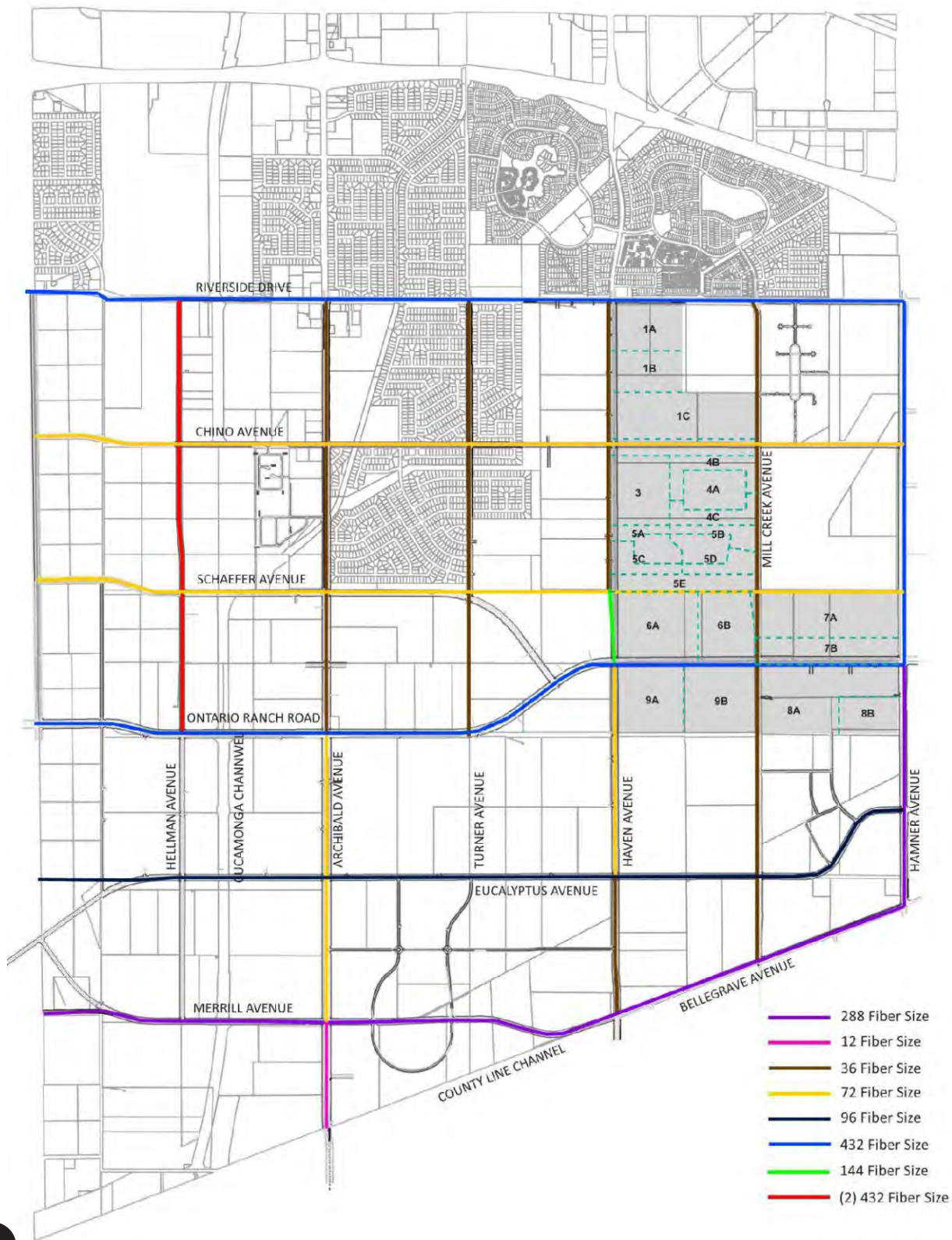
The backbone fiber optics system (conduits, tracer wire, and fiber), illustrated at Figure 2.4-11, would be constructed within the Modified Project backbone street system. Backbone fiber optic components (conduits, hand holes, tracer wire, and fiber) would be placed underground within a duct and structure system to be installed in a joint trench. In-tract fiber and conduit would be installed per the City's in-tract fiber optic design guidelines (see: [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Information-Technology/2014-12-16\\_in-tract\\_designguidelines.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Information-Technology/2014-12-16_in-tract_designguidelines.pdf)).

#### **2.4.5.9 Communications Services**

Communications services, including wired and wireless telephone and internet services are available through numerous private providers and would be provided on an as-needed basis. To the extent practical and consistent with City Conditions of Approval, existing and proposed wires, conductors, conduits, raceways, and similar communications improvements within the Project area would be installed underground. Any necessary surface-mounted equipment, e.g., terminal boxes, transformers, meters, service cabinets, etc., would be screened and would conform to City building setback requirements.

#### **2.4.6 Energy Efficiency/Sustainability**

Energy-saving and sustainable design features and operational programs would be incorporated in all facilities developed pursuant to the Modified Project. The Modified Project would be required to comply with incumbent energy efficiency and performance standards established under the CALGreen Code and the City of Ontario Climate Action Plan (CAP).



NOT TO SCALE  
 Source: Rich-Haven Specific Plan, Applied Planning, Inc.



Figure 2.4-11  
 Fiber Optic Master Plan

#### 2.4.7 Construction Area Traffic Management Plan

Temporary and short-term traffic detours and traffic disruptions could result during construction activities including implementation of access and circulation improvements noted above. Accordingly, the Applicant would be responsible for the preparation and submittal of a Construction Area Traffic Management Plan (Plan). Typical elements and information incorporated in the Plan would include, but not be limited to:

- **Name of on-site construction superintendent and contact phone number.**
- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).
- **Identification and Description of Material Storage Locations (if any).**
- **Location and Description of Construction Trailer (if any).**
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.
- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.

- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan would be reviewed and approved by the City prior to the issuance of the first building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

#### **2.4.8 Opening Year**

For the purposes of this analysis, the Project Opening Year is defined as 2024, by which time all proposed uses are assumed to be complete, occupied, and operational.

### **2.5 PROJECT OBJECTIVES**

The stated vision of the SPA is to “create a vibrant community with a mixture of uses all connected through a series of trails providing opportunities for people to live, work and play” (SPA, p. 1-4). Supporting SPA objectives of the are listed below.

#### **Neighborhood Development Objectives**

- Incorporate Traditional Neighborhood Design guiding principles during the design phase to provide for opportunities to achieve the vision statement, including:
  - Central Focus. To create a community with a central focus that combines commercial, civic, cultural, and recreational uses.
  - Connections. To provide a series of sidewalks and trails connecting community parks, civic uses, employment areas, mixed-use and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
  - Traditional Street Network. To design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, as well as

- creating a visually favorable and comfortable environment for pedestrians and bicyclists.
- Main Street Environment. To design commercial/retail areas to a human scale with storefronts oriented to the street providing a “Main Street” atmosphere for strolling and shopping, all within walking distance from most homes.
  - Public Spaces. To create plazas, parks, and community gathering places placed within centralized areas providing synergy between adjacent land uses.
  - Identifiable Neighborhoods. To design neighborhoods around a discernable center, which may include a small park, square, school, or mixed-use center, within a five- minute walking distance.
  - Mix of Housing. To provide neighborhoods with a range of household types: a variety of single-family detached homes, attached units for young families, and live/work units for small at-home businesses.
- Design a mixed-use environment to ensure compatible uses that are cohesive and integrate a diversity of residential neighborhoods, with a range of commercial uses, and supporting open spaces.
  - Utilize transportation, utility, and greenways/open space networks to establish clear edges and boundaries.
  - Accommodate residential, commercial, open space, public, and other uses in accordance with the generalized distribution of uses depicted within the City’s TOP Land Use Plan.
  - Implement elements that will ensure walkability throughout the Project Area to discourage automobile dependency and encourage walking, biking, and other forms of transportation. This is achieved through the incorporation of subarea

greenways and pedestrian connections and through sensitive site design of mixed-use development.

- Implement technological advances within residential communities, including internet access, to allow residents to shop and work from home and to decrease reliance on automobiles.
- Provide opportunity for at least one major public plaza/square as a centerpiece of community activities, including events and celebrations, outdoor performances, community meetings, picnics, farmers markets, and similar functions.
- Establish a clearly defined “edge” for the City’s TOP area, where appropriate, that avoids the use of walls and creation of a “walled” enclave.
- Incorporate electrical transmission corridors and similar elements to form “edges” for residential neighborhoods and centers and/or accommodate public greenways/trails/corridors.

### **Residential District Objectives**

- Create a livable community with neighborhoods designed at a human scale and oriented for pedestrian access to mixed-use, educational, and recreational uses.
- Provide for a range and diversity of housing products that respond to a variety of homeownership needs and desires.
- Design residential projects to complement the character of adjacent neighborhoods.
- Encourage interaction among residents through the provision of an organized, simple, and “neo-traditional” system of streets, pathways, and entries to allow

residents to walk or bike to parks, recreation, and public facilities (including schools).

- Promote outdoor activity and casual social contact among residents and neighbors by designing neighborhoods around a central park where they can gather.
- Provide a focal point of activity within each residential planning area that may include a park, school, common area, or public meeting facility.
- Encourage architectural styles and traditional design elements that reflect the historic and eclectic mixture of architecture, reflective of the greater Ontario area.
- Increase densities adjacent to commercial centers.
- Establish clear, defined “edges” and “entries” that contribute to neighborhood identity.
- Avoid the use of walls to separate residential areas from arterials and other high traffic volume streets by expanded landscape setbacks, frontage roads, and other appropriate techniques.
- Include clustered multi-family housing within the Residential District, in order to create a diverse range of housing products and opportunities, while still in keeping with the overall low-density residential designation.
- Locate higher-density residential uses that provide population to support adjacent regional commercial centers.
- Provide sufficient on-site recreational amenities within higher density developments.

- Include community-oriented uses such as public meeting rooms, plazas and courtyards, and similar uses.
- Establish visual and physical links among the individual multi-family developments to create a cohesive and continuous corridor.
- Design building elevations to promote visual interest.
- Provide linkages between community service facilities, multi-family corridors, and residential neighborhoods.

### **Regional Commercial/Mixed-Use District Objectives**

- Accommodate a diversity of large-scale retail, community and neighborhood shopping, office, medical research, entertainment, hotel/motel, dining, housing, cultural, public, and similar uses that will serve the project area and neighboring Planning Areas.
- Function with a high level of activity and/or employment.
- Accommodate development of multi-family housing, mixed-use buildings that incorporate housing and retail/office, and live/work facilities.
- Accommodate single-use buildings and mixed-use structures containing a variety of uses from residential over retail or office-to-office over retail.
- Encourage traditional, mixed-use design of commercial buildings, by requiring a lower maximum floor area ration (FAR) for single-use buildings, and a higher maximum FAR for mixed-use buildings.
- Develop plaza areas and other amenities to provide places of social interaction.



- Include one or more public “squares” to serve as gathering places.
- Incorporate modulated building volumes, mass, height, and articulated facades to create individual spaces.
- Site a portion of the buildings on peripheral streets to provide connectivity to adjacent uses.
- Orient buildings towards the local streets whenever possible to create an urban edge and sense of arrival and place.
- Include sidewalks of sufficient width to accommodate pedestrian activity and outdoor restaurants, newsstands, and other uses.
- Create visual interest through the opening of streets and sidewalks/plazas towards building elevations.
- Incorporate landscaping to enhance the environment.
- Visually integrate parking structures to continue the intended design character of the district.
- Incorporate multi-family housing to create a cohesive and continuous corridor.
- Ensure an appropriate mix of uses (residential and commercial) that are compatible.
- Encourage pedestrian access and ease of use within the mixed-use area by designing pedestrian and bike paths.
- Create a “Main Street” environment with buildings designed to a human scale where pedestrian activity is not overwhelmed by automobile traffic.

- Utilize urban design to create a “Gateway” or portal to the Ontario Ranch.
- Incorporate transitions and/or buffers between commercial/mixed-use and light industrial areas and adjacent residential areas.
- Contribute to the regional jobs to housing balance by providing employment opportunities while minimizing development impacts on surrounding neighborhoods.
- Create a high-quality light industrial park development that attracts an array of businesses and provides employment opportunities within proximity to area residents.
- Provide safe and efficient access/circulation routes for the distribution/transportation of goods.

### **Industrial District Objectives**

- Incorporate transitions and/or buffers between commercial/mixed-use and industrial areas and adjacent residential areas.
- Contribute to the regional jobs to housing balance by providing employment opportunities while minimizing development impacts on surrounding neighborhoods.
- Create a high-quality industrial park development that attracts an array of businesses and provides employment opportunities within proximity to area residents.
- Provide safe and efficient access/circulation routes for the distribution/transportation of goods.

## **Circulation Objectives**

- Provide a circulation system designed to promote pedestrian activity through a network of off-street pedestrian walkways linking each neighborhood to parks, mixed-use commercial, and residential uses.
- Design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, creating a visually attractive, enhanced, and comfortable environment for pedestrians and bicyclists.
- Design streets to incorporate landscaped parkways and pedestrian walkways separated from the street to enhance safety and enjoyment of residents and visitors.
- Provide opportunities for transit connections and alternative modes of transportation.

## **Recreation/Trails Objectives**

- Provide new recreational opportunities for residents through the development of a series of public and private parks.
- Provide a series of pedestrian trails connecting community parks, civic uses, mixed-use, and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
- Incorporate off-street multi-use trails within the Southern California Edison easements.
- Incorporate a system of on- and off-street bicycle pathways with access from the residences to mixed-use areas.

- Use landscaping and streetscape materials that are low maintenance in recreation and trail areas.
- Provide a system of on-street bikeways integrated throughout the Project to provide access to schools, parks, and commercial uses.
- Provide new recreational opportunities for residents through the development of a series of parks ranging in size.

### **Community Facilities Objectives**

- Incorporate existing major utilities into the overall fabric of the community.
- Provide opportunities for incorporation of community facilities (e.g., schools, fire station) as identified by affected agencies.

## **2.6 DISCRETIONARY APPROVALS and PERMITS**

Discretionary actions, permits, and related consultation(s) necessary to approve and implement the Project include, but are not limited to, the following.

### **2.6.1 Lead Agency Discretionary Actions and Permits**

- CEQA Compliance;
- Adoption of this Addendum;
- Approval of a General Plan Amendment;
- Approval of a Specific Plan Amendment;
- Approval of Tentative Parcel Maps;
- Approval of a Development Agreement; and
- Approval of Development Plans.

## 2.6.2 Other Consultation and Permits

Anticipated consultation and permits necessary to realize the Modified Project would or may include the following:

- Permitting by/through the Regional Water Quality Control Board (RWQCB) pursuant to requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit.
- Permitting by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented pursuant to the Modified Project.
- Permitting (i.e., utility construction and connection permits) from affected utility purveyors, notably the City of Ontario, IEUA, and SCE.
- Other ministerial permits necessary to realize all on- and off-site improvements related to the development of the site.

## **3.0 ENVIRONMENTAL CHECKLIST**

# ENVIRONMENTAL CHECKLIST

## *Rich-Haven Specific Plan, 2021 Amendment*

### *2021 Addendum to The Ontario Plan Certified EIR (SCH No. 2008101140)*

**General Note:** The CEQA Initial Study Checklist categories and topics presented below conform to the suggested content presented in the 2020 *CEQA Guidelines*, Appendix G. In certain instances, the 2020 *CEQA Guidelines* Initial Study Checklist content differs from that presented in *The Ontario Plan Certified EIR* (Certified EIR). Additional or new environmental topics considered in the 2020 CEQA Initial Study Checklist, and not reflected in the Certified EIR, are recognized in the discussions below. Other Certified EIR discussions have been restructured or paraphrased to align with the format and content of the 2020 CEQA Initial Study Checklist, with no substantial effect on environmental findings or conclusions. This Addendum compares and contrasts impacts of the Modified Project with impacts identified in the Certified EIR. In instances where additional focused analysis is relevant and available, the Addendum discussions are supplemented by analysis presented in the 2007 Rich-Haven Specific Plan EIR.

## 1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Have a substantial adverse effect on a scenic vista?					X	
b) Substantially damage visible scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					X	
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?					X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?					X	

**Substantiation:**

a-d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR recognizes that buildout of the City would alter the visual character of the City. However, the Certified EIR concludes that compliance with the City Municipal Code, as well as applicable policies presented within the Policy Plan, would ensure that potential aesthetics impacts would be less-than-significant (Certified EIR, pp. 5.1-7 – 5.1-17).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** Final designs of the Modified Project facilities including, but not limited to, the proposed buildings, landscape/hardscape features, and lighting configurations would be required to conform to the Specific Plan Design Guidelines and Development Standards<sup>1</sup> and applicable provisions of the City Municipal Code. Final designs of all uses would be subject to City review and approval. Conformance with the Specific Plan Design Guidelines and Development Standards and City Municipal Code requirements would ensure that the Modified Project would not substantially degrade scenic vistas, substantially degrade scenic resources, adversely alter the existing visual character or quality of the area, or create a new source of substantial light or glare which would adversely affect day or nighttime views. On this basis, when compared to the Certified EIR findings, no new or substantially increased aesthetic impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

**Summary**

When compared to the Original Project, no new significant, substantially increased, or substantially different aesthetics or light/glare impacts would occur as a result of the

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<sup>1</sup>The Specific Plan Design Guidelines and Development Standards have been amended to address new or revised uses proposed by the Modified Project.



Modified Project. No changed or new information has been identified to indicate that any potential aesthetics or light/glare impacts resulting from the Modified Project would be different from those previously identified and addressed in the Certified EIR.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

## 2. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?					X	
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?					X	

**Substantiation:**

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR recognizes that implementation of The Ontario Plan would potentially convert all of the City’s Important Farmland to non-farmland uses, and have significant and unavoidable impacts in this regard (Certified EIR, pp. 5.2-9 – 5.2-10).

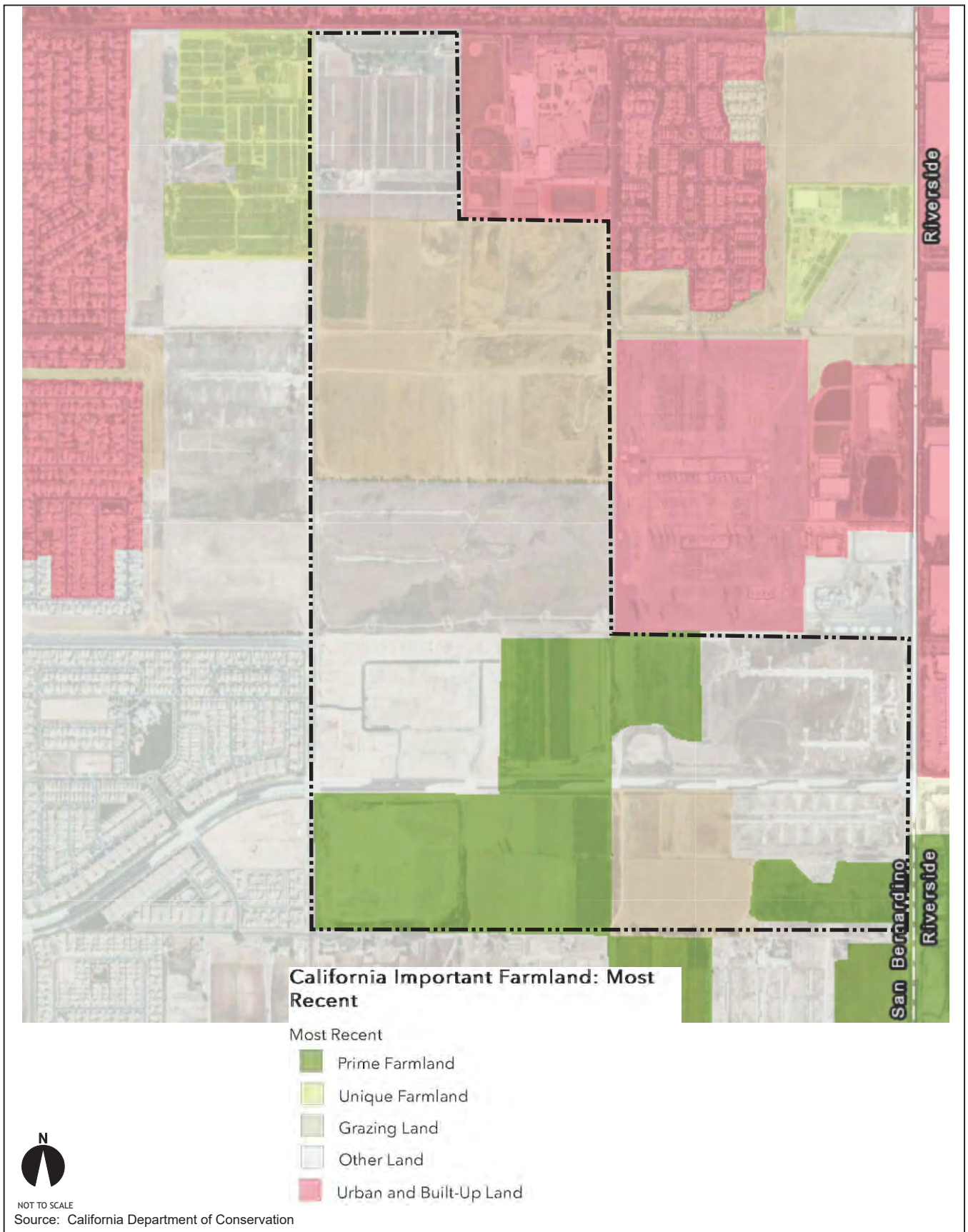
**Certified EIR Mitigation Measures:** The Certified EIR examined several alternatives that would further preservation of agricultural land, including the retention of on-site agricultural uses, the replacement of agricultural resources off-site, the relocation of Prime Farmland topsoil, the establishment of conservation easements or preserves, and the transfer of development rights. However, no feasible alternatives or mitigation measures were identified that would substantially minimize significant impacts to Farmlands projected to occur under The Ontario Plan.

**Modified Project:** The California Department of Conservation (CDC) Farmland Mapping and Monitoring (FMMP) System designates properties within the Modified Project site as: “Prime Farmland,” “Unique Farmland,” “Grazing Land,” and “Other Land.” Please refer to Figure 2-1. See also: <https://maps.conservation.ca.gov/dlrp/ciff/>.

As summarized by the CDC, “[f]or environmental review purposes under CEQA, the categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land constitute ‘agricultural land’ (Public Resources Code Section 21060.1). The remaining categories are used for reporting changes in land use as required for FMMP’s biennial farmland conversion report.”<sup>2</sup> The Modified Project properties are designated as Prime Farmland and Unique Farmland comprise “agricultural land” as defined by CDC, and could be potentially impacted by development of the Modified Project.

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<sup>2</sup> California Department of Conservation. “Important Farmland Categories.” Accessed September 4, 2019. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>.



The City of Ontario does not prohibit transition of agricultural land to urban uses. While existing agricultural uses are allowed to persist and are accommodated as transitional uses under the City's Agricultural Overlay District, the City Land Use Plan does not formally designate or allocate any areas of the City as "Agricultural" land uses.<sup>3</sup>

The City of Ontario has previously acknowledged the planned transition of existing agricultural uses to urbanized uses pursuant to The Ontario Plan Land Use Plan (Land Use Plan). The Certified EIR has previously determined that buildout of the City pursuant to the Land Use Plan would result in conversion of agricultural lands to non-agricultural purposes; and that this conversion was a significant and unavoidable agricultural resources impact (Certified EIR, p. 5.2-9).

The Modified Project considered here would result in loss of Farmland and conversion of agricultural lands to non-agricultural uses. However, loss of on-site Farmland and conversion of on-site agricultural lands resulting from the Modified Project have already been considered and addressed in the Certified EIR. The Modified Project would not result in impacts to on-site Farmland and agricultural uses not already considered and addressed in the Certified EIR.

Moreover, the Modified Project would implement provisions of the Rich-Haven Specific Plan document and City Development Code that require buffering of, and separation between, agricultural and urban uses. These requirements support the City's planned orderly transition of existing agricultural uses to urban uses. These requirements include, but are not limited to:

- Appropriate buffering and separation of potentially incompatible uses through setbacks and screening, as discussed at Specific Plan Section 9, *General Plan Consistency*.

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<sup>3</sup>The Ontario Plan Land Use Plan does however accommodate agricultural lands comprising the 200-acre Southern California Land Foundation (SoCALF) Preserve, owned by the County of San Bernardino.

- City of Ontario Development Code requirements including a minimum 100 foot separation between “a new residential, commercial or industrial development or structure used for public assembly and an existing animal feed trough, corral/pen or an existing dairy/feed lot including manure stockpiles and related wastewater detention basins” (Development Code Chapter 6 *Development and Subdivision Regulations*, p. 6.01-63).

### **Summary**

When compared to the Original Project, no new significant, substantially increased, or substantially different Farmlands impacts would occur as a result of the Modified Project. No changed or new information has been identified to indicate that any potential Farmland impacts resulting from the Modified Project would be different from those previously identified and addressed in the Certified EIR.

**Project Conditions of Approval:** None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

### **Certified EIR Conclusions:**

#### *Agricultural Zoning*

The Certified EIR concluded that implementation of the Land Use Plan would not adversely affect agriculturally-zoned properties (Certified EIR, p. 5.2-10).

#### *Williamson Act Contracts*

Implementation of The Ontario Plan would affect all active Williamson Act contracts within the City. The Certified EIR concluded that impacts to Williamson Act contract properties would be significant and unavoidable (Certified EIR, p. 5.2-10).

**Certified EIR Mitigation Measures:** The Certified EIR identified no feasible alternatives or mitigation measures to minimize this significant impact.

## **Modified Project:**

### *Agricultural Zoning*

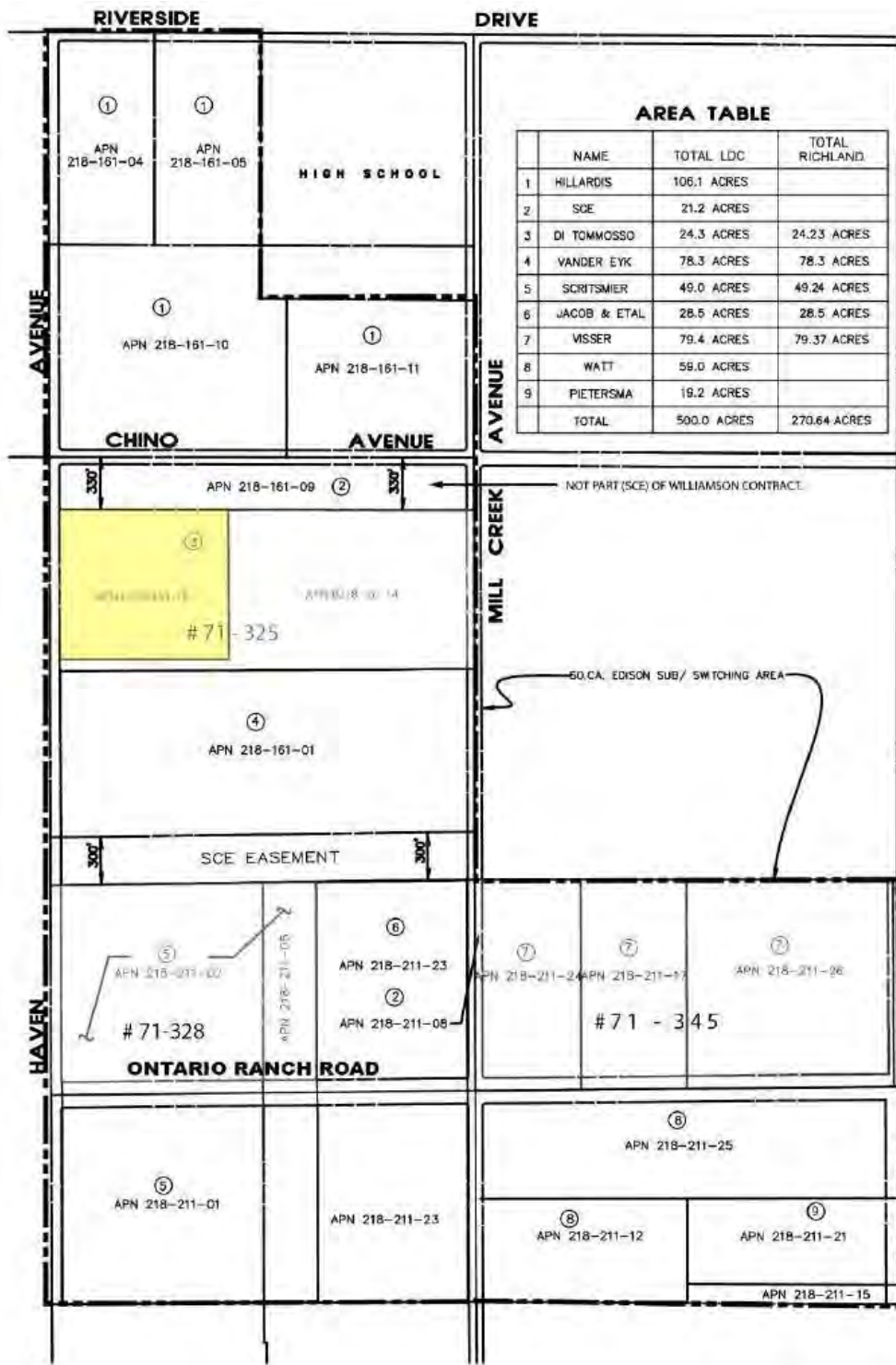
The Modified Project site is Zoned “Specific Plan.” The Modified Project does not propose or require uses or activities that would result in potentially adverse effects at agriculturally-zoned properties. Based on the preceding, the Modified Project’s potential impacts related to a conflict with agricultural zoning would be less-than-significant.

### *Williamson Act Contracts*


The California Land Conservation Act of 1965 (the Williamson Act, Government Code Sections 51200 through 51297.4) encourages the preservation of agricultural lands through tax incentives due to the increasing trend toward the conversion of agricultural lands to urban uses. The Act enables counties and cities to designate agricultural preserves (Williamson Act lands) and within these preserves offer preferential taxation to agricultural landowners based on the agricultural income-producing value of the property.

One property within the Modified Project site (APN 0218-161-13) is currently under a Williamson Act Contract (Contract No. 71-235). Location of the subject Williamson Act Contract property (APN 0218-161-13) is indicated at Figure 2-2. Under The Ontario Plan and the Certified EIR, this property and the entire Specific Plan area are anticipated to be developed with urban uses. The Certified EIR previously concluded that impacts to Williamson Act properties would be significant and unavoidable. The Modified Project would not result in impacts to Williamson Act contract properties not previously considered and addressed in the Certified EIR.

Based on the preceding, the potential for the Modified Project to conflict with a Williamson Act Contract would be less-than-significant.



NOTE:  
LDC TOTALLED NUMBERS ARE FOR REFERENCE ONLY

**LEGEND**  
 Williamson Act - Active Contracts

  
 NOT TO SCALE  
 Source: Rich-Haven SPA

## Summary

When compared to the Original Project, no new significant, substantially increased, or substantially different Williamson Act Contract impacts, or impacts to agriculturally-zoned properties would occur as a result of the Modified Project. No changed or new information has been identified to indicate that any potential Williamson Act Contract impacts, or impacts to agriculturally-zoned properties resulting from the Modified Project would be different from those previously identified and addressed in the Certified EIR.

**Project Conditions of Approval:** None.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** This environmental topical concern has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR and was therefore not specifically addressed in the Certified EIR.

**Certified EIR Mitigation Measures:** Not Applicable.

**Modified Project:** The Modified Project site is not zoned for forest land, timberland, or timberland zoned Timberland Production. The Modified Project would therefore have no impact on forest land or timberland.

**Project Conditions of Approval:** None.

## Summary

When compared to the Original Project, no new significant, substantially increased, or substantially different forestland or timberland impacts would occur as a result of the Modified Project. No changed or new information has been identified to indicate that any potential forestland or timberland impacts resulting from the Modified Project would be different from those previously identified and addressed in the Certified EIR.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*



**Certified EIR Conclusions:** This question has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR and was therefore not specifically addressed in the Certified EIR.

**Certified EIR Mitigation Measures:** Not Applicable.

**Modified Project:** No forest land is located on the Modified Project site or in the vicinity. The Modified Project would therefore have no impact on forest land.

**Project Conditions of Approval:** None.

### Summary

When compared to the Original Project, no changed or new information has been identified to indicate that any potential forestland impacts resulting from the Modified Project would be different from those previously identified and addressed in the Certified EIR.

e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** This question has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR and was therefore not specifically addressed in the Certified EIR.

**Certified EIR Mitigation Measures:** Not Applicable.

**Modified Project:** The Modified Project does not require or propose “other changes” to the environment which could result in the conversion of farmland or forestland to other uses. Please refer also to Checklist Items 2 a, b.

**Project Conditions of Approval:** None.

### Summary

When compared to the Original Project, no new significant, substantially increased, or substantially different Farmland conversion impacts would occur as a result of the

Modified Project. No changed or new information has been identified to indicate that any potential Farmland conversion impacts resulting from the Modified Project would be different from those previously identified and addressed in the Certified EIR.

*Sources: The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; Modified Project Design Concepts.*

### 3. AIR QUALITY

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?					X	
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?					X	
c) Expose sensitive receptors to substantial pollutant concentrations?					X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?					X	

**Substantiation:**

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Because air pollutant emissions associated with buildout of the City would cumulatively contribute to nonattainment conditions affecting the South Coast Air Basin (SCAB), the Certified EIR determined that The Ontario Plan would be inconsistent with the Air Quality Management Plan (AQMP). Additionally, emissions generated under City buildout conditions are not included in the current regional emissions inventory for the SCAB. For these reasons, the Certified EIR concluded that

The Ontario Plan would result in significant AQMP consistency impacts (Certified EIR, p. 5.3-11).

**Certified EIR Mitigation Measures:** The Certified EIR determined that the Goals and Policies included in the Policy Plan would facilitate continued City cooperation with the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG) and thereby support regional air quality improvement goals. The Certified EIR concluded however that no mitigation measures are available that would substantially reduce AQMP inconsistency impacts.

**Modified Project:** The Modified Project would amend the site's current land use designations. However, the Modified Project would not substantively increase aggregate development intensities beyond that currently anticipated for the subject site under the Original Project and reflected in the Certified EIR analysis of AQMP consistency. Moreover, the Modified Project uses would likely result in fewer air pollutant emissions than would result from development of the subject site under the Original Project.

In this latter regard, it is noted that for urban development such as that considered here, traffic is the dominant source of air pollutant emissions, typically accounting for more than 90 percent of a given development proposal's criteria air pollutant emissions. Trip generation for the Modified Project was compared to trip generation that would occur under the development of the subject site envisioned under the Original Project. When compared to the Original Project land uses, total daily trip generation (passenger car equivalents, PCE) under the Modified Project would be reduced by approximately 5 percent (Original Project – 15,656 ADT; Modified Project – 14,811 ADT). Reduced trip generation under the Modified Project would translate to diminished vehicular-source emissions impacts when compared to impacts resulting from the Original Project and reflected in the Certified EIR. Comparable reductions in criteria air pollutant emissions would result from the Modified Project. On this basis, the Modified Project would not result in development intensities or air pollutant emissions that would be substantially different than or greater than would result from the Original Project.

Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased AQMP consistency impacts would occur under the Modified Project.

**Project Conditions of Approval:** None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that buildout of The Ontario Plan would generate short-term and long-term air pollutant emissions that exceed the SCAQMD's regional significance thresholds for VOC, CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. These exceedances and would cumulatively contribute to the SCAB nonattainment designations for O<sub>3</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Even with the implementation of mitigation measures, air quality impacts result from buildout of The Ontario Plan were considered significant and unavoidable (Certified EIR, pp. 5.3-11 – 5.3-14).

**Certified EIR Mitigation Measures:**

3-1 *The City of Ontario Building Department shall require that all new construction projects incorporate all feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:*

- *Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:*
  - *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](http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf).*

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 pedestrian paths (e.g., sidewalks).*

### **Modified Project:**

#### ***Construction-Source Emissions***

Modified Project construction activities comprise Site Preparation, Grading, Building Construction, Paving and Architectural Coating. Modified Project construction activities would generate emissions of carbon monoxide (CO), Volatile Organic Compounds (VOCs), Nitrogen Oxides (NOX), Sulfur Oxides (SOX), particulate matter  $\leq 10$  microns (PM<sub>10</sub>), and particulate matter  $\leq 2.5$  microns (PM<sub>2.5</sub>). Table 3-1 summarizes Modified Project maximum daily construction-source emissions.

As presented at Table 3-1, Modified Project construction-source emissions would not exceed applicable SCAQMD regional thresholds and would therefore be less-than-significant. Per SCAQMD criteria, less-than-significant impacts at the project level are not cumulatively considerable. On this basis, the Modified Project construction-source emissions would not contribute considerably to cumulative non-attainment criteria pollutant impacts.

**Table 3-1  
Maximum Daily Construction-Source Emissions**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2022	28.42	89.90	121.98	0.40	25.10	9.09
2023	28.63	90.52	133.23	0.41	25.84	8.92
2024	28.15	90.26	128.75	0.41	25.84	8.92
Winter						
2022	28.54	89.62	111.25	0.38	25.11	9.09
2023	28.75	90.27	122.93	0.39	25.85	8.92
2024	28.28	90.00	119.11	0.38	25.84	8.92
<b>Total Maximum Daily Emissions</b>	<b>28.75</b>	<b>90.52</b>	<b>133.23</b>	<b>0.41</b>	<b>25.85</b>	<b>9.09</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: 2021 Rich-Haven Specific Plan Amendment Project Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum (Urban Crossroads, Inc.) February 8, 2021.

### *Operational-Source Emissions*

Modified Project operational-source emissions would derive from site/building maintenance (area sources), building energy consumption, and traffic (mobile sources). Table 3-2 summarizes and compares the Modified Project maximum daily operational-source emissions and the Original Project maximum daily operational-source emissions.

As indicated at Table 3-2, emissions generated by the Modified Project land uses would result in a net decrease in peak operational-source criteria pollutant emissions when compared to peak operational-source criteria pollutant emissions generated by the Original Project land uses. As such, when compared to the Original Project, the Modified Project would not result in new or substantively different or substantively increased operational-source air quality impacts; or substantively different or substantively increased contributions to cumulative contributions to criteria pollutant non-attainment impacts.

**Table 3-2**  
**Maximum Daily Operational-Source Emissions Summary and Comparison**  
**(Modified Project vs. Original Project Land Uses)**

Operational-Source Emissions – Summer Scenario	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Modified Project Land Uses	61.64	158.28	386.19	1.10	89.63	25.41
Original Project Land Uses	102.42	198.04	460.14	1.23	100.93	28.34
<b>Variance (Modified Project – Original Project Land Uses)</b>	<b>-40.78</b>	<b>-39.77</b>	<b>-73.95</b>	<b>-0.13</b>	<b>-11.31</b>	<b>-2.93</b>
Operational-Source Emissions – Winter Scenario	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Modified Project Land Uses	58.09	163.00	339.91	1.03	89.61	25.40
Original Project Land Uses	97.34	203.84	412.16	1.15	100.92	28.34
<b>Variance (Modified Project – Original Project Land Uses)</b>	<b>-39.25</b>	<b>-40.84</b>	<b>-72.25</b>	<b>-0.12</b>	<b>-11.30</b>	<b>-2.93</b>

Source: 2021 Rich-Haven Specific Plan Amendment Project Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum (Urban Crossroads, Inc.) February 8, 2021.

**Project Conditions of Approval:** None.

Based on the preceding, when compared to the Certified EIR findings, the Modified Project would not result in substantively different or substantively increased contributions to cumulative contributions to criteria pollutant non-attainment impacts.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that buildout of the City pursuant to The Ontario Plan would result in significant and unavoidable air quality impacts due to elevated concentrations of air pollutants at sensitive receptors (Certified EIR, p. 5.3-26).

**Certified EIR Mitigation Measures:**

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 all 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.*

**Modified Project:** The potential for the Modified Project to generate or result in harmful concentrations of air pollutants at sensitive receptors is evaluated in *2021 Rich-Haven Specific Plan Amendment Project Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum* (Urban Crossroads, Inc.) February 8, 2021 (Air Quality Memo). The Health Risk Assessment (HRA) component of the Air Quality Memo identifies potential sources of toxic air contaminants (TACs), and evaluates potential effects of TAC concentrations at proximate sensitive receptors. Results of the HRA are summarized below.

The HRA evaluated potential health risk impacts at proximate receptors (residents, workers, and school children) that could result from exposure to diesel particulate matter (DPM) generated by heavy-duty diesel trucks accessing the Modified Project site. The Modified Project does not otherwise propose or require uses that could generate TACs or other emissions that could adversely affect area receptors. Health risk exposures were modeled in accordance with the guidelines presented in *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD) 2003.

The SCAQMD *CEQA Air Quality Handbook* (1993) states that TAC emissions health risk impacts would be considered significant if a Health Risk Assessment shows an increased carcinogenic risk of greater than 10 incidents per million population. Consistent with the stated SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, Project-source TAC emissions resulting in an increase in cancer risk of 10 incidents per million population is considered potentially significant.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a Hazard Index, expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure



Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A Hazard Index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures not exceeding the SCAQMD Hazard Index of 1.0 are considered less-than-significant.

As substantiated in the HRA, at the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to the Modified Project is estimated at 2.26 in one million, which is less than the SCAQMD threshold of 10 in one million (Air Quality Memo, p. 17). At this same location, non-cancer risks were estimated at <0.01, which would not exceed the applicable SCAQMD threshold of 1.0 (Air Quality Memo, p. 17).

Based on the preceding, the Modified Project would not expose sensitive receptors to harmful pollutant concentrations. When compared to the Certified EIR findings, no new or substantially increased pollutant concentrations impacts to sensitive receptors would result from the Modified Project.

**Project Conditions of Approval:** None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that development pursuant to The Ontario Plan would result in significant and unavoidable temporary odor impacts associated with transition of agricultural lands to nonagricultural uses (Certified EIR, p. 5.3-28).

**Certified EIR Mitigation Measures:** No feasible mitigation.

**Modified Project:** Planning Area 6A, located in the southerly portion of the Modified Project site, is mass-graded and under development with residential uses. Planning Area 9A, also located in the southwesterly portion of the Project site, is mass-graded in preparation for development of residential uses. The remainder of the Modified Project site is a vacant and disturbed property that is currently and/or has been previously used for various agricultural and dairy farming uses.

The Modified Project would transition the site from the various undeveloped/agricultural uses noted above to urban Specific Plan land uses. In this respect, the Modified Project would remove existing agricultural odor sources and would act generally to improve ambient conditions related to odors. Nor would the Modified Project site be adversely affected by proximate agricultural use odor sources.

Construction-source and operational-source odor impacts that may result from the Modified Project are controlled as a byproduct of hazardous/potentially hazardous materials handling plans and Best Management Practices implemented under SCAQMD Rule 402<sup>4</sup> et al. The Modified Project would be required to comply with all SCAQMD Rules regulating and controlling odors and odor sources. The Modified Project would therefore not create objectionable odors affecting a substantial number of people. The Modified Project does not propose or require uses that would generate other emissions that could adversely affect a substantial number of people. On this basis, when compared to the Certified EIR findings, no new or substantially increased “other emissions” impacts would occur under the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; 2021 Rich-Haven Specific Plan Amendment Project Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum (Urban Crossroads, Inc.) February 8, 2021; Modified Project Design Concepts.*

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<sup>4</sup> SCAQMD Rule 402. Nuisance

“A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.” <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>

**4. BIOLOGICAL RESOURCES**

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Have a substantial adverse effect, either directly or through habitat modification, 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?					X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations; or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					X	
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?					X	
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?					X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					X	
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?					X	

**Substantiation:**

- a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR recognizes that development in accordance with The Ontario Plan could impact sensitive species. Projects considered for approval under The Ontario Plan would be subject to independent CEQA review to determine whether there is potential habitat on-site for sensitive species. The Certified EIR did not identify any significant impacts in this regard (Certified EIR, pp. 5.4-26 – 5.4-28).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Ontario Plan FEIR (Section 5.4) and the 2007 Rich Haven Specific Plan EIR (Section 5.3-14) concluded that the Specific Plan Area may function as potential habitat for the federally-listed Delhi Sands Flower Loving Fly (DSFLF) and Burrowing Owl. No other potentially significant impacts to candidate, sensitive, or special status species were identified.

The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of the City of Ontario, mostly in the eastern and southwestern portions of the City – including portions of the Ontario Ranch. Broadly, focused surveys for DSFLF are required for development proposals located within the Ontario Recovery Unit. If DSFLF are found, consultation with the United States Fish and Wildlife Service (USFWS) is required pursuant to Section 7 of the Federal Endangered Species Act (FESA). The USFWS has concluded from the findings of previous focused surveys within the Ontario Ranch area, that the presence of DSFLF within Ontario Ranch properties previously used as dairies is unlikely; and that focused surveys for DSFLF in these areas would not be required (Certified EIR, p. 5.4-27).

In this latter regard, the Modified Project site was previously employed for agricultural/dairy farming purposes. As such, and consistent with the Certified EIR/USFWS findings noted above, presence of DSFLF within the site is unlikely. The 2007 Rich Haven Specific Plan EIR concluded that changing the land use from the existing agricultural/dairy farming uses to suburban development proposed under the Specific

Plan would further reduce the viability of the site as potential habitat for DSFLF. Further, as one component of the 2007 Rich Haven Specific Plan EIR extensive surveys were completed for the DSFLF. These surveys found no evidence of the fly or its habitat was found.

Additional surveys conducted as part of the 2007 EIR determined that Burrowing Owls were present within the Rich-Haven Specific Plan area. Mitigation included in the 2007 Rich Haven Specific Plan EIR would protect any owls that may be present at the time development occurs. For ease of reference, this measure is restated here as Condition of Approval BIO-1.

Additionally, the Modified Project site serves generally as potential habitat for migratory birds. Development of the site could therefore result in impacts to any nesting migratory birds that may be present. Consistent with California Department of Fish and Wildlife requirements, Condition of Approval BIO-2 is included to ensure that impacts to nesting birds are maintained at levels that would be less-than-significant.

### **Project Conditions of Approval:**

*BIO-1 Avoidance of Nesting Burrowing Owls: No more than 72 hours prior to any site disturbances, focused surveys for the burrowing owl shall be conducted. If absence of this species is confirmed, project work can proceed. If, however, burrowing owl is located on site, the appropriate resource agencies (CDFW and USFWS) shall be contacted. The Applicant shall consult with the wildlife agencies regarding the most appropriate methods and timing for removal of owls. As necessary, owls will be actively evicted following agency approved protocols (i.e., placing a one-way door at the burrow entrance to ensure that owls cannot access the burrow once they leave). Any such active eviction shall occur outside of the breeding/nesting season. That is, if active eviction is required, eviction shall be accomplished between September 1 and February 15. If more than 30 days has elapsed between owl eviction and completion of clearing and grubbing activities, a subsequent survey for the burrowing owl shall be conducted to ensure that owls have not re-populated the site. Any reoccupation by owls will require subsequent protocol active eviction.*

*BIO-2 Avoidance of Nesting Migratory Birds: If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Biologist). The Biologist shall be approved by the City and retained by the Applicant. The survey results shall be submitted by the Applicant to the City Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.*

Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased impacts to candidate, sensitive, or special status species would occur under the Modified Project.

b, c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that individual projects subject to CEQA environmental review would be required to determine whether there is potential habitat onsite for sensitive species. The Certified EIR did not identify any significant impacts in this regard (Certified EIR, p. 5.4-28).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Ontario Plan FEIR (Section 5.4) and the 2007 Rich Haven Specific Plan EIR (Section 5.3-14) concluded that the Specific Plan Area may function as potential habitat for the federally-listed Delhi Sands Flower Loving Fly (DSFLF) and Burrowing Owl. No other potentially significant impacts to candidate, sensitive, or special status species were identified.

The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of the City of Ontario, mostly in the eastern and southwestern portions of the City – including portions of the Ontario Ranch. Broadly, focused surveys for DSFLF are required for development proposals located within the Ontario Recovery Unit. If DSFLF are found, consultation with the United States Fish and Wildlife Service (USFWS) is required pursuant to Section 7 of the Federal Endangered Species Act (FESA). The USFWS has concluded from the findings of previous focused surveys within the Ontario Ranch area, that the presence of DSFLF within Ontario Ranch properties previously used as dairies is unlikely; and that focused surveys for DSFLF in these areas would not be required (Certified EIR, p. 5.4-27).

In this latter regard, the Modified Project site was previously employed for agricultural/dairy farming purposes. As such, and consistent with the Certified EIR/USFWS findings noted above, presence of DSFLF within the site is unlikely. The 2007 Rich Haven Specific Plan EIR concluded that changing the land use from the existing agricultural/dairy farming uses to suburban development proposed under the Specific Plan would further reduce the viability of the site as potential habitat for DSFLF. Further, as one component of the 2007 Rich Haven Specific Plan EIR extensive surveys were completed for the DSFLF. These surveys found no evidence of the fly or its habitat was found.

Additional surveys conducted as part of the 2007 EIR determined that Burrowing Owls were present within the Rich-Haven Specific Plan area. Mitigation included in the 2007 Rich Haven Specific Plan EIR would protect any owls that may be present at the time development occurs. For ease of reference these measures are restated here as Conditions of Approval BIO-1, BIO-2. The Modified Project would be required to comply with these Conditions of Approval that would ensure that potential impacts to the Burrowing Owl would maintained at levels that would be less-than-significant.

Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased impacts to candidate, sensitive, or special status species would occur under the Modified Project.

**Project Conditions of Approval:** None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR states that no regional wildlife movement corridors have been identified in the City, and most of the City is ill-suited for the purposes of wildlife movement. Additionally, compliance with existing policies and regulations ensure impacts in this regard remain less-than-significant (Certified EIR, p. 5.4-30).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** No wildlife corridors or linkages are located onsite. Further, the site is bounded on all sides by roads and/or urban development, diminishing its potential to function as a wildlife movement corridor. Consistent with the conclusion of the Certified EIR, the Modified Project would not 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. On this basis, when compared to the Certified EIR findings, no new or substantially increased impacts to wildlife corridors, wildlife linkages, or wildlife movement would occur under the Modified Project.

**Project Conditions of Approval:** None.

e, f) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR did not identify any conflicts with any local policies or ordinances protecting biological resources, adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan (Certified EIR, pp. 5.4-30 – 5.4-31).

**Certified EIR Mitigation Measures:** None.



**Modified Project:** The Modified Project would comply with local policies and ordinances protecting biological resources. The Modified Project does propose or require development or activities that would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. When compared to the Certified EIR findings, no new or substantially increased impacts to a Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

## 5. CULTURAL RESOURCES

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?					X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?					X	
c) Disturb any human remains, including those interred outside of formal cemeteries?					X	

**Substantiation:**

- a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Historic resources in the City include historic districts, historic landmarks or points of historical interest, and other buildings, structures, objects,

and sites that appear eligible for listing on the National, California, or Local Registers of Historic Places. The Certified EIR concluded that adoption of The Ontario Plan itself would not directly affect any historical structures; however, identified and potential historic structures and sites may be vulnerable as development occurs. The Certified EIR concluded this was a potentially significant impact (Certified EIR, pp. 5.5-16 – 5.5-19).

**Certified EIR Mitigation Measures:**

*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 development approvals in the Focus Areas.*

Even with the implementation of Mitigation Measure 5-1, the Certified EIR concluded that impacts to historical resources would be significant and unavoidable.

**Modified Project:** There are no known or probable historic resources within the subject site (2007 Rich-Haven Specific Plan EIR, pp. 5.11-11, 5.11-12). Historical resources conditions at the subject site have not changed since preparation of the 2007 Rich-Haven Specific Plan EIR. The potential for the Modified Project to cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064 is therefore considered less-than-significant. When compared to the Certified EIR findings, no new or substantially increased impacts to historic resources would result from the Modified Project.

**Project Conditions of Approval:** None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Adoption of The Ontario Plan in itself would not directly affect archaeological resources. However, implementation of the proposed Land Use Plan could allow development and redevelopment that could potentially affected archaeological resources. The Certified EIR concluded this was a potentially significant impact (Certified EIR, p. 5.5-20).

**Certified EIR Mitigation Measures:**

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 significant ground-disturbing activities.*

*b) Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director is satisfied that adequate provisions are in place to protect these resources.*

*c) 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 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.*

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.*

With the implementation of Mitigation Measures 5-2 through 5-4, the Certified EIR concluded that impacts to archaeological and/or paleontological resources would be less-than-significant.

**Modified Project:** As noted in the Certified EIR . . . “records review at the Archaeological Information Center at San Bernardino County Museum (SBCM) indicated no known prehistoric archaeological resources in the City of Ontario” (Certified EIR, p. 5.5-13). Ongoing disturbance within the subject site and areawide urbanization in the vicinity of the site act to diminish the potential for discovery of archaeological resources. Nonetheless, as provided for under standard City Conditions of Approval, in the event of unanticipated discovery of potential archeological resources, construction activities will be halted in the area of the encountered resources, and a qualified archaeologist shall be contacted to determine significance of these resources. If the find is determined 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.

**Project Conditions of Approval:** The Modified Project would be required to conform to standard City Conditions of Approval providing for protection of potentially significant archaeological resources, and would implement Certified EIR Mitigation Measures 5-2, 5-3, 5-4 to the satisfaction of the City. No additional measures are required or proposed for the Modified Project.

With conformance to City Conditions of Approval, and implementation of mitigation, the potential for the Modified Project to result in cause a substantial adverse change in the significance of an archaeological resource would be less-than-significant. When compared to the Certified EIR findings, no new or substantially increased impacts to archaeological resources would result from the Modified Project.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that compliance with existing regulations would ensure that the potential for The Ontario Plan to disturb any human remains, including those interred outside of formal cemeteries was less-than-significant (Certified EIR, p. 5.5-21).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project would be required to comply with all existing regulations, including the California Public Resources Code Section 5097.98, which would afford protection for any human remains discovered during development activities. On this basis, the potential for the Modified Project to result in disturbance of any human remains, including those interred outside of formal cemeteries would be less-than-significant. When compared to the Certified EIR findings, no new or substantially increased impacts related to potential disturbance of human remains would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

## 6. ENERGY

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?					X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?					X	

### **Substantiation:**

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The environmental topic “Energy” has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR, and was therefore not specifically addressed in the Certified EIR.

**Certified EIR Mitigation Measures:** Not Applicable.

**Modified Project:** The Modified Project in total would be required to comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards). The Modified Project would be required to conform to applicable CALGreen provisions (CCR, Title 24, Part 11 – CALGreen). CALGreen supports the goals of the State’s greenhouse gas reduction and building energy efficiency programs. The Modified Project would also implement applicable efficiency/conservation measures provisions of the City of Ontario Community Climate Action Plan (CAP) and applicable CAP updates.

Based on the preceding, the Modified Project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy; and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. When compared to impacts addressed in the Certified EIR, no new or substantially increased energy impacts would occur under the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

## 7. GEOLOGY AND SOILS

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:						
(i) rupture of a known earthquake fault;					X	
(ii) strong seismic ground shaking;					X	
(iii) seismic-related ground failure, including liquefaction; or					X	
(iv) landslides?					X	
b) Result in substantial soil erosion or the loss of topsoil?					X	
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?					X	

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?					X	
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?						X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?					X	

**Substantiation:**

a – d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR recognizes existing geological conditions and location of the City within a seismically active area. The Certified EIR concludes that compliance with California Building Code (CBC) regulations and standard City Conditions of Approval would preclude significant geology/soils impacts (Certified EIR, pp. 5.7-16 – 5.7-19).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** All development proposals within the Modified Project site would be required to comply with CBC regulations and standard City Conditions of Approval, acting to preclude significant geology/soils impacts. All potential geology and soils impacts associated with development of the subject site would be less-than-significant based on compliance with the Uniform Building Code, California Building Code, the Ontario Municipal Code, and applicable Ontario Plan strategies.



There are no known or suspected faults or other adverse geology/soils conditions affecting the subject site (2007 Rich-Haven Specific Plan EIR, p.5.4-3). As part of the City's standard review and approval processes, the Modified Project would be required to comply with provisions of Final City-approved geotechnical report(s). Design of the Modified Project facilities would also be required to comply with applicable provisions of the Uniform Building Code (UBC), California Building Code (CBC), City Municipal Code, and would be required to implement applicable Ontario Plan strategies. Compliance with these measures would ensure that potential geology and soils impacts remain at levels that would be less-than-significant. The Modified Project would therefore not result in new, additional, or different geological/soils impacts not considered and addressed in the Certified EIR.

**Project Conditions of Approval:** None.

e) *No Impact.*

**Certified EIR Conclusions:** Wastewater generated by new development pursuant to buildout of The Ontario Plan would be conveyed to and treated at wastewater treatment facilities owned and operated by the Inland Empire Utilities Agency (Regional Plant No. 1 in the City of Ontario and Regional Plant No. 5 in the City of Chino). The use of septic tanks for new development (such as that proposed under the Modified Project) is not envisioned under The Ontario Plan (Certified EIR, p. 5.7-18).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project would connect to the City sanitary sewer system. No septic tanks or other alternative wastewater disposal systems are proposed. On this basis, the Modified Project would not result in any impacts related to on-site or alternative wastewater disposal systems. The Modified Project would therefore not result in new, additional, or different impacts regarding use of alternative wastewater treatment systems not considered and addressed in the Certified EIR.

**Project Conditions of Approval:** None.

f) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Adoption of The Ontario Plan in itself would not directly affect paleontological resources. However, implementation of The Ontario Plan Land Use Plan could allow development and redevelopment of potentially sensitive areas. The Certified EIR concluded this was a potentially significant impact (Certified EIR, p. 5.5-20).

**Certified EIR Mitigation Measures:** Please refer to previous Mitigation Measure 5-2. With the implementation of this Mitigation Measure, the Certified EIR concluded that impacts to paleontological resources would be less-than-significant.

**Modified Project:** The Certified EIR indicates that there is a possibility of finding paleontological resources within the City boundaries at depths of 10 feet or more below ground surface (Certified EIR, p. 5.5-20). No known paleontological resources exist within the subject site, and the site is not located near the shore of a prehistoric lakebed, streambed or other indicators for paleontological fossils; therefore, the likelihood of encountering paleontological resources is less than significant. (2007 Rich-Haven Specific Plan EIR, p. 5.11-12. Additionally, per City Conditions of Approval, should any unanticipated paleontological resources be encountered during excavation, construction activities would be halted or would be relocated to other unaffected areas of the subject site. Under such circumstances, a qualified paleontologist would be retained to evaluate any encountered find. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented.

**Project Conditions of Approval:** The Modified Project would be required to conform to City Conditions of Approval providing for protection of potentially significant paleontological resources, and would implement Certified EIR Mitigation Measure 5-2 to the satisfaction of the City. No additional measures are required or proposed for the Modified Project.

With conformance to City Conditions of Approval, and implementation of mitigation, the potential for the Modified Project to result in cause a substantial adverse change in the significance of a paleontological resource would be less-than-significant. When

compared to the Certified EIR findings, no new or substantially increased impacts to paleontological resources would result from the Modified Project.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

## 8. GREENHOUSE GAS EMISSIONS

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?					X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?					X	

### **Substantiation:**

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR determined that buildout of The Ontario Plan would contribute to global climate change through direct emissions of Greenhouse Gases (GHG) from onsite area sources, offsite energy production required for onsite activities, and indirect emissions from water use and vehicle trips. To mitigate potential GHG emissions impacts, the City has adopted a Community Climate Action Plan (CAP), adopted by the City December 16, 2014. The CAP provides guidance addressing CEQA analysis of GHG emissions and determination of GHG impact significance. The CAP provides City-specific GHG information and City-specific GHG reduction measures. To address the State’s requirement to reduce GHG emissions, the City CAP establishes the goal of reducing GHG emissions within the City by 15% below 2008 levels by the year 2020. The CAP GHG emissions reduction target is consistent with the AB 32 target and

ensures that the City of Ontario achieves GHG reductions locally that complement and are consistent with State efforts to reduce GHG emissions.

As part of the CAP, the City of Ontario published a guidance document titled “Greenhouse Gas Emissions, CEQA Thresholds and Screening Tables” (December 2014) (Screening Tables). As part of this guidance, the City determined that if GHG emissions of a given project exceeds 3,000 MTCO<sub>2</sub>e/yr., then project emissions would need to be reduced by 25 percent when compared to year 2008 emissions levels. Alternatively, the Modified Project would need to achieve a minimum of 100 points pursuant to measures identified in the Screening Tables.

The CAP also includes an update commitment beginning in 2018. The updated CAP will include a specific target for GHG reductions for 2030, 2040, and 2050. The targets will be consistent with broader State and federal reduction targets and will reflect contemporary scientific understanding of GHG reductions required by 2050. At the time of the Modified Project GHG analysis, the City’s CAP update is underway. The City is updating the Community Climate Action Plan as part of The Ontario Plan Update, anticipated to be completed in 2021. The City Community Climate Action Plan has been developed to be consistent with and support the SB 32 target of reducing GHG emissions by 40% below 1990 levels by 2030.

Provisions of the CAP and related measures reflected in the Certified EIR are presented at Mitigation Measures 6-1 through 6-5, following. Even with implementation of the CAP, the Certified EIR determined that buildout of the City pursuant to The Ontario Plan would result in significant and unavoidable GHG emissions impacts (generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases) (Re-Circulated Portions of The Ontario Plan Draft Environmental Impact Report, p. 2-118).

## **Certified EIR Mitigation Measures:**

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 supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:*

- *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 measures shall be implemented, as identified in the CAP.*
  - *The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.*
  - *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.*

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):*

- *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.*
- *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 the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.*
  - *Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).*
  - *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:*
  - *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:*
  - *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.*
- *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.*

- *Ensure 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:*
  - *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.*
- *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.*
- *Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.*

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:*

- *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.*
  
- *Identify sites suitable for mixed-use development and establish appropriate site-specific standards to accommodate mixed uses which could include:*
  - *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 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.*
  
- *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:*
  - *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 plans, for areas designated mixed-use.*
- *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.*



- *Utilizing street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway.*
- *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:*
  - *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:*
  - *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.*
- *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.*
  
  - *Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).*
  
  - *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.*
- *Providing incentives, which may include reduction in development fees, administrative fees, and/or expedited permit processing for projects that use green building practices.*
- *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.*
  - *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:*
  - *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:*
  - *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.*
  - *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:*
  - *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, such as:*
  - *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:*
  - *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:*
  - *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.*
- *Install water-efficient landscapes and irrigation, including:*
  - *Requiring planting drought-tolerant and native species, and covering exposed dirt with moisture-retaining mulch or other materials such as decomposed granite.*

- *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.*
- 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).*
- 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.*
- 6-6 *The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.*



**Modified Project:** The Modified Project proposes development comparable in design and intensity to development entitled under the Original Project. The Modified Project does not propose or require uses or operations that would substantially increase GHG emissions when compared to the Original Project. Further, based on decreased trip generation and related decreases in vehicular-source energy consumption that would result from the Modified Project, the Modified Project would diminish GHG emissions impacts when compared to GHG emissions impacts of the Original Project as summarized at Table 8-1.

**Table 8-1: GHG Emissions Comparison  
(Modified Project Land Uses vs. Original Project Land Uses)**

<b>Emission Source</b>	<b>Annual Emissions (MTCO<sub>2e</sub>)</b>
Modified Project Land Uses	17,725.86
Policy Plan Land Uses	29,046.98
<b><i>Variance (Modified Project – Original Project Land Uses)</i></b>	<b><i>-11,321.12</i></b>

**Source:** 2021 Rich-Haven Specific Plan Amendment Project Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum (Urban Crossroads, Inc.) February 8, 2021.

When compared to the Certified EIR analysis, no new or substantially increased GHG emissions impacts would occur under the Modified Project. Moreover, in comparison to the Original Project, GHG emissions impacts would be diminished under the Modified Project.

Further, the Modified Project would be required to implement applicable provisions of the incumbent City CAP, to include measures and design features necessary to achieve applicable CAP GHG emissions reduction performance standards. The City CAP supports and complies with state and regional plans, policies, and regulations adopted for the purpose of reducing GHGs. On this basis, the Modified Project would not conflict with plans, policies, and regulations adopted for the purpose of reducing GHGs. The Modified Project would therefore not result in new, additional, or different impacts regarding consistency with applicable GHG emissions reduction plans, policies, and regulations not considered and addressed in the Certified EIR.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; 2021 Rich-Haven Specific Plan Amendment Project Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum (Urban Crossroads, Inc.) February 8, 2021; Modified Project Design Concepts.*

## 9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?					X	
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?					X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?					X	
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?					X	
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?					X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?					X	

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?					X	

**Substantiation:**

a-c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR determined that buildout in accordance with The Ontario Plan would involve the transport, use, and/or disposal of hazardous materials. However, these activities would be in compliance with federal, state, and local regulations thus precluding potentially significant impacts in this regard (Certified EIR, p. 5.8-24).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project would not result in or cause exposure(s) to hazards or potentially hazardous conditions. That is, uses proposed by the Modified Project are not considered hazardous. Nor does the Modified Project propose or require facilities or operations involving inherent substantial hazards.

During the normal course of construction and operation activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Modified Project site. However, as presented within the Certified EIR, the Modified Project would be required to comply with all City and County Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials. The Modified Project does not propose or require uses or activities that would result in atypical transportation, use, storage, or disposal of

hazardous or potentially hazardous materials not addressed under current regulations and policies.

Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (*California Health & Safety Code*, Division 20, Chapter 6.95) The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. The HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities.

The Modified Project does not propose or require uses that would handle hazardous or acutely hazardous materials, substances, or waste. Heavy duty truck traffic accessing the Modified Project would generate diesel particulate matter (DPM). DPM is a known carcinogen. The Modified Project Health Risk Assessment (HRA, Addendum Appendix B) substantiates that the DPM emissions generated by the Modified Project would not result in potentially significant hazardous impacts at vicinity schools.

Hazardous or potentially hazardous conditions affecting the subject site were previously and extensively analyzed as part of the 2007 Rich-Haven Specific Plan EIR (2007 EIR). In summary, the 2007 EIR concluded that development of the site could result in potentially significant hazards/hazardous materials impacts due to structure demolition, potential presence of methane gas, presence of organic materials, and general hazards or hazardous conditions associated with current and historic agricultural and dairy farming uses. Hazardous or potentially hazardous conditions affecting the subject site have not substantively changed since preparation of the 2007 EIR.

Mitigation Measures HM-1 through HM-6 included in the 2007 EIR would reduce the above-noted hazards/hazardous materials impacts to levels that would be less-than-significant (2007 EIR, p. 5.5-13). For ease of reference and to ensure their timely implementation, these same measures are carried forward and restated below as

Addendum Mitigation Measures 9-1 – 9-6. No additional measures are required or proposed for the Modified Project.

- 9-1 *Prior to the issuance of permits by the City of Ontario for any structural demolition activities on the project site, the project developer will be required to submit documentation to the City of Ontario Building Department that asbestos and lead-based paint issues are not applicable to their property or that appropriate remediation actions will be undertaken to correct any lead-based paint or asbestos issues, in conformance with the regulations of the South Coast Air Quality Management District and the State of California, Division of Occupational Health and Safety.*
- 9-2 *Subsequent to grading activities, testing for the presence of methane in the soil shall be performed. This testing shall conform to applicable City of Ontario standards. If methane is detected, mitigation would include the installation of under-slab methane vents, methane barrier, and sealing utilities in locations where they enter a structure and penetrate the methane barrier.*
- 9-3 *Post-grading methane gas investigation should take place near the former Scritsmier Hog Ranch (13571 Haven Avenue) where subsurface methane levels exceed 5,000 ppm. A passive vent system and gas membrane beneath the floor slab should be installed, along with utility trench dams and conduit seals.*
- 9-4 *Careful clearing, grubbing, segregation, and stockpiling or proper disposal of the near surface organic-rich soils at the site prior to the initiation of mass grading activities should occur.*
- 9-5 *Identification and segregation/stockpiling or proper disposal of deeper soils which contain elevated levels of organic material should be conducted.*
- 9-6 *Prior to approval of a discretionary permit or approval for development of proposed residential uses on the Hillardis property, such as a parcel map or tentative tract map, a Phase 1 Environmental Site Assessment (ESA) shall be conducted and the results of that ESA implemented. The Phase 1 ESA shall be provided to the City of Ontario and shall be*

*included in any CEQA analysis prepared in connection with the consideration of a discretionary approval for development of the eastern half of the project site.*

Based on the preceding, when compared to impacts identified in the Certified EIR the Modified Project would not result in new or substantially increased impacts or substantially different impacts related to use, transport, or potential upset of hazardous materials. Nor, when compared to impacts identified in the Certified EIR, would the Modified Project result in new or substantially increased impacts or substantially different impacts related to potentially hazardous emissions or hazardous materials impacts at vicinity schools.

**Project Conditions of Approval:** None.

*d) No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Numerous properties within the City of Ontario are included on State and federal lists of registered hazardous materials sites. The Certified EIR concluded that compliance with federal, state, and local regulations would ensure these properties would not cause significant impacts (Certified EIR, p. 5.8-25).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The subject site is not included on the hazardous materials sites list compiled pursuant to Government Code Section 65962.5 (2007 Rich-Haven Specific Plan EIR, pp, 5.5-10, 5.5-11). Additionally, as discussed in the Certified EIR, the Modified Project would be required to comply with applicable federal, state, and local regulations, ensuring that hazards/hazardous materials impacts are maintained at levels that would be less-than-significant. Therefore, the Modified Project would not create a hazard to the public or the environment and no impact is anticipated.

On this basis, there is no potential for the Modified Project to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

When compared to impacts identified in the Certified EIR, the Modified Project would not result in new or substantially increased impacts or substantially different impacts related to Government Code Section 65962.5-listed sites. Nor, when compared to impacts identified in the Certified EIR, would the Modified Project result in new or substantially increased impacts or substantially different impacts related to Government Code Section 65962.5-listed sites.

**Project Conditions of Approval:** None.

e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Ontario International Airport (ONT), as well as a small portion of the Chino Airport property, is located within the City of Ontario. The Certified EIR determined that consistency reviews of new development with the appropriate Airport Land Use Compatibility Plan (ALUCP) would be sufficient to prevent significant impacts (Certified EIR, p. 5.8-27).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** Location of area airports relative to the Original Project site [inclusive of the proposed Modified Project site] has not changed since preparation of the Certified EIR – the site remains more than two miles distant from the nearest airport; the nearest airport is ONT, located approximately 2.5 miles northwesterly of the site.

The Modified Project site is located within the area subject to provisions of The ONT Airport Land Use Compatibility Plan, ALUCP (July 2018). The ALUCP defines the ONT Airport Influence Area (AIA) as an area in which current and future airport-related noise, overflight, safety, and airspace protection factors may significantly affect land uses or necessitate restriction on those uses. The Modified Project site is located outside the ONT safety zones.<sup>5</sup> As with the development anticipated under the Original Project and evaluated in the Certified EIR, development implemented pursuant to the Modified

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<sup>5</sup> See: ONT Compatibility Policy Map: Safety Zones

<http://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/policy-map-2-2.pdf>

Project would comply with all requirements set forth within the ALUCP. Based on the preceding, no new or substantially increased impacts related to airport hazards/airport compatibility would result from the Modified Project.

**Project Conditions of Approval:** None.

f) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The City manages disaster preparedness through the Technical Services Bureau of the Ontario Fire Department, which is responsible for the preparation of the community for disasters and the organization of recovery efforts. The Fire Department also works with other local public departments, such as the San Bernardino County Fire Department Hazardous Materials Division and, if necessary, the Countywide HazMat Team of the County Environmental Health Department, to enact these principles and to protect the community in the event of a disaster. Additionally, the City maintains a Local Hazard Mitigation Plan and participates in the Standardized Emergency Management System (SEMS) as required under Government Code Section 8607(a).

The Certified EIR concluded that buildout of the City in accordance with The Ontario Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan (Certified EIR, p. 5.8-28).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project does not propose or require permanent alteration of vehicle circulation routes, and would not interfere with any identified emergency response or emergency evacuation plan. Consistent with City policies, coordination with the local fire and police departments during pre-construction review of Project plans would ensure that potential interference with emergency response plans and evacuation plans are avoided. When compared to impacts identified in the Certified EIR, no new or substantially increased impacts regarding emergency response plans or emergency evacuation plans would result from the Modified Project.



**Project Conditions of Approval:** None.

g) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR determined that adherence to existing regulations and review of building plans by the Ontario Fire Department would reduce risks from urban and wildland fire threats to the City. No significant impacts were identified (Certified EIR, p. 5.8-32).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project site is located in an urbanized area, and no wildlands are located in the vicinity of the site. Fire protection services are provided to the City and the Modified Project site by the Ontario Fire Department. Pre-construction coordination with Ontario Fire Department staff and adherence to local fire department regulations during construction and operation of the Modified Project would be required. As such, no new or substantially increased impacts related to wildland fire impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

## 10. HYDROLOGY AND WATER QUALITY

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?					X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?					X	
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:					X	
(i) result in substantial erosion or siltation on- or off-site?					X	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?					X	
(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?					X	
(iv) impede or redirect flood flows?					X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?					X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?						X

**Substantiation:**

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR recognizes that buildout of the City pursuant to The Ontario Plan would increase concentrations of pollutants during construction and post-construction activities. To address potential water quality impacts resulting from project construction and operations, projects are required to comply with provisions of the City's National Pollutant Discharge Elimination System (NPDES) permit. NPDES permit requirements include, but are not limited to, mandated preparation of a Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). Mandated SWPPPs and WQMPs are required to develop and implement Best Management Practices (BMPs) to reduce construction-source and operational-source stormwater pollutant discharges. Based on compliance with the City NPDES Permit and implementation of required SWPPPs and WQMPs, the Certified EIR did not identify any significant water quality impacts (Certified EIR, p. 5.9-23).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** Consistent with City requirements, a WQMP and SWPPP would be prepared for the Modified Project. City review and approval of these documents is required prior to issuance of Grading Permits. As with the Original Project, implementation of an approved SWPPP and WQMP would reduce the potential for the Modified Project to violate water quality standards or otherwise adversely affect water quality to levels that would be less-than-significant.

Based on the preceding, the Modified Project's potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality is considered less-than-significant. When compared to the Certified EIR findings, no new or substantially increased water quality impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR recognizes that development pursuant to The Ontario Plan would increase the amount of impervious surface within the City. However, groundwater recharge efforts would not be hindered. All development projects would be required to prepare project-specific hydrology studies, implement BMPs for compliance with NPDES regulations, and comply with City policies promoting infiltration of runoff and groundwater recharge (Certified EIR, pp. 5.9-19 – 5.9-20).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** Direct additions to or withdrawals of groundwater are not proposed or required by the Modified Project. Construction proposed by the Modified Project would not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. The Modified Project does not propose or require uses or facilities that would affect designated groundwater recharge areas.

Based on the preceding, the Modified Project would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. When compared to impacts identified in the Certified EIR, no new or substantially increased groundwater impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Consistent with NPDES requirements, post-development runoff quantities would not be permitted to substantially increase as a result of a development project considered for approval under The Ontario Plan. In this regard, projects would be required to prepare project-specific hydrology studies. Further, existing City policies encourage the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

The Certified EIR notes that while the amount of impervious surfaces would be increased under The Ontario Plan (and thus surface water flows into drainage systems), existing City and County requirements would ensure significant impacts related to alteration of drainage patterns do not occur (Certified EIR, p. 5.9-19).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** Per requirements of the 2021 Rich-Haven Specific Plan Amendment:

The grading and drainage of the Rich-Haven Specific Plan area shall be designed to retain, infiltrate, and/or biotreat surface runoff to the maximum extent practicable, in order to comply with the requirements of the current San Bernardino County NPDES Stormwater Program's MS4 Permit and Water Quality Management Plan (WQMP) for priority development projects. The objective of the WQMP for this project is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutants and changes in hydrology. These effects shall be minimized through the implementation of on-site and off-site Low Impact Development (LID) Site Design Best Management Practices (BMPs) that reduce runoff and pollutant transport by minimizing impervious surfaces, maximizing on-site infiltration, and specifically retain/in-filter or biotreat the 85th percentile storm event. In addition, non-structural and structural Source Control Best Management Practices (BMPs), shall also be implemented and documented in the project's approved Water Quality Management Plan(s) to reduce pollutant generation and transport from the project site (Specific Plan Amendment, p. 4-20).

Prior to the issuance of a grading or construction permit, each development project within this Specific Plan area which disturbs >1 acre of land shall prepare a Storm Water Pollution Prevention Plan (SWPPP) and shall obtain coverage under the California State Water Resources Control Board's (State Water Board) current "General Permit to Discharge Storm Water Associated With Construction Activity" and the current Area-wide Urban Storm Water

Runoff (Regional NPDES) Permit. The SWPPP will identify and detail all appropriate Best Management Practices (BMPs) to be implemented or installed during construction of the project and permit coverage shall be evidenced by the issuance of a Waste Discharger's Identification number (Specific Plan Amendment, p. 4-20).

In addition to the preparation of a SWPPP for construction-related activities, and as part of the approval of any grading plans within the Specific Plan Area, project applicants will be required to submit a Water Quality Management Plan (WQMP) on the current SB County model template form, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>. The WQMP shall identify and detail all on-site and off-site Low Impact Development Site Design BMPs, Source Control BMPs, and Treatment Control BMPs to be implemented or installed within the project, in order to reduce storm water pollutants and site runoff (Specific Plan Amendment, p. 4-20).

Requirements of the Specific Plan Amendment outlined above in combination with City Conditions of Approval would ensure that the potential for the Modified Project to alter drainage patterns in a manner that would result in adverse erosion, siltation, flooding/flood flow or stormwater system capacity impacts would remain at levels that would be less-than-significant.

Based on the preceding, when compared to impacts identified in the Certified EIR, no new or substantially increased drainage/stormwater conveyance impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

*d) No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that although inundation within the City is possible, the gently sloping terrain and emergency procedures in place would preclude significant hazards in this regard (Certified EIR, pp. 5.9-23 – 5.9-24).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** Conditions at the subject site as regards flood hazard impacts, tsunami hazard impacts, or seiche hazard impacts have not changed since preparation of the Certified EIR – the site remains unaffected by substantial potential flood hazards, tsunami hazards, or seiche hazards. No new or substantially increased flood hazard impacts, tsunami hazard impacts, or seiche hazard impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

e) *No Impact.*

**Certified EIR Conclusions:** This checklist item was not specifically addressed within the Certified EIR.

**Certified EIR Mitigation Measures:** Not Applicable.

**Modified Project:** The Modified Project does not propose or require uses or facilities that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Modified Project would have no impacts in these regards.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; Rich-Haven Specific Plan Amendment Ontario, California, 2021; Modified Project Design Concepts.*

## 11. LAND USE AND PLANNING

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Physically divide an established community?					X	
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?					X	

### Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that implementation of The Ontario Plan would not result in significant land use impacts (Certified EIR, p. 5.10-31).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** No established community is located within the Modified Project site. The Modified Project would not otherwise result in potential division of an established community. The Modified Project would have no impacts in these regards.

**Project Conditions of Approval:** None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** As noted above at Checklist Item 11 a), the Certified EIR concluded that implementation of The Ontario Plan would not result in significant land use impacts (Certified EIR, p. 5.10-31).

**Certified EIR Mitigation Measures:** None.



**Modified Project:** Land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects are established under the City of Ontario Policy Plan. Existing land use designations and proposed changes in land use designations under the under the Modified project are summarized below.

### **Original Project Land Use Designations**

#### ***General Plan Land Use Designations***

The existing Policy Plan (General Plan) Land Use designations for the Original Project are: “Low Density Residential,” “Low-Medium Density Residential,” “Medium Density Residential,” “Open Space-Parkland,” “Open Space Non-Recreation,” and “Mixed-Use, NMC East.”

#### ***Specific Plan Land Use Designations***

Under the Original Project, the Specific Plan Land Use Plan is organized into 8 Planning Areas. Planning Areas 1 through 5 comprise the Specific Plan Residential District, Planning Areas 6 through 8 comprise the Specific Plan Regional Commercial/Mixed-Use District.

### **Modified Project Land Use Designations**

#### ***General Plan Land Use Designations***

A summary of existing and proposed General Plan Land Use designations that would result from the Modified Project is presented at Table 11-1. Please refer also to Addendum Section 2.0, *Modified Project-Description*; 2.2.2, *Modified Project Land Use Designations* for details regarding General Plan Land Use designations under the Modified Project.

**Table 11-1**  
**Existing and Proposed Policy Plan Land Use Designations**  
 A General Plan Amendment (File No. PGPA19-005) to

Modify Policy Plan (General Plan) Exhibit LU-01, *Policy Plan Land Use Plan*

Existing Land Use Designations	Acres	Proposed Land Use Designations	Acres
Low Density Residential (2.1 – 5 du/ac)	105.4	Low Density Residential (2.1 – 5 du/ac)	23.41
Mixed Use (9-NMC East)	66.01	Mixed Use (9-NMC East)	20.46
Open Space Non-Recreation	10.36	Open Space Non-Recreation	7.3
---	---	Low-Medium Density Residential (5.1 – 11 du/ac)	24.16
---	---	Medium Density Residential (11.1 – 25 du/ac)	57.83
---	---	Industrial	48.61
<b>Total</b>	<b>181.77</b>		<b>181.77</b>

Source: Rich-Haven Specific Plan, March 2021

### ***Specific Plan Land Use Designations***

A summary of existing and proposed Specific Plan Land Use designations that would result from the Modified Project is presented at Table 11-2. Please refer also to Addendum Section 2.0, *Modified Project-Description*; 2.2.2, *Modified Project Land Use Designations* for details regarding Specific Plan Land Use designations under the Modified Project.

The Modified Project's proposed General Plan Land Use Amendment and Specific Plan Amendment is intended to achieve land use designations that best represent the development and land use activities contemplated by the Modified Project. When a project includes amendments to the applicable land use designation(s), inconsistency with the existing designation(s) is an element of the project itself, which then requires a legislative policy decision of the agency. The request and subsequent approval of a change in designation in this regard does not signify a potential environmental effect.

**Table 11-2**  
**Original Project and Modified Project Development Comparison**  
**Modified Project Revisions are Identified by Red Bold Typeface**

Planning Area	Land Use		Dwelling Units (Maximum)		Acres (Gross)		Residential Density (Gross)		Comm./ Office (sf) (Maximum)		Light Industrial (sf) (Maximum)	
<b>Residential Districts</b>												
	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project
1A	Residential – SFD	Residential – SFD	58	<b>115</b>	12.8	<b>25.5</b>	4.5	4.5	---	---	---	---
1B	Residential – SFD	Residential – SFD	57	<b>175</b>	12.7	<b>24.5</b>	4.5	<b>7.1</b>	---	---	---	---
1C	Residential – SFD	Residential – SFD	68	<b>731</b>	14.9	<b>60.6</b>	4.5	<b>12.1</b>	---	---	---	---
1D	Residential – SFD	Residential – SFD	91	---	20.5	---	4.5	---	---	---	---	---
1E	Residential – SFD	Residential – SFD	109	---	23.4	---	4.5	---	---	---	---	---
1F	Residential – SFD	Residential – SFD	120	---	26.3	---	4.5	---	---	---	---	---
Subtotal Planning Areas 1A – 1F			503	<b>1,021</b>	110.6	110.6	4.5	<b>9.2</b>	---	---	---	---
2	Edison Parcel	Edison Parcel	---	---	20.0	20.0	---	---	---	---	---	---
3	Park	Park	---	---	27.0	27.0	---	---	---	---	---	---
Subtotal Planning Areas 2, 3					<b>47.0</b>	<b>47.0</b>						
	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project
4A	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	154	154	14.0	14.1	11.0	11.0	---	---	---	---
4B	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	101	101	9.2	9.2	11.0	11.0	---	---	---	---
4C	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	108	108	9.8	9.8	11.0	11.0	---	---	---	---
Subtotal Planning Areas 4 A – 4C			363	363	33.1	33.1	11.0	11.0				
5A	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	109	109	9.1	9.1	12.1	12.1	---	---	---	---
5B	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	165	165	14.2	14.2	11.7	11.7	---	---	---	---

**Table 11-2**  
**Original Project and Modified Project Development Comparison**  
**Modified Project Revisions are Identified by Red Bold Typeface**

5C	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	332	332	27.0	27.0	12.3	12.3	---	---	---	---
5D	Residential – Small Lot SFD	<b>Residential – SFD/Attached</b>	361	361	30.3	30.3	11.9	11.9	---	---	---	---
5E	Edison Easement	Edison Easement	---	---	---	---	---	---	---	---	---	---
Subtotal Planning Areas 5A – 5C			967	967	80.6	80.6	12.0	12.0	---	---	---	---
<b>Subtotal Residential District</b>			<b>1,833</b>	<b>2,351</b>	<b>271.3</b>	<b>271.3</b>	<b>6.7</b>	<b>8.7</b>	---	---	---	---
<b>Mixed-Use District</b>												
Planning Area	Land Use		Dwelling Units (Maximum)		Acres (Gross)		Residential Density (Gross)		Comm./ Office (sf) (Maximum)		Light Industrial (sf) (Maximum)	
	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project	Original Project	Modified Project
6A + 9A	Residential & Commercial	Residential & Commercial	2,178	2,178	85.6	85.6	---	25.4	166,182	166,182	---	---
6B + 9B	Residential & Commercial	Residential & Commercial	1,406	1,406	65.1	65.1	---	21.6	76,320	76,320	---	---
7	Residential & Commercial	<b>N/A</b>	725	---	81.1	---	8.9	<b>0</b>	440,800	---	---	---
<b>7B</b>	<b>N/A</b>	<b>Commercial</b>	---	---	---	<b>25.1</b>	---	---	---	<b>300,000</b>	---	---
8A	Residential & Commercial	Residential & Commercial	852	852	61.4	61.4	13.9	13.9	325,000	325,000	---	---
8B	Residential & Commercial	Residential & Commercial	200	<b>407</b>	19.7	19.7	10.2	<b>20.7</b>	123,400	123,400	---	---
<b>Subtotal Mixed-Use District</b>			<b>5,361</b>	<b>4,843</b>	<b>312.9</b>	<b>256.9</b>	<b>33.0</b>	<b>81.6</b>	<b>1,131,702</b>	<b>990,902</b>	---	---
<b>Light Industrial District</b>												
<b>7A Light Industrial</b>			---	---	---	<b>49.4</b>	---	---	---	---	---	<b>1,183,525</b>
<b>7A Open-Space Non-Recreation</b>			---	---	---	<b>6.6</b>	---	---	---	---	---	---
<b>Subtotal Light Industrial District</b>			---	---	---	<b>56.0</b>	---	---	---	---	---	<b>1,183,525</b>
<b>TOTAL SPECIFIC PLAN ACRES</b>					<b>584.2</b>	<b>584.2</b>						
<b>TOTAL SPECIFIC PLAN RESIDENTIAL UNITS</b>			<b>7,194</b>	<b>7,194</b>								

**Table 11-2  
Original Project and Modified Project Development Comparison  
Modified Project Revisions are Identified by Red Bold Typeface**

<i>TOTAL COMMERCIAL/OFFICE DEVELOPMENT</i>	1,131,702	<b>990,902</b>	
<i>TOTAL LIGHT INDUSTRIAL DEVELOPMENT</i>		---	<b>1,183,525</b>
<b>Source:</b> Rich-Haven Specific Plan			

**NOTES:**

1. All residential dwelling units shown in land use summary are maximums.
2. Project total & subtotal residential district densities are calculated using residential acreages only, therefore the acreages of PA 2 & 3 are not included.
3. Within this specific plan document, references to planning areas are only 1 through 9. Sub-planning areas such as 1a, 1b, etc. are designated to help address ownership patterns and are not intended to be used for density transfer.
4. Residential development along the frontage of Haven Avenue within planning areas 5a, 5c and 6a shall average a density of 18 to 25 dwelling units per acre to support bus rapid transit (brt) along Haven Avenue.
5. Residential development within planning areas 6a, 6b, 8a, 8b, 9a and 9b shall meet a minimum net density of 14 dwelling units per top adjusted gross acreage. **The minimum 14 dwelling units per acre may be averaged over a single planning area subject to Planning Director review and approval and shall be codified within a development agreement.**

Moreover, the Modified Project would be required to comply with applicable Policy Plan Policies, applicable requirements of the Rich-Haven Specific Plan (as amended), and provisions of the City Development Code. Collectively, the Policy Plan Policies, the amended Specific Plan, and the City Development Code act to minimize potential environmental effects that may result from the land uses implemented under the Modified Project. On this basis, the potential for the Modified Project to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect is considered less-than-significant.

Based on the preceding, when compared to impacts identified in the Certified EIR, no new or substantially increased environmental impacts due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Rich-Haven Specific Plan Amendment*, January 2021; Modified Project Design Concepts.

## 12. MINERAL RESOURCES

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
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?					X	
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?					X	

**Substantiation:**

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that implementation of The Ontario Plan would have no potential to result in the loss of a known mineral resource of value to the region or the state; or 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 (Certified EIR, p. 5.11-7).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** Underlying conditions at the subject site have not changed since preparation of the Certified EIR, and the site remains devoid of any potentially valuable or locally-important mineral resources. On this basis, the Modified Project would have no potential to result in the loss of a known mineral resource of value to the region or the state; or 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. No new or substantially increased mineral resources impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

### 13. NOISE

Would the project result in:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
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?					X	
b) Generation of excessive groundborne vibration or groundborne noise levels?					X	
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?					X	

#### Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR determined that new development implemented pursuant to The Ontario Plan would result in an increase in traffic on local roadways, and substantially increase the ambient noise environment (Certified EIR, p. 5.12-27). The Certified EIR determined that “[n]o mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes” (Certified EIR, p. 5.12-40). The Certified EIR also concluded that new development could be exposed to excessive transportation-source noise levels. Certified EIR Mitigation Measure 12-1, below, would reduce but would not avoid this impact or reduce the impact to levels that would be less-than-significant.



Additionally, because construction activities associated with new development may occur near noise-sensitive receptors and noise disturbances may occur for prolonged periods of time, construction-source noise impacts were considered potentially significant (Certified EIR, p. 5.12-37). Certified EIR Mitigation Measure Mitigation Measure 12-4, below, would reduce but would not avoid this impact or reduce the impact to levels that would be less-than-significant.

**Certified EIR Mitigation Measures:**

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 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).*

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.*

Even with the implementation of Mitigation Measures 12-1 and 12-4, the Certified EIR concluded that buildout of the City pursuant to The Ontario Plan would result in a substantial temporary and/or permanent increase in ambient noise levels (Certified EIR, pp. 5.12-41 – 5.12-42).

**Modified Project:** Potential noise impacts of the Modified Project are evaluated in 2021 *Rich-Haven Specific Plan Amendment Project Noise Impact Assessment (Urban Crossroads,*

Inc.) February 8, 2021 (Noise Impact Analysis, Addendum Appendix C). Analysis and conclusions of the Noise Impact Analysis are summarized below. As substantiated in the Noise Impact Analysis, when compared to findings of the Certified EIR, the Modified Project would not result in any new or substantially increased noise impacts.

### **Noise Standards<sup>6</sup>**

#### *Construction-Source Noise*

The City of Ontario has set restrictions to control noise impacts associated with construction. Construction noise would be considered significant if construction activities occurring outside of the hours specified (7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays) or if construction activities substantially elevate the ambient noise environment at noise-sensitive uses for a substantial period. The Modified Project construction activities would comply with the City approved hour of activity restrictions, thereby precluding construction activities during noise-sensitive time periods.

Neither The Ontario Plan Policy Plan Noise Element nor the City of Ontario Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. For the purposes of this analysis, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is employed. The FTA considers a daytime exterior construction noise level of 80 dBA  $L_{eq}$  as a reasonable threshold for noise sensitive land uses (Noise Impact Analysis, p. 5).

#### *Operational-Source Noise*

The City of Ontario requires that noise from new stationary sources in the City comply with the City's Noise Ordinance, which limits the acceptable noise at the property line of the impacted property, to reduce nuisances to sensitive land uses. For Manufacturing and Industrial land uses (Noise Zone V) ambient exterior noise levels may not exceed 70 dBA

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<sup>6</sup> Although the Modified Project site is located within the City of Ontario, potentially affected receivers in the adjacent City of Eastvale were also considered. A review of the area indicates that existing land uses east of Milliken Avenue in the City of Eastvale comprise developed or developing industrial land uses. Proximate City of Eastvale land uses are not noise/vibration sensitive. Noise and/or vibration generated by the Modified Project and that may be received at these City of Eastvale land uses would not be potentially significant impacts.

Leq. For residential land uses (Noise Zone I), ambient exterior noise levels may not exceed 65 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.).

### **Ambient Conditions**

To assess the existing noise level environment, six 24-hour noise level measurements were taken at noise sensitive receiver locations in the Modified Project study area. Table 13-1 presents the ambient noise measurements. Please also refer to Noise Impact Analysis Exhibit C, *Noise Measurement Locations*.

**Table 13-1  
Ambient Noise Measurements**

Location	Description	Energy Average Noise Level (dBA Leq)	
		Daytime	Nighttime
L1	Located north of the Modified Project site on San Lorenzo River Road near existing single-family residential home at 3567 San Lorenzo River Road.	59.4	55.5
L2	Located northeast of the Modified Project site on Mill Creek Avenue near Colony High School at 3850 East Riverside Drive.	57.8	52.7
L3	Located east of the Modified Project site on Mill Creek Avenue near existing single-family residential homes at 3936 E Millcreek Paseo.	50.3	46.3
L4	Located west of the Modified Project site on Edison Avenue near existing single-family residential home at 10823 Edison Avenue.	55.9	52.7
L5	Located southwest of the Modified Project site on Haven Avenue near existing single-family residential homes at 4157 South Blackstone Privado.	57.9	53.3
L6	Located west of the Modified Project site on Haven Avenue near existing single-family residential homes at 3453 Pine Ridge Loop.	63.4	55.7

**Source:** 2021 Rich-Haven Specific Plan Amendment Project Noise Impact Assessment (Urban Crossroads, Inc.) February 8, 2021.

### **Sensitive Receivers**

The following receiver locations, shown at Noise Impact Analysis Exhibit D *Sensitive Receiver Locations*, were identified as representative noise impact analysis locations.

**R1:** Represents an existing residence located at 2943 S. Alder Creek Drive in the City of Ontario. A 24-hour noise level measurement was taken near this location, L1, to describe the existing ambient noise environment.

**R2:** Represents the outdoor recreation area (tennis courts) at the Colony High School located at 3850 E. Riverside Drive in the City of Ontario. A 24-hour noise level measurement was taken near this location, L2, to describe the existing ambient noise environment.

**R3:** Represents an existing residence at 3933 E. Colony Paseo in the City of Ontario. R4 is placed at the outdoor activity area behind the existing 6-foot-high wall facing the Modified Project site. A 24-hour noise level measurement was taken near this location, L3, to describe the existing ambient noise environment.

**R4:** Represents an existing residence at 10495 Edison Avenue in the City of Ontario. R4 is placed at the residential building façade facing the Modified Project site. A 24-hour noise level measurement was taken near this location, L4, to describe the existing ambient noise environment.

**R5:** Represents an existing residence on Blackstone Privado in the City of Ontario. R5 is placed at the outdoor activity area behind the existing 6-foot-high wall facing the Modified Project site. A 24-hour noise level measurement was taken near this location, L5, to describe the existing ambient noise environment.

**R6:** Represents an existing residence on Pine Ridge Loop in the City of Ontario. R5 is placed at the outdoor activity area behind the existing 6-foot-high wall facing the Modified Project site. A 24-hour noise level measurement was taken near this location, L6, to describe the existing ambient noise environment.

### **Construction-Source Noise Impacts**

In the evaluation of construction-source noise impacts, the Noise Impact Analysis employs empirical reference noise measurements obtained from similar construction activities. Based on the reference construction noise levels, maximum received noise levels attributable to the Modified Project construction activities were calculated, and are summarized at Table 13-2. Compliance with applicable significance thresholds is also presented.

**Table 13-2**  
**Maximum Received Construction-Source Noise Levels**

<b>Receiver Location</b>	<b>Maximum Received Noise Level (dBA Leq)</b>	<b>Threshold (dBA Leq)</b>	<b>Threshold Exceeded?</b>
R1	74.3	80	No
R2	78.0	80	No
R3	70.1	80	No
R4	76.4	80	No
R5	70.1	80	No
R6	68.8	80	No

**Source:** 2021 Rich-Haven Specific Plan Amendment Project Noise Impact Assessment (Urban Crossroads, Inc.) February 8, 2021.

As shown at Table 13-2, received construction-source noise levels would not exceed the FTA threshold employed herein and would therefore be less-than-significant. Construction-source noise levels that comply with applicable standards do not comprise a substantial permanent increase in ambient noise levels, or a substantial temporary or periodic increase in ambient noise levels.

As summarized in the preceding discussions, received construction-source noise levels would comply with applicable standards. Moreover, construction-source noise would not represent a substantial temporary or periodic increase in ambient noise levels.

### **Operational-Source Noise Impacts**

The Noise Impact Analysis assumes the Modified Project would be operational 24 hours per day, seven days per week. The Modified Project operations would primarily be conducted within enclosed buildings, except for traffic movement, parking, and the loading/unloading of trucks at designated loading bays. Operational noise sources are expected to include: short

term truck idling, delivery truck activities, backup alarms, loading/unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements. In the evaluation of operational-source noise impacts, the Noise Impact Analysis employs empirical reference noise measurements obtained from existing similar uses. Maximum received noise levels attributable to the Modified Project operational activities were calculated, and are summarized at Table 13-3. Compliance with applicable significance thresholds is also presented.

**Table 13-3**  
**Maximum Received Operational-Source Noise Levels**

Receiver Location	Maximum Received Noise Level (dBA Leq)	Daytime Threshold (dBA Leq)	Threshold Exceeded?	Nighttime Threshold (dBA Leq)	Threshold Exceeded?
R1	33.7	65	No	45	No
R2	39.2	65	No	45	No
R3	40.7	65	No	45	No
R4	43.8	65	No	45	No
R5	34.8	65	No	45	No
R6	34.3	65	No	45	No

*Source: 2021 Rich-Haven Specific Plan Amendment Project Noise Impact Assessment (Urban Crossroads, Inc.) February 8, 2021.*

As shown at Table 13-3, received operational-source noise levels would not exceed the City of Ontario exterior noise level limits of 65 dBA Leq (daytime) and 45 dBA Leq (nighttime) at potentially affected receivers. Operational noise levels that comply with applicable standards do not comprise a substantial permanent increase in ambient noise levels, or a substantial temporary or periodic increase in ambient noise levels.

As summarized in the preceding discussions, received operational-source noise levels would comply with applicable City standards. Moreover, operational-source noise would not represent a substantial temporary or periodic increase in ambient noise levels.

### **Vehicular-Source Noise Impacts**

Trip generation for the Modified Project was compared to trip generation that would occur under the development of the subject site envisioned under the Original Project. When compared to the Original Project land uses, total daily trip generation (passenger car

equivalents, PCE) under the Modified Project would be reduced by approximately 5 percent (see also: Checklist Item 17., *Transportation*). Reduced trip generation under the Modified Project would translate to diminished vehicular-source noise impacts when compared to impacts resulting from the Original Project and reflected in the Certified EIR. On this basis, when compared to the Certified EIR findings, no new or substantially increased vehicular-source noise impacts would occur under the Modified Project.

**Project Conditions of Approval:** None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR determined that mobile-source and stationary/area-source vibration impacts associated with buildout of The Ontario Plan would be less-than-significant. However, construction activities associated with buildout of the individual land uses could expose sensitive uses to strong levels of groundborne vibration. Additionally, sensitive land uses along the Union Pacific railroad corridor would be exposed to strong levels of groundborne vibration. These are potentially significant impacts.

**Certified EIR Mitigation Measures:**

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).*

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 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.*

The Certified EIR concluded even with the implementation of Mitigation Measure 12-2, construction-source groundborne vibration impacts would be significant and unavoidable. The Certified EIR concluded further that Mitigation Measure 12-3 would reduce vibration impacts along the Union Pacific railroad corridor to levels that would be less-than-significant (Certified EIR, pp. 5.12-40 – 5.12-42).

### **Modified Project:**

#### **Construction-Source Vibration**

Construction activities can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Groundborne vibration from construction activities would cause only intermittent, localized intrusion. Construction activities most likely to result in potential vibration impacts include:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

In the evaluation of construction-source vibration impacts, the Noise Impact Analysis employs reference construction-source vibration data published by the Federal Transit



Administration (FTA). Maximum received construction-source vibration levels are summarized at Table 13-4.

**Table 13-4**  
**Maximum Received Construction-Source Vibration Levels**

Receiver Location	Maximum Received Vibration Level (VdB)	Threshold (VdB)	Threshold Exceeded?
R1	65.7	78	No
R2	49.6	78	No
R3	67.3	78	No
R4	68.3	78	No
R5	66.9	78	No
R6	67.9	78	No

Source: 2021 Rich-Haven Specific Plan Amendment Project Noise Impact Assessment (Urban Crossroads, Inc.) February 8, 2021.

Table 13-4 shows the maximum received construction-source vibration levels are expected to range from 49.6 VdB – 68.3 VdB. These vibration levels would not exceed the acceptable 78 VdB criteria for residential uses established by the FTA. Moreover, received vibration levels are unlikely to be sustained during the entire construction period. Rather, maximum vibration levels would be received only during times that heavy construction equipment is operating at the site perimeter. Based on the preceding, construction-source vibration impacts would be less-than-significant.

### **Operational-Source Vibration**

Heavy trucks moving on-site, to and from loading dock areas have the potential to result in off-site vibration impacts. The Modified Project does not propose fixed uses or operations that would result in substantial vibration.

Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for heavy trucks operating at normal traffic speeds do not exceed 65 VdB at 25 feet. Therefore, given that delivery trucks would be traveling on-site at lower speeds, unmitigated operational-source vibration levels at potentially affected receiver locations are anticipated to remain below 65 VdB. As such, received operational-source vibration levels would not exceed the acceptable 78 VdB criteria for residential uses identified

by the FTA. On this basis, the operational-source vibration impacts resulting from transiting heavy trucks would be less-than-significant.

Based on the preceding, the potential for the Modified Project to result in the generation of excessive groundborne vibration or groundborne noise levels is considered less-than-significant. When compared to findings of the Certified EIR, no new or substantially increased vibration impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

*c) No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Aircraft overflights, takeoffs, and landings in the City of Ontario contribute to the ambient noise environment. The Certified EIR concluded that Chino Airport does not significantly affect sensitive receptors within the City of Ontario. However, sensitive land uses within the 65 dba CNEL noise contour of the Ontario International Airport would be exposed to substantial levels of airport-related noise. Even with the implementation of mitigation, airport-related noise was deemed a significant and unavoidable impact of The Ontario Plan (Certified EIR, pp. 5.12-40 – 5.12-42).

**Certified EIR Mitigation Measures:** Please Refer to Mitigation Measure 12-1, above.

**Modified Project:** The Modified Project site is located approximately 2.6 miles southeasterly of the Ontario International Airport (ONT). The Ontario International Airport Land Use Compatibility Plan was adopted by Ontario City Council on April 19, 2011 (amended 2018) to promote compatibility between the airport and the land uses that surround it. The Modified Project site is located within the ONT airport influence area, but is not located within a designated noise impact zone. The Modified Project would therefore not be exposed to excessive airport/airfield-source noise levels associated with ONT operations. The Modified Project would not otherwise be exposed to potentially adverse airport/airfield-source noise levels, nor does the Modified Project propose or require uses that would contribute to or exacerbate airport-source noise impacts.

Based on the preceding, the Modified Project would not be adversely affected by airport/airfield noise, nor would the Modified Project contribute to or result in adverse airport/airfield noise impacts. When compared to the Certified EIR findings, no new or substantially increased airport/airfield noise impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *2021 Rich-Haven Specific Plan Amendment Project Noise Impact Assessment* (Urban Crossroads, Inc.) February 8, 2021; Modified Project Design Concepts.

#### 14. POPULATION AND HOUSING

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?					X	

**Substantiation:**

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that, while development of the City pursuant to The Ontario Plan would increase both population and employment, impacts would be less-than-significant (Certified EIR, pp. 5.13-12 – 5.13-20).

**Certified EIR Mitigation Measures:** None.

**Modified Project:**

**Direct Population Growth Inducement**

Alternative residential products would be implemented under the Modified Project. However, the total residential unit count would not be affected. The Modified Project would not substantially alter or affect the total residential unit count when compared to the Original Project. The Modified Project would therefore not substantially affect direct population growth when compared to the Original Project.

**Indirect Growth Inducement**

Indirect population growth inducement could result from creation of additional jobs and the extension of infrastructure and services to areas not currently served, or substantial capacity/capability upgrades to existing systems and services.

In general terms, job creation furthers growth via wages, salaries and general fiscal benefits; increased demands for housing; and increased demand for consumer goods and services. Jobs created by or resulting from the Modified Project would be typical of area employment opportunities, and would be filled by the local residents with no substantial increase in population.

The Modified Project would implement infrastructure improvements that are consistent with the City and purveyor master plans. Growth that may result from or be facilitated by the Modified Project infrastructure improvements would not result in growth and growth-related impacts not previously considered and addressed in the Certified EIR.

**Consistency with Population Growth Projections**

SCAG population growth projections reflect assumptions and development scenarios incorporated in local plans including City general plans. As demonstrated in the preceding discussions, the Modified Project would not induce or generate growth beyond that reflected in The Ontario Plan and evaluated in the Certified EIR. Accordingly, the

Modified Project would not result in growth not already anticipated within SCAG population growth projections for the region.

As supported by the preceding discussions, the Modified Project would not induce substantial population growth; displace substantial numbers of existing housing; or displace substantial numbers of people. When compared to the Certified EIR findings, no new or substantially increased population and housing impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

## 15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of 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 public service:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Fire protection?					X	
b) Police protection?					X	
c) Schools?					X	
d) Parks?					X	
e) Other public facilities?					X	

### Substantiation:

a – e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Certified EIR Section 5.14, *Public Services*, concluded that implementation of The Ontario Plan would not result in potentially significant public services impacts (Certified EIR, pp. 5.14-1 – 5.14-24).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project would be constructed within an already-developed urban environment. Fire protection and police protection services are currently available to the subject site via existing facilities. Further, when compared to the Original Project, uses proposed by the Modified Project would not create substantive additional demands for school or park facilities. Development impact fees and sales tax revenues generated by the Modified Project would provide funding sources available for support and enhancement of public services commensurate with incremental demands of the development. By law, the Modified Project would be required to remit school impact fees. When compared to the Certified EIR findings, no new or substantially increased public service impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

**16. RECREATION**

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
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?					X	

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?					X	

**Substantiation:**

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR determined that because new development would be required to provide sufficient public parkland or pay in-lieu fees, impacts to recreational facilities would be less-than-significant (Certified EIR, pp. 5.15-12 – 5.15-15).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project would not affect or alter parks and other recreational facilities approved under the Original Project. The Modified Project would not implement additional residential uses that would substantially increase demands on recreation facilities. Proposed industrial and commercial/retail uses implemented under the Modified Project would not generate additional resident populations that would substantially increase demands on recreational facilities. The potential for the Modified Project to 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; or to include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment is therefore considered less-than-significant. When compared to the Certified EIR findings, no new or substantially increased recreation impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

## 17. TRANSPORTATION

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?					X	
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?					X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?					X	
d) Result in inadequate emergency access?					X	

**Substantiation:** Transportation impact analyses of the Modified Project presented below are summarized in part from *Traffic Impact Analysis Report Rich haven Specific Plan PA1 & PA7 Amendment, Ontario California* (Linscott Law & Greenspan) January 22, 2021 (Modified Project Traffic Impact Analysis, TIA). The Modified Project Traffic Impact Analysis is presented at Addendum Appendix D.

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** Certified EIR Section 5.16, *Transportation and Traffic*, concluded that implementation of The Ontario Plan would not conflict with a program,



plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (Certified EIR, pp. 5.16-41 – 5.16-46).

It is also noted that the Certified EIR included extensive discussions addressing projected Level of Service impacts resulting from implementation of The Ontario Plan. The City specifically recognizes that vehicle delay (Level of Service, LOS) deficiencies are no longer environmental impacts under CEQA.<sup>7</sup> For informational purposes, the Certified EIR discussions of LOS impacts can be accessed at: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31736.pdf>.

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project does not propose elements or aspects that would conflict with adopted alternative transportation policies. Transit services are currently provided to the City and the Modified Project vicinity by Omnitrans. On a long-term basis, the Modified Project may result in increased demand for public transportation as increased employment opportunities become available onsite. Transit agencies routinely review and adjust their ridership schedules to accommodate shifts in demand for services. As part of the City's standard development review processes, the need for transit-related facilities, bicycle, and pedestrian access would be coordinated between the City and the Applicant.

The Modified Project would accommodate and would not interfere with the City *Multipurpose Trails and Bikeway Corridor Plan*. The Modified Project would provide internal and perimeter pedestrian and bicycle amenities consistent with provisions of the Specific Plan Amendment and City Conditions of Approval.

Based on the preceding, the potential for the Modified Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities would be less-than-significant.

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<sup>7</sup> CEQA Guidelines Section 15064.3, effective January 1, 2019, "describes specific considerations for evaluating a project's transportation impacts" and provides that, except for roadway capacity projects, "a project's effect on automobile delay (or LOS) shall not constitute a significant environmental impact." (CEQA Guidelines, § 15064.3, subd. (a).)

**Project Conditions of Approval:** None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** *CEQA Guidelines* Section 15064.3, subdivision (b) was added to the *CEQA Guidelines* in 2019. The Vehicle Miles Traveled (VMT) metric established under Section 15064.3 is recognized. The VMT metric became effective a July 2020. VMT impacts were not evaluated under the Certified EIR or the 2007 Specific Plan EIR

VMT estimates for the Original Project (current Specific Plan entitlements) were developed as one component of this Addendum GHG analysis. As presented in the Addendum GHG modeling, the current Specific Plan entitlements would generate an estimated 45,777,528 VMT annually (GHGA/AQIA Memo, Attachment C, *Original Project CalEEMod Operations Emissions Model Outputs, Annual*, p. 55 of 67).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project would generate and estimated at 28,395,304 VMT annually (GHGA/AQIA Memo, Attachment B, *Modified Project CalEEMod Operations Emissions Model Outputs, Annual*, p. 56 of 71). When compared to the Original Project, Annual VMT would be reduced by approximately 38 percent under the Modified Project (28,395,304 VMT/45,777,528 VMT). Based on the reduction in VMT when compared to the Original Project, no new significant, substantially increased, or substantially different VMT impacts would occur as a result of the Modified Project. No changed or new information has been identified to indicate that any potential VMT impacts resulting from the Modified Project would be different from those that would result from the Original Project.

**Project Conditions of Approval:** None.

c, d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that buildout of the City pursuant to The Ontario Plan would result in changes to the circulation network. Such changes would however be implemented consistent with City roadway classification and roadway design standards, acting to preclude potential design hazards. Additionally, City Design Review processes ensure that adequate emergency access is provided for all new development projects. On this basis, there would be no impacts related to hazardous design features, or emergency access provisions (Certified EIR, p. 5.16-36).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project does not propose elements or aspects that would substantially increase transportation/traffic hazards. Moreover, all improvements under the Modified Project would be designed and implemented consistent with recommendations of the TIA (see: TIA Section 10.0, *Recommended Improvements*), the Specific Plan Amendment (see: SPA Section 4.1, *Circulation Plan*), and City traffic engineering and safety standards, thereby minimizing the potential to result in or cause hazardous traffic/transportation conditions.

The Modified Project would generate urban traffic comparable to and compatible with the vehicle mix and vehicle categories present within the area roadway system. The Modified Project uses would therefore not cause or result in incompatible vehicle movements or traffic that would substantively increase hazards. Further, based on the projected net decrease in trip generation under the Modified Project, the potential for the Modified Project to result in potential traffic hazards would likely be reduced when compared to the uses entitled under the Original Project and assumed within the Certified EIR.

Additionally, pursuant to the Modified Project Construction Traffic Management Plan (please refer to Addendum Section 2, *Project Description*, 2.4.7 *Construction Area Traffic Management Plan*), the Modified Project would be required to maintain appropriate access during construction activities.

Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased design hazards or emergency access impacts would occur under the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; Traffic Impact Analysis Report Rich Haven Specific Plan PA1 & PA7 Amendment, Ontario California (Linscott Law & Greenspan) January 22, 2021; Rich-Haven Specific Plan Amendment Ontario, California, 2021; Modified Project Design Concepts.*

**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:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or						X
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.						X

**Substantiation:**

a, b) *No Impact.*

**Certified EIR Conclusions:** This environmental topical concern has recently been added to the *CEQA Guidelines* Appendix G, Environmental Checklist Form and was therefore not specifically addressed in the Certified EIR. Impacts to archaeological and tribal resources generally are addressed at Certified EIR Section 5.5, *Cultural Resources*. With the implementation of mitigation, the Certified EIR concluded that impacts to archaeological resources would be less-than-significant (Certified EIR, p. 5.5-24).

**Certified EIR Mitigation Measures:**

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.*

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.*

**Modified Project:** As discussed previously at Checklist Item 5, *Cultural Resources*, with incorporation of mitigation, neither the Original Project nor the Modified Project would potentially adversely affect historic, archaeological, or paleontological resources. Neither the Original Project nor the Modified Project would potentially adversely affect human remains.

Additionally, evaluation of impacts to tribal cultural resources pursuant to AB 52, Gatto. Native Americans: California Environmental Quality Act applies only to CEQA projects that are required to file a Notice of Preparation for an Environmental Impact Report, or Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration. Because the Modified Project would not be required to file any of the mentioned documents, AB 52 requirements addressing potential impacts to tribal resources are not applicable within the context of this Addendum analysis.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

## 19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?					X	

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?					X	
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?					X	
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?					X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?					X	

**Substantiation:**

a – c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that, although buildout of The Ontario Plan would generate additional wastewater, it would be adequately treated in accordance with Regional Water Quality Control Board and California Department of Public Health requirements. Additionally, storm drainage systems would be expanded to accommodate growth associated with the buildout of The Ontario Plan. Compliance with regulatory requirements and standard conditions of approval would reduce impacts to water treatment, wastewater treatment, and storm water management to levels that would be less-than-significant (Certified EIR, pp. 5.17-25, 5.17-28).

The Certified EIR also determined that buildout of The Ontario Plan would create a four percent greater need for water supply than previously assessed in the 2005 City of Ontario Urban Water Management Plan. Mitigation Measures 17-1 through 17-3 were included to preclude significant water supply impacts (Certified EIR, p. 5.17-20).

**Certified EIR Mitigation Measures:**

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 incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council).*
- b) *Continue to develop and implement drought contingency plans to assist citizens and businesses reduce water use during water shortages and emergencies.*
- 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.*

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.*

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.*

## **Modified Project:**

### ***Infrastructure Systems***

Necessary infrastructure systems are locally available to the Modified Project. The Modified Project does not propose or require construction of major infrastructure systems that could result in potentially significant environmental impacts. All proposed connections to and any necessary modification of serving infrastructure systems would conform to provisions of the 2021 Specific Plan Amendment (see: SPA Section 4 - *Infrastructure and Services*), City, and purveyor requirements. On this basis, the potential for the Modified Project to result in significant environmental impacts attributable to the construction or relocation of serving infrastructure systems would be less-than-significant.

### ***Water Supply***

Senate Bill 610 (SB610) was signed into California state law with an effective date of January 1, 2002. SB 610 amended existing legal requirements for confirmation of water supply sufficiency as a condition of approval for development projects. The confirmation of water supply sufficiency is achieved through an assessment of the water supplier's existing and future water sources, and existing and projected water demand in relation to a "project" as defined by California Water Code (CWC) section 10912, resulting in the production of a project-specific Water Supply Assessment ("WSA" or "Assessment"). Additional analysis is required in the WSA if any portion of the water supply includes groundwater. The WSA is prepared and adopted by the water supplier and included in the California Environmental Quality Act (CEQA) analysis for the project. The CEQA Lead Agency must then independently determine, based on the entire record, whether water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses (CWC section 10911).

Consistent with SB 610 requirements, a WSA has been prepared for the Modified Project. See: *Water Supply Assessment and Written Verification of Sufficient Water Supply, Rich-Haven*

*Specific Plan Amendment No. 3 (PSPA19-006) prepared for City of Ontario Municipal Utilities Company [Webb Associates] March 18, 2021, Addendum Appendix E, Modified Project WSA). The Modified Project WSA conforms to Senate Bill 610 (SB 610) requirements. A summary of the Modified Project WSA conclusions and findings is presented below.*

The estimated total water demand for the [Original] Project site that was assumed in the 2015 UWMP is approximately 2,241 AFY. The estimated total water demand for the proposed [Modified] Project is approximately 2,771 AFY. This is a total difference of + 530 AFY (potable and recycled combined) that would result from the Modified Project. It can be deduced that the water demand for the [Modified] Project was not accounted for in the most recently adopted 2015 UWMP (Modified Project WSA, p 2-9).

As summarized in the Modified Project WSA “the water supplies available to OMUC currently meet and exceed citywide water demands. Groundwater production by OMUC is currently less than their existing rights and within their production capacity. Regardless, OMUC has the means and right to exceed their groundwater allocation in the Chino Basin when required to meet demand pursuant to the Judgment. Further, OMUC has rights to water held in storage that would supply all City demands for more than two years. In addition to groundwater, OMUC can supply water to the [Modified] Project purchased from the [Water Facilities Authority] WFA that is within their existing entitlements and capacities. Therefore, OMUC can meet the additional unplanned water demand of the proposed [Modified Project by producing additional groundwater or purchasing imported water supplies to which it has existing rights to and available capacity to use” (Modified Project WSA, p. 4-19).

OMUC would review water demands of subsequent development proposals within the Specific Plan Area to ensure adequacy of water supplies for each development or increment of development. Certificate(s) of Occupancy for the Modified Project uses would be contingent on OMUC issuance of water “Will-Serve” letters for each development or increment of development.

Based on the preceding, there would be sufficient water supplies to serve the Modified Project, and the Modified Project would not result in water supply demands not considered and addressed in the Certified EIR.

***Water Treatment/Wastewater Treatment***

No additional or non-standard treatment is required to meet the Modified Project's water demands or wastewater treatment demands. The Modified Project would be required to pay applicable water and sewer connection and service fees, which act to fund water/wastewater system improvement plans, operations, and maintenance – and offset effects of area development. On this basis, the Modified Project would not result in potentially adverse impacts to water treatment or wastewater treatment systems. Based on the preceding, the Modified Project would not result in infrastructure, water supply, water treatment, or wastewater treatment impacts that would be substantially different than or greater than impacts considered and addressed in the Certified EIR.

**Project Conditions of Approval:** None.

*d, e) No Changes or New Information Requiring Preparation of an MND or EIR.*

**Certified EIR Conclusions:** The Certified EIR concluded that buildout of The Ontario Plan would be served by landfills with sufficient permitted capacities to accommodate all solid waste disposal needs. Additionally, no conflicts with federal, state, and local management and reduction statutes and regulations related to solid waste were identified. The Certified EIR determined that impacts related to solid waste would be less-than-significant (Certified EIR, p. 5.17-31).

**Certified EIR Mitigation Measures:** None.

**Modified Project:** The Modified Project would result in comparable uses and development intensities when compared to the Original Project. Related solid waste management demands of the Modified Project would be comparable to those of the Original Project. Moreover, the Modified Project would comply with applicable solid

waste management and reduction statutes and regulations (summarized below), acting to further reduce solid waste management impacts of the Modified Project.

### **City of Ontario Construction & Demolition Recycling Plan (CDRP)**

Pursuant to Ontario Municipal Ordinance (OMC) Sec. 6-3.602 *Construction & Demolition Recycling Plan* and the 2016 California Green Building Standards Code (CALGreen), all building and demolition permit applicants are required to prepare and submit a Construction & Demolition Recycling Plan (CDRP) and a Construction & Demolition Recycling Plan (CDRP) Summary Report. OMC Sec. 6-3.602 and CALGreen require all construction and qualifying renovation and demolition projects to divert at least 65% of all generated waste materials. The Modified Project would be subject to (OMC) Sec. 6-3.602 and CALGreen construction waste diversion mandates. The City oversees compliance with OMC Sec. 6-3.602 and CALGreen construction waste diversion mandates.

### **AB 939 - California Integrated Waste Management Act of 1989**

Solid waste management is guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE), providing for a minimum 50 percent reduction in waste sent to landfills. Diversion rates are calculated and tracked by the California Integrated Waste Management Board (Board). Alternatively, the Board can determine that a jurisdiction's "good faith efforts" to implement comprehensive diversion programs have satisfied the requirement even if diversion levels are below 50 percent.

To reduce waste disposal, AB 939 requires every California city and county to divert 50 percent of its waste from landfills. Residential, commercial and governmental waste recycling programs in support of the SRRE have been implemented by the City.

The City is currently meeting or exceeding all AB 939 solid waste diversion targets. The Modified Project would be required to comply with AB 939 as implemented by the City.

### **AB 341 - Commercial Recycling**

Assembly Bill 341 mandates recycling for businesses producing four or more cubic yards of solid waste per week, and multifamily dwellings of five units or more. Under the law, business must separate recyclables from trash and then either subscribe to City of Ontario recycling services, self-haul their recyclables, or contract with a permitted private recycler. The Modified Project would be subject to Assembly Bill 341 mandates.

### **AB 1826 - Commercial Organics Recycling**

Under Assembly Bill 1826, businesses are required to arrange for organic recycling services. The Modified Project would be subject to Assembly Bill 1826 mandates.

The California Department of Resources Recycling and Recovery (CalRecycle) oversees both the mandatory commercial recycling program and the mandatory commercial organics recycling program. The City of Ontario supports both bills through public outreach, monitoring of recycling efforts, providing notification to non-compliant businesses, and periodic State reporting.

The Modified Project would be required to comply with the above solid waste management statutes and regulations. The City and CalRecycle would oversee and monitor compliance with applicable solid waste management statutes and regulations.

### **SB 1383 - Organic Waste Management Requirements**

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

The City is currently developing programs and strategies to address the requirements of SB 1383, the Modified Project would be required to ultimately abide by those requirements.

As stated in the Certified EIR, impacts to solid waste services and facilities from new development are addressed through the payment of development impact fees as outlined in the City of Ontario Development Impact Fee Calculation and Nexus Fee Schedules. With the payment of required development impact fees and compliance with existing solid waste regulations, the Modified Project would not result in any new or substantially increased solid waste impacts not previously identified within the Certified EIR.

Based on the preceding, the Modified Project would not 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 would be less-than-significant. Additionally, the Modified Project would comply with applicable solid waste management and reduction statutes and regulations. On this basis, the Modified Project would result in less-than-significant solid waste management impacts. The Modified Project would not result in solid waste management impacts substantially greater than or substantially than solid waste management impacts considered and addressed in the Certified EIR.

**Project Conditions of Approval:** None.

**Sources:** *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

**20. WILDFIRE**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?						X

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
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?						X
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?						X
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?						X

**Substantiation:**

a – d) *No Impact.*

**Certified EIR Conclusions:** This environmental topical concern has been recently added to the *CEQA Guidelines* Appendix G, Environmental Checklist Form and was therefore not specifically addressed in the Certified EIR.

**Certified EIR Mitigation Measures:** Not Applicable.

**Modified Project:** The City of Ontario as a whole is an urbanized area. Per the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Maps, the City and the Modified Project site are not located within or near a state responsibility area, or within an area classified as a very high fire hazard severity zone.

Fire protection services for the Modified Project site and vicinity are currently provided by the Ontario Fire Department (Fire Department). Adherence to Fire Department building and site design requirements, and compliance with codified fire protection and prevention measures during construction and operation of the Modified Project are required. On this basis, when compared to the Certified EIR findings, no new or substantially increased wildfire impacts would result from the Modified Project.

**Project Conditions of Approval:** None.

**Sources:** SW San Bernardino County, Fire Hazard Severity Zones in SRA (November 7, 2007); [https://osfm.fire.ca.gov/media/6781/fhszs\\_map62.pdf](https://osfm.fire.ca.gov/media/6781/fhszs_map62.pdf); Modified Project Design Concepts.

**21. MANDATORY FINDINGS OF SIGNIFICANCE**

Does the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) 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?					X	



Does the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
b) 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 the past projects, the effects of other current projects, and the effects of probable future projects.)					X	
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?					X	

**Substantiation:**

a – c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

This Addendum defines, describes, compares, and contrasts potential environmental impacts of the Modified Project in the context of the environmental impacts assessed in the Certified EIR. In so doing, this Addendum substantiates consistency with applicable *CEQA Guidelines* provisions addressing preparation of an Addendum to a previously-Certified EIR.

As supported by the discussions presented herein, the Modified Project would not result in or cause any new significant impacts, substantively increased impacts, or substantively different environmental impacts than those previously considered and addressed in the Certified EIR. Analysis beyond that presented in this Addendum is not required or warranted.

## **4.0 DETERMINATION**

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## 4.0 DETERMINATION

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As supported by the analysis presented herein, the potential environmental effects of the development allowed by the Modified Project, and associated required discretionary actions, have been adequately addressed in the Certified EIR. As such, the development of any further information and analysis is not warranted. Pursuant to the requirements of *CEQA Guidelines* Section 15162 and 15164, the following determinations have been made.

### *Major Revisions to the Certified EIR Not Required*

Based on the preceding analysis and information, there is no evidence that major changes to the Certified EIR are required. This Addendum indicates that there is no new significant or more severe environmental impact, and that the development of the Modified Project described herein would essentially have the same, or reduced, impacts as those considered and addressed in the Certified EIR.

### *No Substantial Change in Circumstances Requiring Major Revisions to the Certified EIR*

No information exists in the record, or is otherwise available that indicates that there are substantial changes in circumstances that would require major changes to the Certified EIR.

### *No New Information Showing Greater Significant Effects than Identified in the Certified EIR*

This Addendum has considered all available relevant information to determine whether there is new information, which was not available at the time the Certified EIR was prepared, that may indicate that a new significant effect may occur that was not reported in the Certified EIR. As supported by the analysis presented in this

Addendum, there is no substantial new information that was not available at the time of the Certified EIR, indicating that there would be a new, significant impact requiring major revisions of the Certified EIR.

***No New Information Showing Ability to Reduce Significant Effects Identified in the Certified EIR***

The Addendum analysis substantiates that there are no significant impacts requiring identification of alternatives to the Modified Project. The continued implementation of applicable mitigation from previous relevant CEQA documents as incorporated in this Addendum Measures reduce the Modified Project's potentially significant impacts to levels that are less-than-significant.

**Summary**

The analysis presented in this document substantiates that the analysis presented in the Certified EIR is sufficient to satisfy CEQA requirements for the proposed Modified Project. That is, with incorporation of mitigation, implementation of the Modified Project described and evaluated herein would not result in any significant new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the Certified EIR. As such, environmental assessment of the Modified Project does not require any major revision of the previously-approved Certified EIR, nor would development allowed by the Modified Project result in conditions that would require preparation of further analysis as described in the *CEQA Guidelines*.

## **5.0 MITIGATION SUMMARY**

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## 5.0 MITIGATION SUMMARY

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### 5.1 OVERVIEW

The following Table 5.1-1, *Mitigation Summary Matrix*, presents relevant mitigation measures incorporated in the Certified EIR and the 2007 Rich-Haven Specific Plan EIR.

Mitigation Measures that are no longer required are indicated by ~~strikeout font~~. The “Remarks” column identifies status and applicability of all Mitigation Measures.

At the discretion of the City, any of the mitigation measures identified at Table 5.1-1 may be modified to respond to conditions and context as they may apply to development proposed by the Modified Project. Any such discretionary modifications shall not result in any new significant environmental impacts. Rather, modifications (if any) would ensure compliance and consistency with current City goals, policies, regulations, and development programs/plans.

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<b>Aesthetics</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all aesthetics impacts of the Modified Project would be less-than-significant, or no impacts would result from the Modified Project. No mitigation is required of the Modified Project.
<b>Agriculture and Forestry Resources</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all agriculture and forestry resources impacts of the Modified Project would be less-than-significant, or no impacts would result from the Modified Project. No mitigation is required of the Modified Project.
<b>Air Quality</b>	
<p><del>3-1 The City of Ontario Building Department shall require that all new construction projects incorporate all feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:</del></p> <ul style="list-style-type: none"> <li><del>• Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:</del> <ul style="list-style-type: none"> <li><del>○ Requiring use of nontoxic soil stabilizers to reduce wind erosion.</del></li> <li><del>○ Applying water every four hours to active soil disturbing activities.</del></li> <li><del>○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.</del></li> <li><del>○ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits.</del></li> </ul> </li> </ul>	Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. The Modified Project would not result in air quality impacts not previously considered and addressed in the Certified EIR.

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<ul style="list-style-type: none"> <li><del>o Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.</del></li> <li><del>o Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</del></li> <li><del>o 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: <del>http://www.aqmd.gov/prdas/brochures/Super_Compliant_AIM.pdf.</del></del></li> </ul>	
<p><del>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 pedestrian paths (e.g., sidewalks).</del></p>	<p>This Certified EIR Mitigation Measure is not applicable to the Modified Project. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. The Modified Project would not result in air quality impacts not previously considered and addressed in the Certified EIR.</p>
<p><del>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 all 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.</del></p>	<p>This Certified EIR Mitigation Measure is not applicable to the Modified Project. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. The Modified Project would not result in air quality impacts not previously considered and addressed in the Certified EIR.</p>
<b>Cultural Resources</b>	
<p><del>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 development approvals in the Focus Areas.</del></p>	<p>This Certified EIR Mitigation Measure is not applicable to the Modified Project. No historic or potentially historic resources exist within the Modified Project site. The Modified Project would not result in historic resources impacts not previously considered and addressed in the</p>



<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
	Certified EIR.
<p>5-2 <i>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:</i></p> <p><i>a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.</i></p> <p><i>b) Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director is satisfied that adequate provisions are in place to protect these resources.</i></p> <p><i>c) 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 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.</i></p>	Applicable. This Measure is carried forward from the Certified EIR and shall be implemented by the Modified Project.
<p>5-3 <i>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</i></p>	Applicable. This Measure is carried forward from the Certified EIR and shall be implemented by the Modified Project.

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<i>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.</i>	
<i>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.</i>	Applicable. This Measure is carried forward from the Certified EIR and shall be implemented by the Modified Project.
<b>Energy</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all energy impacts of the Modified Project would be less-than-significant, or no impacts would result from the Modified Project. No mitigation is required of the Modified Project.
<b>Geology and Soils</b>	
Please refer to Mitigation Measure 5-2, presented previously.	Applicable. Mitigation is carried forward from the Certified EIR and shall be implemented by the Modified Project.

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<b>Greenhouse Gas Emissions</b>	
<p><del>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 supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:</del></p> <ul style="list-style-type: none"> <li><del>• 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 measures shall be implemented, as identified in the CAP.</del></li> <li><del>• The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.</del></li> <li><del>• 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.</del></li> </ul>	<p>This Certified EIR Mitigation Measure is not applicable to the Modified Project. This is a City staff directive to prepare a Climate Action Plan. This is not a mitigation measure for the Modified Project. 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 incumbent Climate Action Plan.</p>

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li><del>• Emission Targets: The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City:</del></li> <li><del>• 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.</del></li> <li><del>• 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.</del></li> <li><del>• 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.</del></li> </ul>	
<p><del>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):</del></p>	<p>This Certified EIR Mitigation Measure is not applicable to the Modified Project. This is a City staff directive guiding preparation of, and content of, the Climate Action Plan. This is not a mitigation measure for the Modified Project. 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 incumbent Climate Action Plan.</p>

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>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.</del></li> <li>• <del>Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency.</del></li> <li>• <del>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.</del></li> <li>• <del>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.</del></li> <li>• <del>Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate.</del></li> <li>• <del>Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City.</del></li> <li>• <del>Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>Install energy efficient lighting and lighting control systems in all municipal buildings.</del></li> <li>• <del>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.</del></li> <li>• <del>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.</del></li> <li>• <del>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.</del></li> <li>• <del>Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.</del></li> <li>• <del>Reduce heat gain from pavement and other similar hardscaping.</del></li> <li>• <del>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,</del></li> </ul>	

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<p><del>ride sharing, car sharing, bicycling and walking.</del></p> <ul style="list-style-type: none"> <li><del>• Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.</del></li> <li><del>• Facilitate employment opportunities that minimize the need for private vehicle trips, by:</del></li> <li><del>• Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.</del></li> <li><del>• Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.</del></li> <li><del>• Establish policies and programs to reduce onsite parking demand and promote ridesharing and public transit at large events.</del></li> <li><del>• Support and promote the use of low and zero emission vehicles, by:</del></li> <li><del>• 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.</del></li> <li><del>• Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug-in electric hybrids (PHEV).</del></li> <li><del>• Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p><del>fleet mixes:</del></p> <ul style="list-style-type: none"> <li><del>• Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.</del></li> <li><del>• 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.</del></li> <li><del>• 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).</del></li> <li><del>• 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.</del></li> <li><del>• Support the use of green building practices by:</del></li> <li><del>• Providing information, marketing, training, and technical assistance about green building practices.</del></li> <li><del>• Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development.</del></li> <li><del>• Adopt energy efficiency performance standards for buildings</del></li> </ul>	



<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<p>designed to achieve a greater reduction in energy and water use than currently required by state law, including:</p> <ul style="list-style-type: none"> <li>• <del>Standards for the installation of "cool roofs".</del></li> <li>• <del>Standards for improved overall efficiency of lighting systems.</del></li> <li>• <del>Requirements for the use of Energy Star appliances and fixtures in discretionary new development.</del></li> <li>• <del>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.</del></li> <li>• <del>Establish policies and programs that facilitate the siting of new renewable energy generation.</del></li> <li>• <del>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.</del></li> <li>• <del>Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:</del> <ul style="list-style-type: none"> <li>• <del>Conducting energy audits.</del></li> <li>• <del>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</del></li> </ul> </li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>window glass.</p> <ul style="list-style-type: none"> <li>• <del>Implementing an energy tracking and management system for its municipal facilities.</del></li> <li>• <del>Installing energy efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.</del></li> <li>• <del>Installing energy efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations.</del></li> <li>• <del>Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).</del></li> <li>• <del>Installing Energy Star® appliances and energy efficient vending machines.</del></li> <li>• <del>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.).</del></li> <li>• <del>Installing irrigation control systems which maximize water use efficiency and minimize off peak use.</del></li> <li>• <del>Adopting an accelerated replacement schedule for energy inefficient systems and components.</del></li> <li>• <del>Insure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions,</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>including:</p> <ul style="list-style-type: none"> <li>• <del>Providing energy efficiency training to design, engineering, building operations, and maintenance staff.</del></li> <li>• <del>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.</del></li> <li>• <del>Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards.</del></li> <li>• <del>Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off peak demand schedules for heavy commercial and industrial users.</del></li> <li>• <del>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.</del></li> <li>• <del>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.</del></li> <li>• <del>Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.</del></li> <li>• <del>Conduct a comprehensive inventory and analysis of the urban</del></li> </ul>	

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<p><del>forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices.</del></p> <ul style="list-style-type: none"> <li><del>• 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.</del></li> <li><del>• Implement enhanced programs to divert solid waste from landfill operations, by:</del></li> <li><del>• Establishing a diversion target which meets or exceeds AB 939 requirements.</del></li> <li><del>• Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.</del></li> <li><del>• Reduce per capita water consumption consistent with state law by 2020.</del></li> <li><del>• Establish a water conservation plan that may include such policies and actions as:</del></li> <li><del>• Maintaining and refining the City's tiered rate structure for water use.</del></li> <li><del>• Establishing restrictions on time of use for landscape watering, or other demand management strategies.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>Establishing performance standards for irrigation equipment and water fixtures, consistent with state law.</del></li> <li>• <del>Establish programs and policies to increase the use of recycled water, including:</del></li> <li>• <del>Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.</del></li> <li>• <del>Ensure that building standards and permit approval processes promote and support water conservation, by:</del></li> <li>• <del>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).</del></li> <li>• <del>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.</del></li> <li>• <del>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.</del></li> <li>• <del>Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building</del></li> </ul>	

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<p><del>envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.</del></p> <p><del>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:</del></p> <ul style="list-style-type: none"> <li><del>• Increase densities in urban core areas to support public transit, by, among other means:</del></li> <li><del>• Removing barriers to the development of accessory dwelling units in existing residential neighborhoods.</del></li> <li><del>• Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.</del></li> <li><del>• Add bicycle facilities to city streets and public spaces, where feasible.</del></li> <li><del>• Promote infill, mixed use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones.</del></li> <li><del>• Plan for and create incentives for mixed use development.</del></li> <li><del>• Identify sites suitable for mixed use development and establish appropriate site specific standards to accommodate mixed uses which could include:</del></li> <li><del>• Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so.</del></li> </ul>	<p>This Certified EIR Mitigation Measure is not applicable to the Modified Project. This is a City staff directive to amend the Municipal Code to reflect certain GHG emission reduction concepts. The Modified Project would be required to implement applicable Municipal Code GHG emission reduction measures.</p>

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>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.</del></li> <li>• <del>Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops.</del></li> <li>• <del>Allowing for tandem parking, shared parking and off site parking leases.</del></li> <li>• <del>Enable prototype mixed use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling.</del></li> <li>• <del>Identify and facilitate the inclusion of complementary 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.</del></li> <li>• <del>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.</del></li> <li>• <del>Develop form based community design standards to be applied to development projects and land use plans, for areas designated mixed use.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>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.</del></li> <li>• <del>Identify transit centers appropriate for mixed use development, and promote transit oriented, mixed use development within these targeted areas, by:</del></li> <li>• <del>Providing maximum parking standards and flexible building height limitations.</del></li> <li>• <del>Providing density bonus programs.</del></li> <li>• <del>Establishing guidelines for private and public spaces for transit oriented and mixed use development.</del></li> <li>• <del>Discouraging auto oriented development.</del></li> <li>• <del>Ensure new development is designed to make public transit a viable choice for residents, including:</del></li> <li>• <del>Locating medium to high density development near activity centers that can be served efficiently by public transit and alternative transportation modes.</del></li> <li>• <del>Locating medium to high density development near streets served</del></li> </ul>	



**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>by public transit whenever feasible.</p> <ul style="list-style-type: none"> <li>• <del>Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths.</del></li> <li>• <del>Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.</del></li> <li>• <del>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:</del></li> <li>• <del>Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking.</del></li> <li>• <del>Encouraging pedestrian only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling.</del></li> <li>• <del>Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape.</del></li> <li>• <del>Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic.</del></li> <li>• <del>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.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>Ensure pedestrian access to activities and services, especially within, but not limited to, mixed use and transit oriented development areas, by:-</del></li> <li>• <del>Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares.</del></li> <li>• <del>Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed use structures.</del></li> <li>• <del>Locating schools in neighborhoods, within safe and easy walking distances of residences served.</del></li> <li>• <del>Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear.</del></li> <li>• <del>Supporting development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access.</del></li> <li>• <del>Utilizing street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway.</del></li> <li>• <del>Prioritizing the physical development of pedestrian connectors for existing areas that do not meet established connectivity standards.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.</del></li> <li>• <del>Reduce heat gain from pavement and other similar hardscaping, by:</del></li> <li>• <del>Including low water landscaping in place of hardscaping around transportation infrastructure and in parking areas.</del></li> <li>• <del>Establishing standards that provide for pervious pavement options.</del></li> <li>• <del>Removing obstacles to natural, drought tolerant landscaping and low water landscaping.</del></li> <li>• <del>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:</del></li> <li>• <del>Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.</del></li> <li>• <del>Upgrade and maintain the following transit system infrastructure to enhance public use, including:</del></li> <li>• <del>Ensuring transit stops and bus lanes are safe, convenient, clean and efficient.</del></li> <li>• <del>Ensuring transit stops have clearly marked street level designation, and are accessible.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate.</del></li> <li>• <del>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.</del></li> <li>• <del>Facilitate employment opportunities that minimize the need for private vehicle trips, by:</del></li> <li>• <del>Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.</del></li> <li>• <del>Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.</del></li> <li>• <del>Establish standards for new development and redevelopment projects to support bicycle use, including:</del></li> <li>• <del>Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including:</del></li> <li>• <del>Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where feasible.</del></li> <li>• <del>Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including:</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances.</del></li> <li>• <del>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.</del></li> <li>• <del>Establish policies and programs to reduce onsite parking demand and promote and public transit at large events.</del></li> <li>• <del>Require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.</del></li> <li>• <del>Support and promote the use of low and zero emission vehicles (NEV), by:</del></li> <li>• <del>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.</del></li> <li>• <del>Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).</del></li> <li>• <del>Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas electric hybrid vehicles.</del></li> <li>• <del>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.</del></li> <li>• <del>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.</del></li> <li>• <del>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.</del></li> <li>• <del>Support the use of green building practices by:</del></li> <li>• <del>Establishing guidelines for green building practices in residential and commercial development.</del></li> <li>• <del>Providing incentives, which may include reduction in development fees, administrative fees, and/or expedited permit processing for projects that use green building practices.</del></li> <li>• <del>Adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise</del></li> </ul>	

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<p>required by current state law, including:</p> <ul style="list-style-type: none"> <li>• <del>Standards for the installation of "cool roofs".</del></li> <li>• <del>Standards for improved overall efficiency of lighting systems.</del></li> <li>• <del>Requirements for the use of Energy Star appliances and fixtures in discretionary new development.</del></li> <li>• <del>Requirements for new residential lots and/or structures to be arranged and oriented to maximize effective use of passive solar energy.</del></li> <li>• <del>Require that affordable housing development incorporate energy efficient design and features to the maximum extent feasible.</del></li> <li>• <del>Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas).</del></li> <li>• <del>Identify and remove or otherwise address barriers to renewable energy production, including:</del></li> <li>• <del>Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers.</del></li> <li>• <del>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.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>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.</del></li> <li>• <del>Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values.</del></li> <li>• <del>Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate.</del></li> <li>• <del>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:</del></li> <li>• <del>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.</del></li> <li>• <del>Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south sloped roof.</del></li> <li>• <del>Roof framing that will support the addition of solar panels.</del></li> <li>• <del>Installation of electrical conduit to accept solar electric system wiring.</del></li> <li>• <del>Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank.</del></li> </ul>	



**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>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.</del></li> <li>• <del>Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:</del></li> <li>• <del>Conducting energy audits.</del></li> <li>• <del>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.</del></li> <li>• <del>Implementing an energy tracking and management system for its municipal facilities.</del></li> <li>• <del>Installing energy efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.</del></li> <li>• <del>Installing energy efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations.</del></li> <li>• <del>Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).</del></li> <li>• <del>Installing Energy Star® appliances and energy efficient vending machines.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>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.).</del></li> <li>• <del>Installing irrigation control systems maximizing water use efficiency and minimizing off-peak use.</del></li> <li>• <del>Adopting an accelerated replacement schedule for energy inefficient systems and components.</del></li> <li>• <del>Require that any newly constructed, purchased, or leased municipal space meet minimum standards, such as:</del></li> <li>• <del>The Energy Star® New Homes Program established by U.S. EPA.</del></li> <li>• <del>The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating.</del></li> <li>• <del>Reduce per capita water consumption consistent with state law by 2020.</del></li> <li>• <del>Establish a water conservation plan that may include such policies and actions as:</del></li> <li>• <del>Maintaining and refining the City's tiered rate structure for water use.</del></li> <li>• <del>Establishing restrictions on time of use for landscape watering, or other demand management strategies.</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> <li>• <del>Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law.</del></li> <li>• <del>The City will establish programs and policies to increase the use of recycled water, including:</del></li> <li>• <del>Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.</del></li> <li>• <del>Ensure that building standards and permit approval processes promote and support water conservation, by:</del></li> <li>• <del>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).</del></li> <li>• <del>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.</del></li> <li>• <del>Install water efficient landscapes and irrigation, including:</del></li> <li>• <del>Requiring planting drought tolerant and native species, and covering exposed dirt with moisture retaining mulch or other materials such as decomposed granite.</del></li> <li>• <del>Requiring the installation of water efficient irrigation systems and</del></li> </ul>	

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p><del>devices, including advanced technology such as moisture sensing irrigation controls.</del></p> <ul style="list-style-type: none"> <li><del>• Promote the planting of shade trees and establish shade tree guidelines and specifications, including:</del></li> <li><del>• Establishing guidelines for tree planting based on the land use (residential, commercial, parking lots, etc.).</del></li> <li><del>• Establishing guidelines for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc.</del></li> <li><del>• Establishing tree guidelines for placement, including distance from structures, density of planting, and orientation relative to structures and the sun.</del></li> <li><del>• Develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal, including:</del></li> <li><del>• 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.</del></li> </ul>	
<p><del>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).</del></p>	<p>This Certified EIR Mitigation Measure is not applicable to the Modified Project. 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.</p>

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
	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 incumbent Climate Action Plan.
<p><del>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.</del></p>	This Certified EIR Mitigation Measure is not applicable to the Modified Project. 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><del>6-6 The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.</del></p>	This Certified EIR Mitigation Measure is not applicable to the Modified Project. This is a City staff directive to participate in the County of 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.
<b>Hazards and Hazardous Materials</b>	
<p><i>9-1 Prior to the issuance of permits by the City of Ontario for any structural demolition activities on the project site, the project developer will be required to submit documentation to the City of Ontario Building Department that asbestos and lead-based paint issues are not applicable to their property or that appropriate remediation actions will be undertaken to correct any lead-based paint or asbestos issues, in conformance with the regulations of the South Coast Air Quality Management District and the State of California, Division of Occupational Health and Safety.</i></p>	Applicable. Mitigation is carried forward from the 2007 EIR and shall be implemented by the Modified Project.
<p><i>9-2 Subsequent to grading activities, testing for the presence of methane in the soil shall be performed. This testing shall conform to applicable City of Ontario standards. If methane is detected, mitigation would include the installation of under-slab methane vents, methane barrier, and sealing utilities in locations where they enter a structure and penetrate the methane</i></p>	Applicable. Mitigation is carried forward from the 2007 EIR and shall be implemented by the Modified Project.

**Table 5.1-1  
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<i>barrier.</i>	
9-3 <i>Post-grading methane gas investigation should take place near the former Scritsmier Hog Ranch (13571 Haven Avenue) where subsurface methane levels exceed 5,000 ppm. A passive vent system and gas membrane beneath the floor slab should be installed, along with utility trench dams and conduit seals.</i>	Applicable. Mitigation is carried forward from the 2007 EIR and shall be implemented by the Modified Project.
9-4 <i>Careful clearing, grubbing, segregation, and stockpiling or proper disposal of the near surface organic-rich soils at the site prior to the initiation of mass grading activities should occur.</i>	Applicable. Mitigation is carried forward from the 2007 EIR and shall be implemented by the Modified Project.
9-5 <i>Identification and segregation/stockpiling or proper disposal of deeper soils which contain elevated levels of organic material should be conducted.</i>	Applicable. Mitigation is carried forward from the 2007 EIR and shall be implemented by the Modified Project.
9-6 <i>Prior to approval of a discretionary permit or approval for development of proposed residential uses on the Hillardis property, such as a parcel map or tentative tract map, a Phase 1 Environmental Site Assessment (ESA) shall be conducted and the results of that ESA implemented. The Phase 1 ESA shall be provided to the City of Ontario and shall be included in any CEQA analysis prepared in connection with the consideration of a discretionary approval for development of the eastern half of the project site.</i>	Applicable. Mitigation is carried forward from the 2007 EIR and shall be implemented by the Modified Project.
<b>Hydrology and Water Quality</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all hydrology and water quality impacts of the Modified Project would be less-than-significant, or no impacts would result from the Modified Project. No mitigation is required of the Modified Project.
<b>Land Use and Planning</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all land use and planning impacts of the Modified Project would be less-than-significant, or no impacts

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
	would result from the Modified Project. No mitigation is required of the Modified Project.
<b>Mineral Resources</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all mineral resources impacts of the Modified Project would be less-than-significant, or no impacts would result from the Modified Project. No mitigation is required of the Modified Project.
<b>Noise</b>	
<del>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).</del>	This Certified EIR Mitigation Measure is not applicable to the Modified Project. The Modified Project site is located within the ONT airport influence area, but is not located within a designated noise impact zone. The Modified Project would therefore not be exposed to excessive airport/airfield-source noise levels associated with ONT operations. Buildings constructed under the Modified Project would be required by law to conform to applicable noise performance standards and regulations..
<del>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</del>	Vibration impacts of the Modified Project have been evaluated in this Addendum and are substantiated to be less-than-significant.

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
implemented during construction (e.g., drilled piles to eliminate use of vibration intensive pile driver).	
<del>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 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.</del>	This Certified EIR Mitigation Measure is not applicable to the Modified Project. The Modified Project is not located directly adjacent to the Union Pacific Railroad or Southern California Regional Railway.
<del>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.</del>	Construction-source noise impacts of the Modified Project have been evaluated in this Addendum and are substantiated to be less-than-significant.
<b>Population and Housing</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all population and housing impacts of the Modified Project would be less-than-significant, or no impacts



<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
	would result from the Modified Project. No mitigation is required of the Modified Project.
<b>Public Services</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all public services impacts of the Modified Project would be less-than-significant, or no impacts would result from the Modified Project. No mitigation is required of the Modified Project.
<b>Recreation</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all recreation impacts of the Modified Project would be less-than-significant. No mitigation is required of the Modified Project.
<b>Transportation</b>	
<del>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.</del>	This Certified EIR Mitigation Measure is not applicable to the Modified Project. This is a City staff directive to assure that the Mobility Element of the Ontario Plan is consistent with the recommendations of the associated Certified EIR traffic study.
<b>Tribal Cultural Resources</b>	
Please refer to Mitigation Measures 5-2 through 5-4, presented under Cultural Resources.	Mitigation Measures 5-2 through 5-4 are carried forward from the Certified EIR and shall be implemented by the Modified Project.
<b>Utilities and Service Systems</b>	
<del>17-1The 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</del>	This Certified EIR Mitigation Measure is not applicable to the Modified Project. This is a City staff directive to assure that a water use efficiency policy is included in the Policy Plan. As substantiated in this

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<p><del>water demand, through conservation measures, including but not limited to:</del></p> <p><del>a) Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council).</del></p> <p><del>b) Continue to develop and implement drought contingency plans to assist citizens and businesses reduce water use during water shortages and emergencies.</del></p> <p><del>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.</del></p>	<p>Addendum, all utilities and services impacts of the Modified Project would be less-than-significant.</p>
<p><del>17-2The 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.</del></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. As substantiated in this Addendum, all utilities and services impacts of the Modified Project would be less-than-significant.</p>
<p><del>17-3The 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.</del></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. As substantiated in this Addendum, all utilities and services impacts of the Modified Project would be less-than-significant</p>

<b>Table 5.1-1 Mitigation Summary Matrix</b>	
<b>Mitigation Measures</b>	<b>Remarks</b>
<b>Wildfire</b>	
N/A	Mitigation is not identified in previous relevant CEQA documents. As substantiated in this Addendum, all wildfire impacts of the Modified Project would be less-than-significant, or no impacts would result from the Modified Project. No mitigation is required of the Modified Project.

March 23, 2021

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**SUBJECT: 2021 RICH-HAVEN SPECIFIC PLAN AMENDMENT PROJECT AIR QUALITY, GREENHOUSE GAS,  
& HEALTH RISK ASSESSMENT MEMORANDUM**

Urban Crossroads, Inc. is pleased to provide the following Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum for the proposed 2021 Rich-Haven Specific Plan Amendment Project (2021 Specific Plan Amendment, Modified Project). The Modified Project is located westerly of Interstate 15 (I-15), and southerly of State Route 60 (SR-60) in the City of Ontario, as shown on Exhibit 1-A. The Modified Project lies within the 8,200-acre Ontario Ranch, in the southeasterly portion of The Ontario Plan (TOP). The purpose of this work effort is to determine if the Modified Project would result in new or substantially different air quality, greenhouse gas, or health risk impacts than those considered and addressed in The Ontario Plan EIR (Certified EIR).

### **MODIFIED PROJECT SUMMARY**

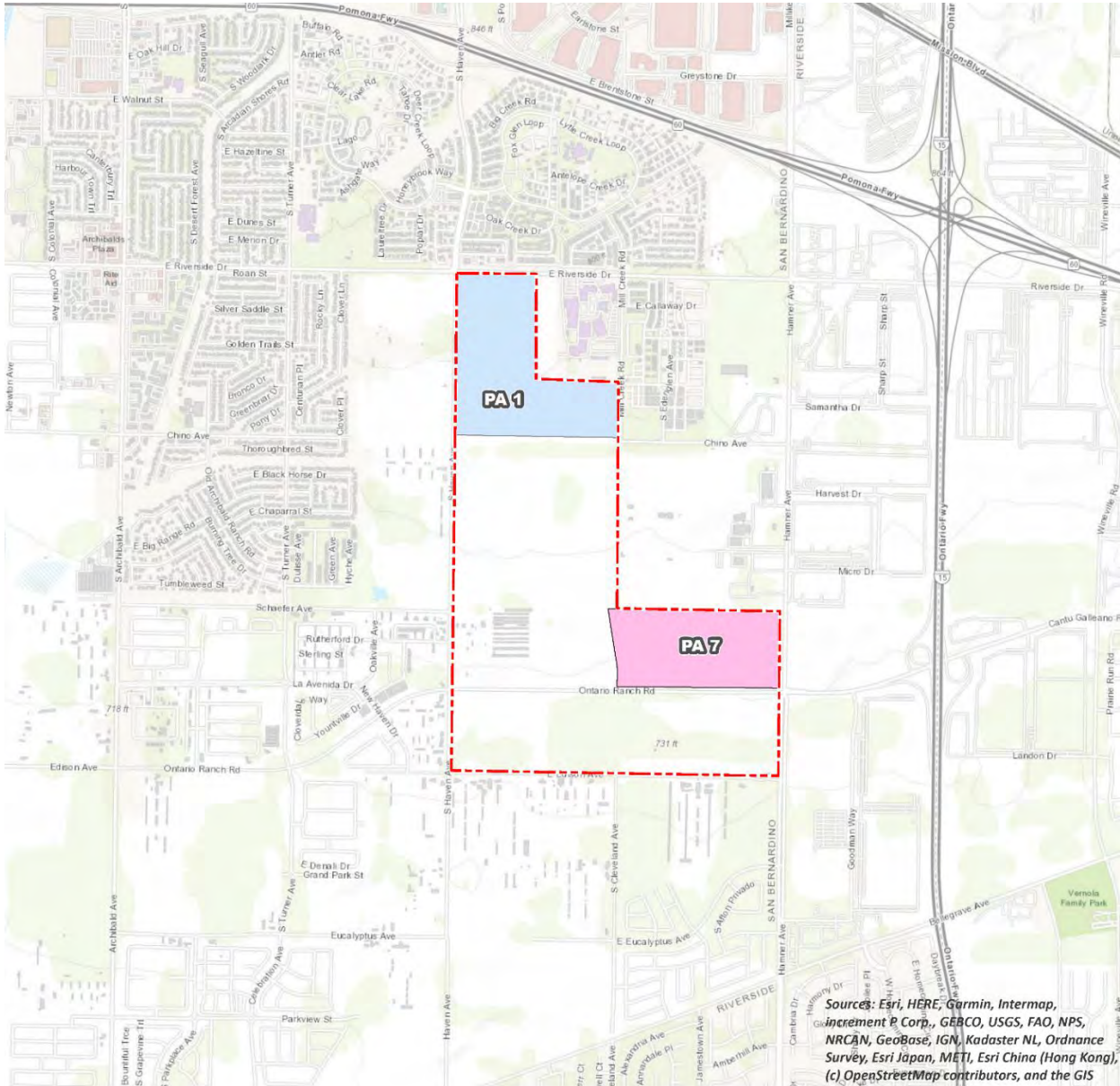
The 2018 Specific Plan development concept provides for a maximum of 7,194 dwelling units (all residential types), a maximum of 1,131,702 square feet of commercial/office space, 27 acres of public parkland, approximately 20.0 acres Southern California Edison (SCE) Parcel open space, and various Edison Easements (2018 Specific Plan Land Use Table).

The Modified Project includes an amendment to the adopted Specific Plan that would allow for the development of a mix of industrial, office, and retail/commercial uses, with the establishment of a new Light Industrial Land Use allowing for maximum development of 1,183,525 SF of Light Industrial floor area and a maximum of 300,000 SF of commercial/office space. For the purposes of this analysis, and consistent with assumptions of the Addendum Traffic Impact Analysis Report (1), the Modified Project light industrial/commercial-retail uses are assumed to comprise 1,175,000 SF of floor area that consists of 525,000 SF of high-cube warehouse/distribution facilities, 262,500 SF of high cube fulfillment center, 262,500 SF of high cube cold storage warehouse, 93,750 SF of retail space, 18,750 SF of high turnover sit down restaurant space, and 12,500 SF of fast-food restaurant with drive-through space.<sup>1</sup>

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<sup>1</sup> The Specific Plan Mixed Use District allows for combinations of commercial, office, and residential development at various densities/intensities. Any given proposal within the Specific Plan Mixed Use District is required to conform to applicable Specific Plan Design Guidelines and Development Standards; and trip generation (Average Daily Trips, ADT) of such proposals shall not exceed trip generation estimates (the "trip budget") identified in The Ontario Plan EIR. Such proposals shall be subject to review and approval by the Planning Director or Assignee. Proposals that exceed The Ontario Plan EIR trip budget and/or do not conform to applicable Specific Plan Design Guidelines and Development Standards may require further amendment of the Specific Plan and additional CEQA analysis.

**EXHIBIT 1-A: LOCATION MAP**



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS

**LEGEND:**

N

Rich Haven Specific Plan Boundary

The Modified Project is accompanied by an application for approval of a Development Agreement (DA) related to the conceptual site plan within the 2021 Specific Plan Amendment Planning Area 7 (PA 7) as shown on Exhibit 1-B. With the establishment of the new Light Industrial Land Use for PA 7, the previously entitled residential use planned for PA 7 would be reassigned to Planning Area 1 (PA 1). Allowable residential densities and residential product types for PA 1 would be amended accordingly. Please refer also to Addendum Section 2.0, *Project Description*.

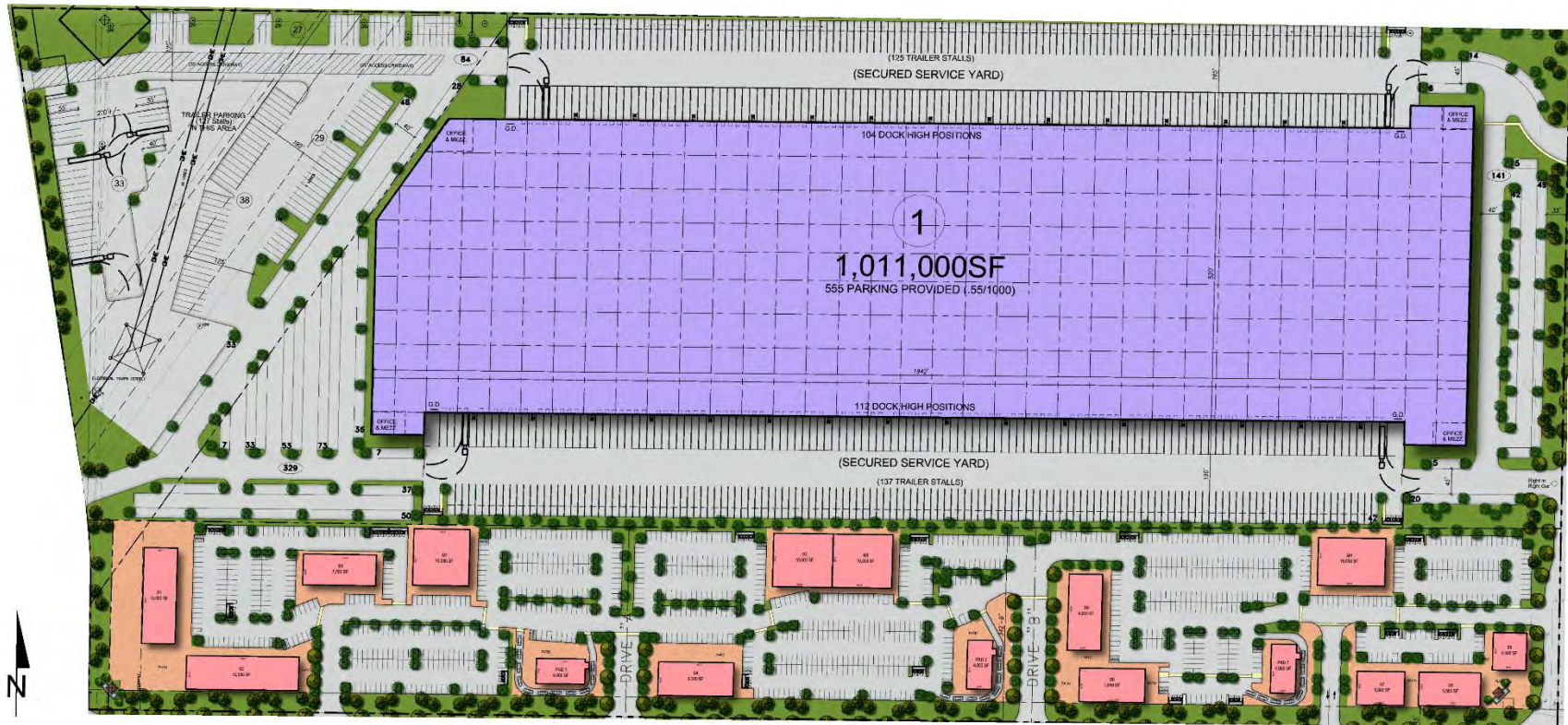
## **ONTARIO PLAN EIR AIR QUALITY AND GREENHOUSE GAS IMPACT SIGNIFICANCE FINDINGS**

The Ontario Plan EIR determined that development of the City pursuant to the Policy Plan would result in the following significant and unavoidable air quality impacts:

- Buildout of the City pursuant to the Policy Plan would conflict with the SCAQMD's AQMP.
- Construction-Source Impacts exceeding regional air quality thresholds, cumulative contribution to SCAQMD nonattainment designations, and elevated concentrations of air pollutants at sensitive receptors.
- Operational-Source Impacts exceeding regional air quality thresholds, cumulative contribution to SCAQMD nonattainment designations, and elevated concentrations of air pollutants at sensitive receptors.
- Conversion of agricultural land to nonagricultural uses would temporarily expose residents to objectionable odors.
- Buildout of the City pursuant to the Policy Plan would generate greenhouse gas emissions that would significantly contribute to global climate change impacts in California.

Where impacts were determined to be significant and unavoidable, the EIR identifies mitigation that would reduce the impact(s) to the extent feasible. The Ontario Plan EIR further determined that all greenhouse gas impacts resulting from development of the City pursuant to the Policy Plan would not be potentially significant or would be reduced to levels that would be less-than-significant through implementation of the Ontario Plan EIR mitigation measures. Please refer also to Ontario Plan EIR, available at the following link: <http://www.ontarioplan.org/environmental-impact-report/>.

EXHIBIT 1-B: CONCEPTUAL SITE PLAN (PA 7)



## MODIFIED PROJECT AIR QUALITY IMPACT ANALYSIS

### AIR QUALITY REGIONAL EMISSIONS THRESHOLDS

The SCAQMD has also developed regional significance thresholds for other regulated pollutants, as summarized at Table 1 (2). The SCAQMD’s CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

**TABLE 1: MAXIMUM DAILY REGIONAL EMISSIONS THRESHOLDS**

Pollutant	Construction	Operations
<b>Regional Thresholds</b>		
NO <sub>x</sub>	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

lbs/day – Pounds Per Day

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015

### STANDARD REGULATORY REQUIREMENTS/BEST AVAILABLE CONTROL MEASURES (BACMs)

SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to Rule 403 (Fugitive Dust) (3) and Rule 1113 (Architectural Coatings) (4). Additionally, this analysis assumes the Project’s compliance with the 2019 Title 24 Standards.

#### **BACM AQ-1**

All applicable measures included in Rule 403, shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to (3):

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.



- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

**BACM AQ-2**

The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (4):

- Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.

**CONSTRUCTION EMISSIONS**

Construction activities associated with the Project would result in emissions of carbon monoxide (CO), Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO<sub>x</sub>), Sulfur Oxides (SO<sub>x</sub>), particulate matter ≤ 10 microns (PM<sub>10</sub>), and particulate matter ≤ 2.5 microns (PM<sub>2.5</sub>). The duration of construction activity was based on the 2021 Opening Year. The construction schedule utilized in the analysis, shown in Table 2, represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.<sup>2</sup>

**TABLE 2: CONSTRUCTION DURATION**

Phase Name	Start Date	End Date	Days
Site Preparation	01/03/2022	02/11/2022	30
Grading	02/12/2022	06/03/2022	80
Building Construction	06/04/2022	11/29/2024	650
Paving	10/07/2023	11/29/2024	600
Architectural Coating	08/13/2022	11/29/2024	300

***Construction Equipment***

The associated construction equipment was generally based on California Emissions Estimator Model™ (CalEEMod) 2016.3.2 defaults. A detailed summary of construction equipment assumptions by phase is provided at Table 3.

<sup>2</sup> As shown in the California Emissions Estimator Model (CalEEMod) User’s Guide Version 2016.3.2, Section 4.3 “OFFROAD Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

**TABLE 3: CONSTRUCTION EQUIPMENT**

Activity	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	6	8
	Rubber Tired Dozers	5	8
Grading	Crawler Tractors	3	8
	Excavator	3	8
	Graders	2	8
	Rubber Tired Dozers	2	8
	Scrapers	3	8
Building Construction	Cranes	2	8
	Crawler Tractors	5	8
	Forklifts	5	8
	Generator Sets	2	8
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

**REGIONAL CONSTRUCTION EMISSIONS SUMMARY**

The estimated maximum daily regional construction emissions are summarized on Table 4. Detailed construction model outputs are presented in Attachment A. Under the assumed scenarios, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. Thus, a less than significant impact would occur for Project-related construction-source emissions and no mitigation measures are required.

**TABLE 4: MODIFIED PROJECT REGIONAL CONSTRUCTION EMISSIONS SUMMARY**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2022	28.42	89.90	121.98	0.40	25.10	9.09
2023	28.63	90.52	133.23	0.41	25.84	8.92
2024	28.15	90.26	128.75	0.41	25.84	8.92
Winter						
2022	28.54	89.62	111.25	0.38	25.11	9.09
2023	28.75	90.27	122.93	0.39	25.85	8.92
2024	28.28	90.00	119.11	0.38	25.84	8.92
<b>Total Maximum Daily Emissions</b>	<b>28.75</b>	<b>90.52</b>	<b>133.23</b>	<b>0.41</b>	<b>25.85</b>	<b>9.09</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**OPERATIONAL EMISSIONS**

Operational activities associated with the Project would result in emissions of CO, VOCs, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational related emissions are expected from the following primary sources: area source emissions, energy source emissions, mobile source emissions, and on-site equipment emissions.

***Area Source Emissions***

*Architectural Coatings* – Over a period of time, the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using the CalEEMod.

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

*Landscape Maintenance Equipment* – Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain

the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in the CalEEMod model.

### ***Energy Source Emissions***

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

*Title 24 Energy Efficiency Standards* – California’s Energy Efficiency Standards for Residential and Nonresidential Buildings was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity. The 2019 version of Title 24 was adopted by the CEC and will become effective on January 1, 2020. As such, the analysis herein assumes compliance with the 2019 Title 24 Standards.

### ***Mobile Source Emissions***

Project mobile source emissions are primarily dependent overall daily vehicle trip generation. Trip generation from the Addendum Traffic Impact Analysis Report (1) is utilized in the air quality modeling herein.

### **REGIONAL OPERATIONAL EMISSIONS SUMMARY**

Table 5 summarizes the Project’s daily regional emissions from on-going operations. Detailed construction model outputs are presented in Attachment B. As shown, during operational activity, Project emissions would exceed the SCAQMD regional thresholds of significance for emissions of VOC and NO<sub>x</sub>. VOC and NO<sub>x</sub> exceedances that would occur under the Modified Project are considered and addressed within the Certified EIR. Moreover, as discussed subsequently, VOC, NO<sub>x</sub> and other operational-source emissions generated under the Modified Project would be incrementally reduced when compared to emissions generated by development of the subject site pursuant to the Policy Plan.

**TABLE 5: MODIFIED PROJECT OPERATIONAL EMISSIONS SUMMARY**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
Area	27.17	1.14E-03	0.13	1.00E-05	4.50E-04	4.50E-04
Energy	0.71	6.43	5.40	0.04	0.49	0.49
Mobile	38.98	78.68	284.59	0.82	72.78	19.90
TRUs	1.28	10.07	14.23	0.00	0.20	0.19
On-Site	0.66	5.84	4.51	0.02	0.21	0.20
<b>Total Maximum Daily Emissions</b>	<b>68.79</b>	<b>101.02</b>	<b>308.85</b>	<b>0.88</b>	<b>73.68</b>	<b>20.78</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Winter						
Area	27.17	1.14E-03	0.13	1.00E-05	4.50E-04	4.50E-04
Energy	0.71	6.43	5.40	0.04	0.49	0.49
Mobile	36.74	81.61	260.71	0.78	72.74	19.89
TRUs	1.28	10.07	14.23	0.00	0.20	0.19
On-Site	0.66	5.84	4.51	0.02	0.21	0.20
<b>Total Maximum Daily Emissions</b>	<b>66.55</b>	<b>103.94</b>	<b>284.97</b>	<b>0.84</b>	<b>73.65</b>	<b>20.77</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**LOCALIZED CONSTRUCTION EMISSIONS SUMMARY**

The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology) (5). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD established LSTs in response to the SCAQMD Governing Board’s Environmental Justice Initiative I-4<sup>3</sup>. LSTs represent the maximum emissions from a project

<sup>3</sup> The purpose of SCAQMD’s Environmental Justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines Environmental

that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

### **Receptors**

Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. This Memorandum analyzes localized construction and operational emissions impacts at the nearest sensitive receptors. Receptors can include both residential and non-residential receptors.

*Residential Receptors* – Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors”; they are also known to be locations where an individual can remain for 24 hours.

*Non-Residential Receptors* – As discussed in the *LST Methodology*, commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain onsite for a full 24 hours but are typically onsite for eight hours. As such, the *LST Methodology* explicitly states that “LSTs based on shorter averaging periods, such as the NO<sub>2</sub> and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours (5).” Consistent with the SCAQMD’s Final LST Methodology, the nearest industrial or commercial uses to the Project site are considered to determine operational and construction air impacts for emissions of NO<sub>2</sub> and CO.

### *Project-related Air Quality Receptors*

Air quality receptors in the Project study area include existing residential homes, existing non-residential uses (e.g., commercial and industrial land uses), the Colony High School, and potential residential and non-residential uses that may be developed as part of the Rich-Haven Specific Plan as shown on Exhibit 1-C.

The SCAQMD recommends that the nearest receptor be considered when determining the Project’s potential to cause an individual and cumulatively significant impact. As shown on Exhibit 1-C, several receptors are in close proximity to and immediately adjacent (less than 25-meters) to Planning Areas 1 and 7. The *LST Methodology* states that “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters (5).” As a conservative measure, the 25-meter receptor distance is used for purposes of LSTs.

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Justice as “...equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.”

**EXHIBIT 1-C: AIR QUALITY LST RECEPTOR LOCATIONS**

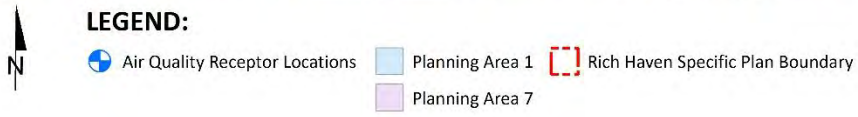


Table 6 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Outputs from the model runs for construction LSTs are provided in Attachment A. Emissions resulting from Project activity construction will not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less than significant impact would occur for localized Project-related construction-source emissions and no mitigation measures are required.

**TABLE 6: MODIFIED PROJECT LOCALIZED SIGNIFICANCE SUMMARY OF CONSTRUCTION**

Maximum On-Site Construction Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	27.27	32.31	10.82	4.49
SCAQMD Localized Threshold	270	2,193	16	9
Threshold Exceeded?	NO	NO	NO	NO

**LOCALIZED OPERATIONAL EMISSIONS SUMMARY**

Table 7 shows the calculated emissions for the Project’s operational activities compared with the applicable LSTs. The LST analysis includes on-site sources only; however, CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on Table 7 represent all on-site Project-related stationary (area) sources and two percent (2%) of the Project-related mobile sources. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, localized Project operational-source emissions would not exceed applicable LSTs.

**TABLE 7: MODIFIED PROJECT LOCALIZED SIGNIFICANCE SUMMARY OF OPERATIONS**

Maximum On-Site Construction Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	23.96	29.95	2.36	1.28
SCAQMD Localized Threshold	270	2,193	4	2
Threshold Exceeded?	NO	NO	NO	NO



## **AIR QUALITY IMPACTS COMPARISON**

### **CONSTRUCTION-SOURCE EMISSIONS**

#### **REGIONAL EMISSIONS**

The Certified EIR concluded that development of land uses pursuant to the Policy Plan would result in significant and unavoidable regional construction-source air quality impacts. Under the Modified Project, regional construction-source air quality impacts would be less-than-significant. On this basis, when compared to the Certified EIR findings, no new or substantially increased regional construction-source air quality impacts would occur under the Modified Project.

#### **LOCALIZED EMISSIONS**

The Certified EIR concluded that development of land uses pursuant to the Policy Plan would result in significant and unavoidable localized construction-source air quality impacts. Under the Modified Project, localized construction-source air quality impacts would be less-than-significant. On this basis, when compared to the Certified EIR findings, no new or substantially increased localized construction-source air quality impacts would occur under the Modified Project.

### **OPERATIONAL-SOURCE EMISSIONS**

#### **REGIONAL EMISSIONS**

Table 8 compares peak operational-source criteria pollutant emissions generated by the Original Project Land Uses with peak operational-source criteria pollutant emissions generated by the Modified Project. Outputs from the model runs for the Original Project Land Uses are provided in Attachment C.

As indicated on Table 8, emissions generated by the Modified Project would generally result in a net decrease in peak operational-source criteria pollutant emissions when compared to peak operational-source criteria pollutant emissions generated by the land uses based on the Original Project for the subject site. As such, the Modified Project would not result in new or substantively different or substantively increased operational-source air quality impacts.

**TABLE 8: SUMMARY OF PEAK OPERATIONAL EMISSIONS COMPARISON  
 (MODIFIED PROJECT VS. ORIGINAL PROJECT LAND USES)**

Operational Activities – Summer Scenario	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Modified Project Land Uses	61.64	158.28	386.19	1.10	89.63	25.41
Original Project Land Uses	102.42	198.04	460.14	1.23	100.93	28.34
<b>Variance (Modified Project – Original Project Land Uses)</b>	<b>-40.78</b>	<b>-39.77</b>	<b>-73.95</b>	<b>-0.13</b>	<b>-11.31</b>	<b>-2.93</b>
Operational Activities – Winter Scenario	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Modified Project Land Uses	58.09	163.00	339.91	1.03	89.61	25.40
Original Project Land Uses	97.34	203.84	412.16	1.15	100.92	28.34
<b>Variance (Modified Project – Original Project Land Uses)</b>	<b>-39.25</b>	<b>-40.84</b>	<b>-72.25</b>	<b>-0.12</b>	<b>-11.30</b>	<b>-2.93</b>

**LOCALIZED EMISSIONS**

The Certified EIR concluded that development of land uses pursuant to the Policy Plan would result in significant and unavoidable localized operational-source air quality impacts. Under the Modified Project, localized operational-source air quality impacts would be less-than-significant. On this basis, when compared to the Certified EIR findings, no new or substantially increased localized operational-source air quality impacts would occur under the Modified Project.

**MODIFIED PROJECT GREENHOUSE GAS ANALYSIS**

**GREENHOUSE GAS EMISSIONS THRESHOLDS**

According to the City of Ontario CEQA thresholds, to determine whether impacts from GHG emissions are significant. Would the project:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a “threshold of significance.” With regard to establishing a significance threshold, the Office of Planning and Research’s amendments to the CEQA Guidelines Section 15064.7(c) state that “[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance

previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

CEQA Guidelines Section 15064.4(a) further states, “...A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use ...; or (2) Rely on a qualitative analysis or performance based standards.”

**MODIFIED PROJECT GREENHOUSE GAS EMISSIONS**

GHG emissions impacts were modeled employing the CalEEMod 2016.3.2. Outputs from the model runs are provided in Attachments A and B. As shown on Table 9, the Modified Project proposed land uses would generate a total of approximately 17,725.86 MTCO<sub>2</sub>e per year.

**TABLE 9: MODIFIED PROJECT GHG EMISSIONS**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> E
Annual construction-related emissions amortized over 30 years	49.40	0.01	0.00	49.54
Area Source	0.05	1.30e-04	0.00	0.05
Energy Source	3,138.85	0.10	0.04	3,152.73
Mobile Source	13,038.21	0.76	0.00	13,057.28
On-Site Equipment	101.68	0.03	0.00	102.50
Waste	193.08	11.41	0.00	478.34
Water Usage	716.36	5.23	0.13	885.41
<b>Total CO<sub>2</sub>E (All Sources)</b>	<b>17,725.86</b>			

MT/yr = metric tons per year

**GREENHOUSE GAS EMISSIONS COMPARISON**

Table 10 compares GHG emissions of the Modified Project proposed land uses with GHG emissions generated by the Original Project Land Uses. Outputs from the model runs for the Original Project Land Uses is provided in Attachment C.

As indicated in Tables 10, the Modified Project would result in a net decrease in GHG emissions as compared to the GHG emissions associated with the development of subject pursuant to the Policy Plan. The Certified EIR concluded that development of land uses pursuant to the Policy Plan would result in significant and unavoidable GHG emission impacts. Under the Modified Project, GHG emissions would be incrementally reduced when compared to GHG emissions that would be generated

by development of the subject site pursuant to the Original Project. On this basis, when compared to the Certified EIR findings, no new or substantially increased GHG emissions impacts would occur under the Modified Project.

**TABLE 10: GHG EMISSIONS COMPARISON  
 (MODIFIED PROJECT LAND USES VS. ORIGINAL PROJECT LAND USES)**

Emission Source	Annual Emissions (MTCO <sub>2</sub> e)
Modified Project Land Uses	17,725.86
Policy Plan Land Uses	29,046.98
<b>Variance</b> <i>(Modified Project – Original Project Land Uses)</i>	<b>-11,321.12</b>

**MODIFIED PROJECT HEALTH RISK ASSESSMENT**

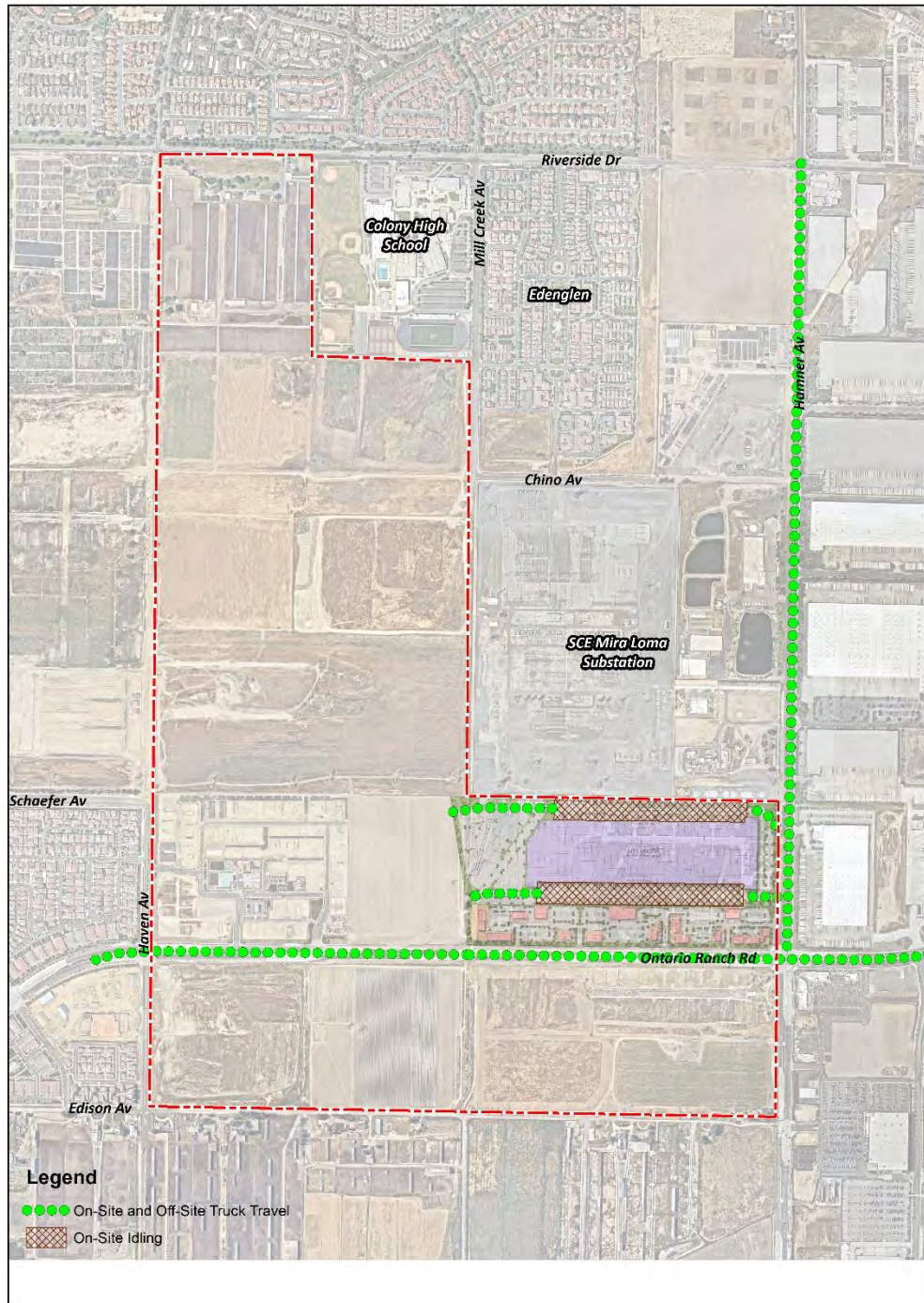
This analysis also evaluates the potential mobile source health risk impacts to receptors (residents or workers) associated with the development of the proposed Modified Project. Health risk exposures were modeled in accordance with the guidelines in the SCAQMD’s Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis. SCAQMD recommends using the Environmental Protection Agency’s (U.S. EPA’s) AERMOD model which has been employed accordingly. Risk calculations were conducted consistent with the Office of Environmental Health Hazards Assessment (OEHHA)’s 2015 Risk Assessment Guidelines. Detailed health risk modeling results are presented at Appendix B to this Memorandum.

More specifically the analysis presented here evaluates potential health risk impacts that could result from exposure to Toxic Air Contaminants (TACs), including diesel particulate matter (DPM) generated by heavy-duty diesel trucks and from emissions of benzene, hexane, methyl tert-butyl ether, toluene, and xylene associated with gasoline dispensing from the Modified Project.

At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to the Modified Project is estimated at 2.26 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable SCAQMD threshold of 1.0. As such, the Modified Project uses will not cause a significant human health or cancer risk at any potentially affected receptors. The modeled source configuration is illustrated on Exhibit 1-D (receptors were previously presented on Exhibit 1-C). The Modified Project uses do not otherwise comprise facilities or operations that would generate emissions concentrations that would potentially affect sensitive receptors.

The Certified EIR concluded that development pursuant to the Policy Plan would result in significant and unavoidable air quality impacts due to elevated concentrations of air pollutants at sensitive receptors. As summarized above, under the Modified Project air quality impacts due to elevated concentrations of air pollutants at sensitive receptors would be less-than-significant. On this basis,

**EXHIBIT 1-D: MODELED SOURCES**



when compared to the Certified EIR findings, no new or substantially increased air quality impacts due to elevated concentrations impacts at sensitive receptors would occur under the Modified Project.

### **OTHER CONSIDERATIONS**

- The Certified EIR concluded that development pursuant to the Policy Plan would result in significant and unavoidable AQMP consistency impacts. Although the Modified Project would amend the site's current land use designations, the Modified Project would not substantively increase or otherwise alter the development intensities beyond that currently anticipated for the subject site under the Policy Plan. Moreover, the Modified Project uses would result fewer emissions than would result from development of the subject site pursuant to the Policy Plan. On this basis, when compared to the Certified EIR findings, no new or substantially increased AQMP consistency impacts would occur under the Modified Project.
- The Certified EIR concluded that development pursuant to the Policy Plan would result in significant and unavoidable temporary odor impacts associated with transition of agricultural lands to nonagricultural uses. The Modified Project does not propose or require transition of agricultural lands to nonagricultural uses, nor is the subject site affected by proximate agricultural use odor sources. Further, construction-source and operational-source odor impacts that may result from the Modified Project are controlled as a byproduct of hazardous/potentially hazardous materials handling plans and Best Management Practices implemented under SCAQMD Rule 402 et al. The Modified Project would comply with all SCAQMD Rules regulating and controlling odors and odor sources. The Modified Project would therefore not create objectionable odors affecting a substantial number of people. On this basis, when compared to the Certified EIR findings, no new or substantially increased odor impacts would occur under the Modified Project.

### **CONCLUSIONS**

Based on the analysis presented here, air pollutant and greenhouse gas emissions generated by the Modified Project, in comparison to what could be generated by the uses allowed for the subject site under the Ontario Plan, would be comparatively diminished under the Modified Project. No changed or new information has been identified to indicate that the potential for the Modified Project to result in impacts that would be substantively greater than or different from those that would result from development evaluated in the Certified EIR.

If you have any questions, please contact me directly at (949) 660-1994.

Respectfully submitted,

URBAN CROSSROADS, INC.



Haseeb Qureshi,  
Associate Principal

## REFERENCES

1. **LLG Engineers.** *Rich Haven Specific Plan PA1 & PA7 Amendment Traffic Impact Analysis Report.* January 22, 2021.
2. **South Coast Air Quality Management District (SCAQMD).** SCAQMD Air Quality Significance Thresholds. [Online] <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>.
3. **South Coast Air Quality Management District.** Rule 403. Fugitive Dust. [Online] <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf?sfvrsn=4>.
4. **South Coast Air Quality Management District.** RULE 1113. Architectural Coatings. [Online] <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>.
5. —. *Localized Significance Thresholds Methodology.* s.l. : South Coast Air Quality Management District, 2003.

## **ATTACHMENT A**

### **MODIFIED PROJECT CALEEMOD CONSTRUCTION EMISSIONS MODEL OUTPUTS** Available at the City of Ontario Planning Department upon request



March 23, 2021

Mr. Ross Geller  
Applied Planning, Inc.  
11762 De Palma Road, 1-C 310  
Corona, CA 92883

**SUBJECT: 2021 RICH-HAVEN SPECIFIC PLAN AMENDMENT PROJECT NOISE IMPACT ASSESSMENT**

Urban Crossroads, Inc. is pleased to provide the following Noise Impact Assessment for the proposed 2021 Rich-Haven Specific Plan Amendment Project (2021 Specific Plan Amendment, Modified Project). The Modified Project is located westerly of Interstate 15 (I-15), and southerly of State Route 60 (SR-60) in the City of Ontario, as shown on Exhibit A. The Modified Project lies within the 8,200-acre Ontario Ranch, in the southeasterly portion of The Ontario Plan (TOP). The purpose of this work effort is to determine if the Modified Project would result in new or substantially different noise impacts than those considered and addressed in The Ontario Plan EIR (Certified EIR).

**MODIFIED PROJECT SUMMARY**

The 2018 Specific Plan development concept provides for a maximum of 7,194 dwelling units (all residential types), a maximum of 1,131,702 square feet of commercial/office space, 27 acres of public parkland, approximately 20.0 acres Southern California Edison (SCE) Parcel open space, and various Edison Easements (2018 Specific Plan Land Use Table).

The Modified Project includes an amendment to the adopted Specific Plan that would allow for the development of a mix of industrial, office, and retail/commercial uses, with the establishment of a new Light Industrial Land Use allowing for maximum development of 1,183,525 SF of Light Industrial floor area and a maximum of 300,000 SF of commercial/office space. For the purposes of this analysis, and consistent with assumptions of the Addendum Traffic Impact Analysis Report (1), the Modified Project light industrial/commercial-retail uses are assumed to comprise 1,175,000 SF of floor area that consists of 525,000 SF of high-cube warehouse/distribution facilities, 262,500 SF of high cube fulfillment center, 262,500 SF of high cube cold storage warehouse, 93,750 SF of retail space, 18,750 SF of high turnover sit down restaurant space, and 12,500 SF of fast-food restaurant with drive-through space.<sup>1</sup> The Modified Project is accompanied by an application for approval of a Development Agreement (DA) related to the conceptual site plan within the 2021 Specific Plan Amendment Planning Area 7 (PA 7) as shown on Exhibit B. With the establishment of the new Light Industrial Land Use for PA 7, the previously entitled

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<sup>1</sup> The Specific Plan Mixed Use District allows for combinations of commercial, office, and residential development at various densities/intensities. Any given proposal within the Specific Plan Mixed Use District is required to conform to applicable Specific Plan Design Guidelines and Development Standards; and trip generation (Average Daily Trips, ADT) of such proposals shall not exceed trip generation estimates (the "trip budget") identified in The Ontario Plan EIR. Such proposals shall be subject to review and approval by the Planning Director or Assignee. Proposals that exceed The Ontario Plan EIR trip budget and/or do not conform to applicable Specific Plan Design Guidelines and Development Standards may require further amendment of the Specific Plan and additional CEQA analysis.

residential use planned for PA 7 would be reassigned to Planning Area 1 (PA 1). Allowable residential densities and residential product types for PA 1 would be amended accordingly. Please refer also to Addendum Section 2.0, *Project Description*.

### EXHIBIT A: LOCATION MAP

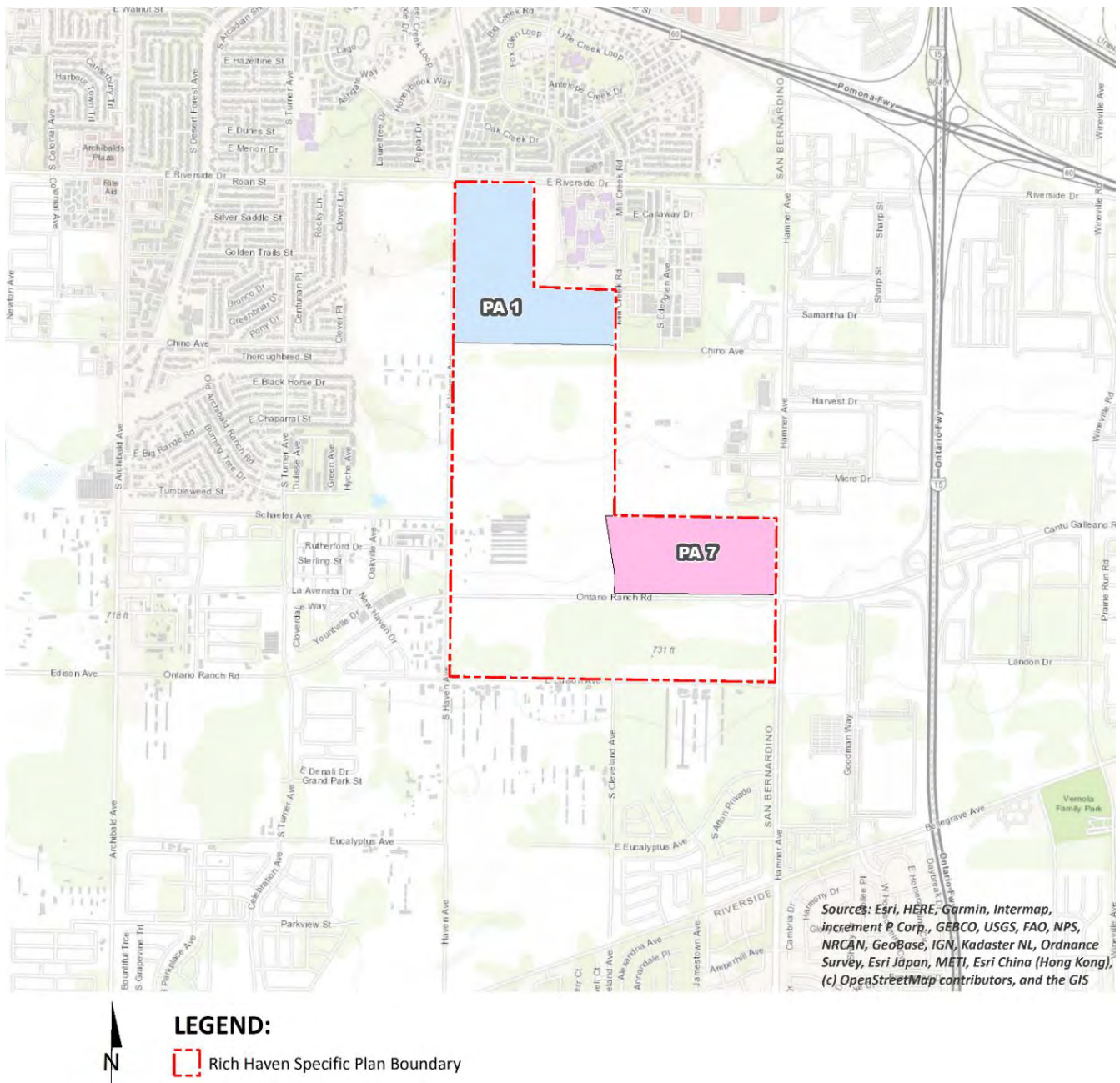
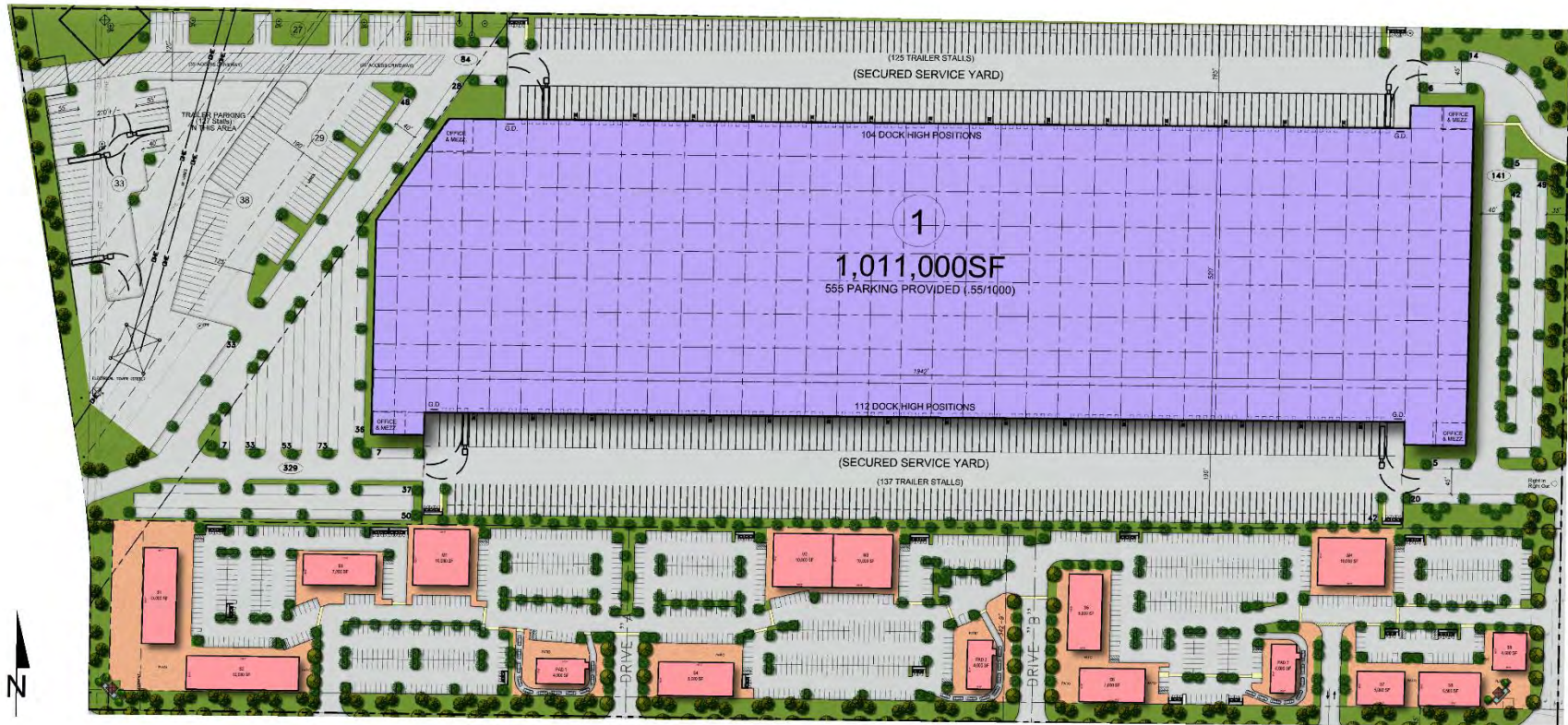


EXHIBIT 1-B: CONCEPTUAL SITE PLAN (PA 7)



## **ONTARIO PLAN EIR NOISE/VIBRATION IMPACT SIGNIFICANCE FINDINGS**

The Ontario Plan EIR determined that development of the City pursuant to the Policy Plan would result in the following significant and unavoidable noise/vibration impacts:

- Transportation-Source Noise Impacts
- Construction-Source Noise Impacts
- Construction-Source Vibration Impacts
- Airport-Source Noise Impacts

Where impacts were determined to be significant and unavoidable, the EIR identifies mitigation that would reduce the impact(s) to the extent feasible. The Ontario Plan EIR further determined that all other noise/vibration impacts resulting from development of the City pursuant to the Policy Plan would not be potentially significant or would be reduced to levels that would be less-than-significant through implementation of the Ontario Plan EIR mitigation measures. Please refer also to Ontario Plan EIR, available at the following link: <http://www.ontarioplan.org/environmental-impact-report/>.

## **NOISE STANDARDS**

The potential noise impacts originating from stationary-source (operational) noise are evaluated against standards established under a City's Municipal Code. The City of Ontario requires that noise from new stationary sources in the City comply with the City's Noise Ordinance, which limits the acceptable noise at the property line of the impacted property, to reduce nuisances to sensitive land uses. Compliance with the City's Noise Ordinance would result in noise levels that are acceptable to the City and would result in less than significant noise impacts from stationary sources. (2)

The City of Ontario Municipal Code, Title 5, Chapter 29 noise standards are included in Appendix A. Section 5-29.04(a) identifies the allowable daytime and nighttime ambient exterior noise standards for each land use type. For manufacturing and industrial land uses (Noise Zone V), such as the Modified Project, ambient exterior noise levels may not exceed 70 dBA  $L_{eq}$ . For residential land uses (Noise Zone I), ambient exterior noise levels may not exceed 65 dBA  $L_{eq}$  during the daytime hours (7:00 a.m. to 10:00 p.m.) and may not exceed 45 dBA  $L_{eq}$  during the nighttime hours (10:00 p.m. to 7:00 a.m.). (3) The lower noise level standard shall apply on the boundary between two (2) different noise zones. The maximum acceptable Project-related operational noise levels received at off-site land uses in the City of Ontario are identified on Table 1.

**TABLE 1: OPERATIONAL NOISE STANDARDS**

Noise Zone	Land Use	Exterior Noise Levels (dBA L <sub>eq</sub> ) <sup>2</sup>	
		Daytime (7am-10pm)	Nighttime (10pm-7am)
I	Single-Family Residential	65	45
II	Multi-Family Residential	65	50
III	Commercial	65	60
IV	Residential Mixed-Use	70	70
V	Manufacturing and Industrial	70	70

<sup>1</sup> Section 5-29.04 of the City of Ontario Municipal Code (Appendix A).

<sup>2</sup> L<sub>eq</sub> represents a steady state sound level containing the same total energy as a time varying signal over a given period.

**CONSTRUCTION NOISE STANDARDS**

To control noise impacts associated with the construction of the Modified Project, the City of Ontario Municipal Code has set restrictions to control noise impacts associated with construction. Section 5-29.09 of the Municipal Code states: *No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.* (3) While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels at potentially affected receiver locations.

Construction noise would be considered significant if construction activities occurring outside of the hours specified (7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays) or if construction activities substantially elevate the ambient noise environment at noise-sensitive uses for a substantial period. It is assumed that the Modified Project construction activities would comply with the City’s hour of activity restrictions, thereby precluding construction activities during noise-sensitive time periods. However, neither the City of Ontario General Plan Noise Element or Municipal Codes establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or permanent increase in ambient noise levels*. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA L<sub>eq</sub> as a reasonable threshold for noise sensitive land use. (4 p. 179)

### **CONSTRUCTION VIBRATION STANDARDS**

To analyze vibration impacts originating from the operation and construction of The Vine, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Ontario does not identify specific vibration level limits and instead relies on the Federal Transit Administration (FTA) methodology. The FTA provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 90 VdB for industrial use, 84 VdB for office use and 78 VdB for daytime residential uses and 72 VdB for nighttime uses in buildings where people normally sleep (4). Construction activities can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. The FTA guidelines provide a substantiated basis for determining the relative significance of Project vibration impacts due to on-site construction activities.

### **EXISTING NOISE LEVEL MEASUREMENTS**

To assess the existing noise level environment, six 24-hour noise level measurements were taken at noise sensitive receiver locations in the Modified Project study area. The receiver locations were selected to describe and document the existing noise environment within the Modified Project study area. Exhibit C provides the boundaries of the Modified Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, October 21, 2021. Appendix B includes study area photos.

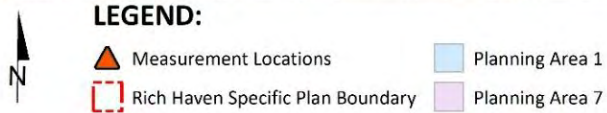
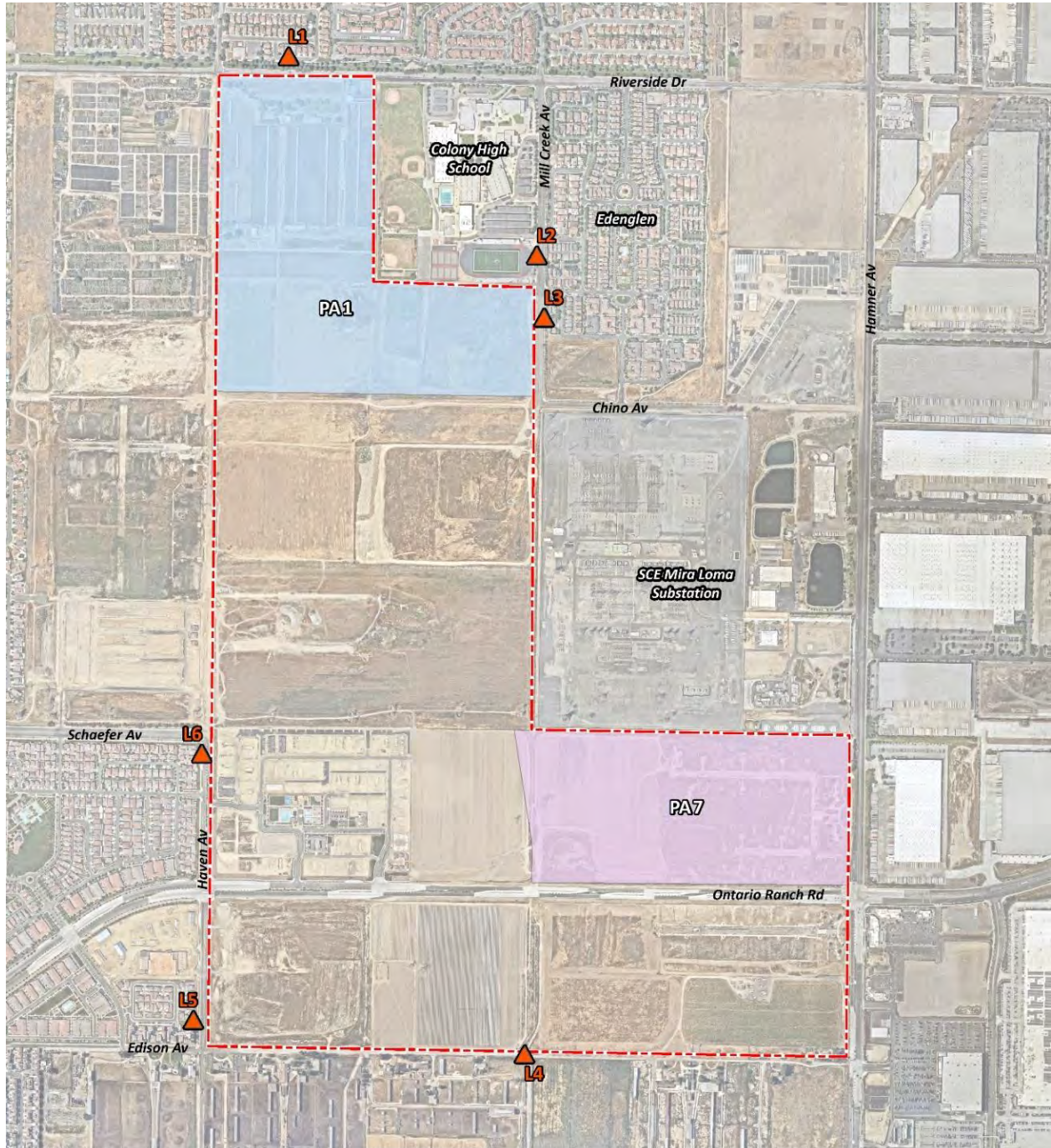
### **MEASUREMENT PROCEDURE AND CRITERIA**

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (5)

### **NOISE MEASUREMENT LOCATIONS**

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent any part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects.

**EXHIBIT C: NOISE MEASUREMENT LOCATIONS**



This is demonstrated in the Caltrans general site location guidelines which indicate that, *sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources.* (6) Further, FTA guidance states, *that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community.* (4) Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence.

In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels and is necessary to assess potential noise impacts due to the Modified Project’s contribution to the ambient noise levels.

**NOISE MEASUREMENT RESULTS**

The noise measurements presented below focus on the average or equivalent sound levels ( $L_{eq}$ ). The equivalent sound level ( $L_{eq}$ ) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 4 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. Appendix C provides a summary of the existing ambient noise levels described below:

**TABLE 4: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS**

Measurement Location <sup>1</sup>	Description	Energy Average Noise Level (dBA $L_{eq}$ ) <sup>2</sup>	
		Daytime	Nighttime
L1	Located north of the Project site on San Lorenzo River Road near existing single-family residential home at 3567 San Lorenzo River Road.	59.4	55.5
L2	Located northeast of the Project site on Mill Creek Avenue near Colony High School at 3850 East Riverside Drive.	57.8	52.7
L3	Located east of the Project site on Mill Creek Avenue near existing single-family residential homes at 3936 E Millcreek Paseo.	50.3	46.3



Measurement Location <sup>1</sup>	Description	Energy Average Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	
		Daytime	Nighttime
L4	Located west of the Project site on Edison Avenue near existing single-family residential home at 10823 Edison Avenue.	55.9	52.7
L5	Located southwest of the Project site on Haven Avenue near existing single-family residential homes at 4157 South Blackstone Privado.	57.9	53.3
L6	Located west of the Project site on Haven Avenue near existing single-family residential homes at 3453 Pine Ridge Loop.	63.4	55.7

<sup>1</sup> See Exhibit C for the noise level measurement locations.

<sup>2</sup> Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix C.  
 "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

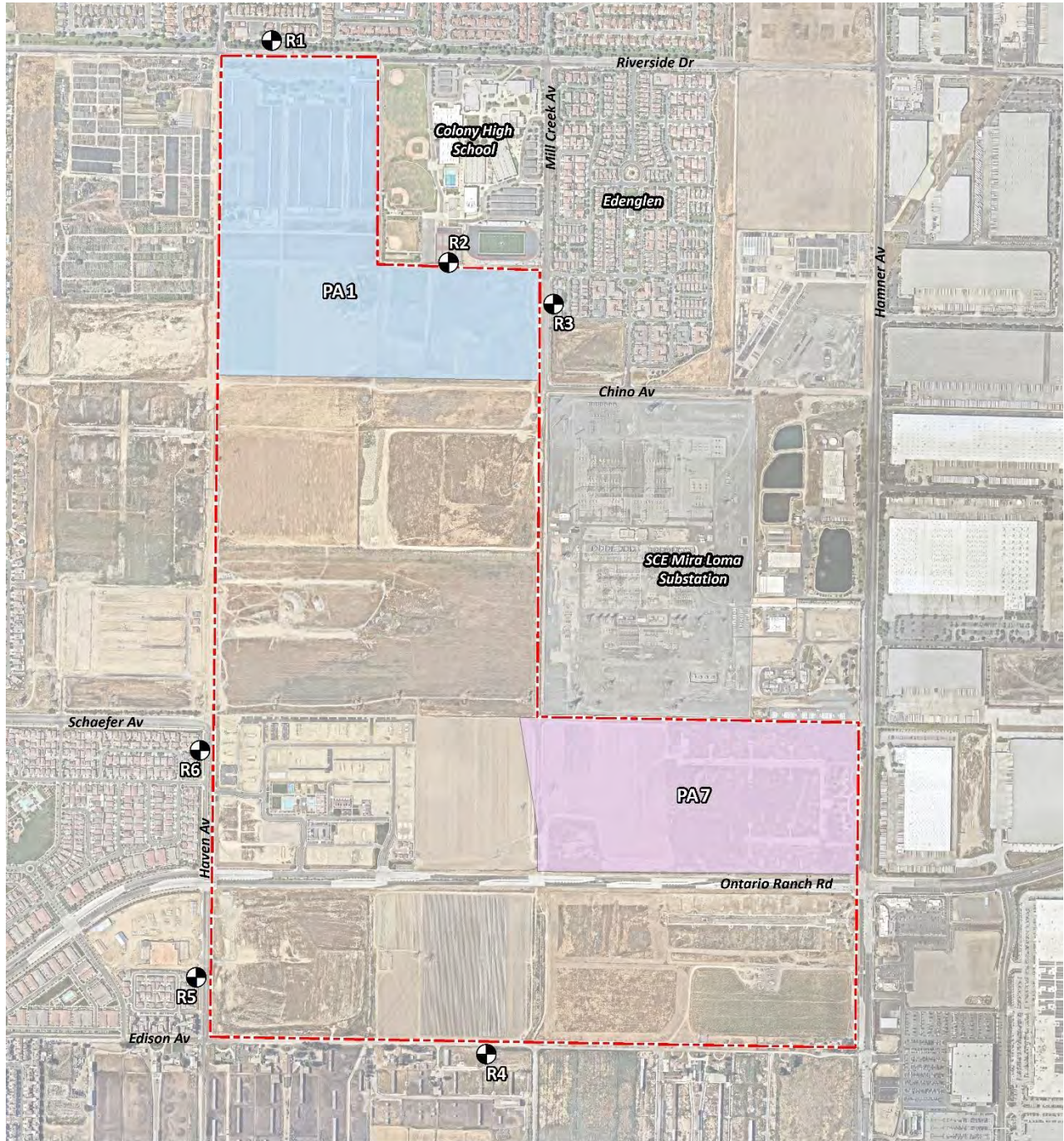
## SENSITIVE RECEIVER LOCATIONS

To assess the potential for long-term operational and short-term construction impacts, six receiver locations, shown on Exhibit D, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs.

Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. Other sensitive land uses in the Modified Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

- R1: Represents an existing residence located at 2943 S Alder Creek Drive in the City of Ontario. A 24-hour noise level measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Represents the Colony High School located at 3850 E Riverside Drive in the City of Ontario. A 24-hour noise level measurement was taken near this location, L2, to describe the existing ambient noise environment.

**EXHIBIT D: SENSITIVE RECEIVER LOCATIONS**



**LEGEND:**

-  Receiver Locations
-  Planning Area 1
-  Rich Haven Specific Plan Boundary
-  Planning Area 7

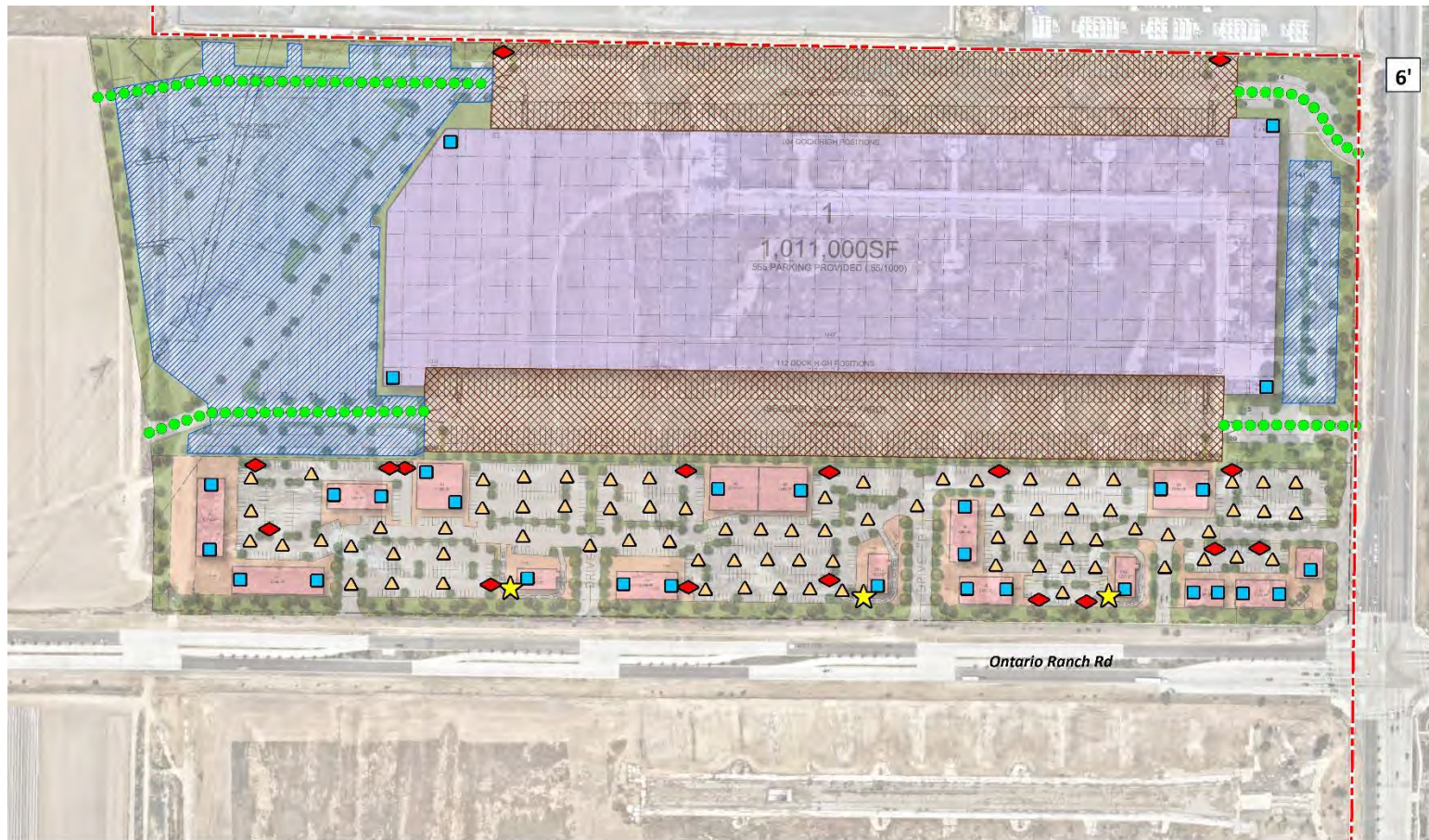
- R3: Represents an existing residence at 3933 E Colony Paseo in the City of Ontario. R4 is placed at the outdoor activity area behind the existing 6-foot-high wall facing the Project site. A 24-hour noise level measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Represents an existing residence at 10495 Edison Avenue in the City of Ontario. R4 is placed at the residential building façade facing the Project site. A 24-hour noise level measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5: Represents an existing residence on Blackstone Privado in the City of Ontario. R5 is placed at the outdoor activity area behind the existing 6-foot-high wall facing the Project site. A 24-hour noise level measurement was taken near this location, L5, to describe the existing ambient noise environment.
- R6: Represents an existing residence on Pine Ridge Loop in the City of Ontario. R5 is placed at the outdoor activity area behind the existing 6-foot-high wall facing the Project site. A 24-hour noise level measurement was taken near this location, L6, to describe the existing ambient noise environment.

## **OPERATIONAL NOISE ASSESSMENT**

This operational noise analysis is intended to describe noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, this analysis assumes the Project would be operational 24 hours per day, seven days per week. Planning Area 1 within the Rich Haven Specific Plan is not expected to include any operational noise source levels beyond those typically associated with residential land use. This includes people moving around the site, parking lot vehicle movements, air conditioning units, play areas, etc. Therefore, no potentially significant operational-source noise impacts would be generated by the Planning Area 1 residential uses, nor would noise generated by these residential land uses differ substantially from residential development for the area previously approved under the Original Project. residential land use is analyzed in the noise study.

Project-related operational noise source activities associated with the Modified Project Planning Area 7 light industrial/commercial-retail development is expected to include loading dock activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, drive-thru speakerphones, and trash enclosure activity. Exhibit E identifies the representative noise source locations used to assess the project related on-site operational noise levels from Planning Area 7.

**EXHIBIT E: PA 7 OPERATIONAL NOISE SOURCE LOCATIONS**



- LEGEND:**
-   
 N
  -  Rich Haven Specific Plan Boundary
  -  Trailer Parking
  -  Drive-Thru Speakerphone
  -  Loading Dock Activity
  -  Roof-Top Air Conditioning Unit
  -  Trash Enclosure Activity
  -  Parking Lot Vehicle Movements
  -  Truck Movements

**REFERENCE NOISE LEVELS**

To estimate the Modified Project’s operational-source noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the Modified Project. This section provides a detailed description of the reference noise level measurements shown on Table 5 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading dock activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, drive-thru speakerphones, and trash enclosure activity. all operating continuously. These sources of noise activity will likely vary throughout the day.

**TABLE 5: REFERENCE NOISE LEVEL MEASUREMENTS**

Noise Source <sup>1</sup>	Noise Source Height (Feet)	Min./Hour <sup>2</sup>		Reference Noise Level (dBA Leq) @ 50 Feet	Sound Power Level (dBA) <sup>3</sup>
		Day	Night		
Loading Dock Activity	8'	60	60	65.7	111.5
Truck Movements	8'	60	60	57.1	93.2
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Parking Lot Vehicle Movements	5'	60	60	56.1	87.8
Drive-Thru Activity	3'	60	60	51.5	83.2
Trash Enclosure Activity	5'	10	10	57.3	89.0

<sup>1</sup> As measured by Urban Crossroads, Inc.

<sup>2</sup> Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

<sup>3</sup> Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

**LOADING DOCK ACTIVITY**

The reference loading dock activities are intended to describe the typical outdoor operational noise activities associated with the Project. This includes truck idling, reefer activity (refrigerator truck/cold storage), deliveries, backup alarms, trailer docking including a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background operation activities. Since the noise levels generated by cold storage loading dock activity can be slightly higher due to the use of refrigerated trucks or reefers, this analysis conservatively assumes that all loading dock activity is associated with cold storage facilities, even though only 25 percent cold storage warehouse use is anticipated. (1) The reference noise level measurement was taken in the center of the loading dock activity area and represents multiple concurrent noise sources resulting in a combined noise level of 65.7 dBA Leq at a uniform distance of 50 feet. Specifically, the reference noise level measurement represents one truck located approximately 30 feet from the noise level meter with another truck passing by to park roughly 20 feet away, both with their engines idling. Throughout the reference noise level measurement, a separate docked and running

reefer truck was located approximately 50 feet east of the measurement location. Additional background noise sources included truck pass-by noise, truck drivers talking to each other next to docked trucks, and air brake release noise when trucks parked.

#### **TRUCK MOVEMENTS**

The truck movements reference noise level measurement was collected over a period of 1 hour and 28 minutes and represents multiple heavy trucks entering and exiting the outdoor loading dock area producing a reference noise level of 57.1 dBA  $L_{eq}$  at 50 feet. The noise sources included at this measurement location account for trucks entering and existing the Project driveways and maneuvering in and out of the loading dock activity area. Truck movements reference noise level measurement were taken over a 15-minute period and represents multiple noise sources.

#### **ROOF-TOP AIR CONDITIONING UNITS**

The noise level measurements describe a single mechanical roof-top air conditioning unit. The reference noise level represents a Lennox SCA120 series 10-ton model packaged air conditioning unit. At the uniform reference distance of 50 feet, the reference noise levels are 57.2 dBA  $L_{eq}$ . Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for an average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. For this noise analysis, the air conditioning units are expected to be located on the roof of the Project buildings.

#### **PARKING LOT VEHICLE MOVEMENTS**

To describe the on-site parking lot activity a reference noise level of 56.1 dBA  $L_{eq}$  at 50 feet is used. Parking activity are expected to take place during the full hour (60 minutes) throughout the daytime and evening hours. The parking lot noise levels are mainly due cars pulling in and out of parking spaces in combination with sales staff talking to customers.

#### **DRIVE-THRU ACTIVITY**

To describe the potential noise level impacts associated with potential drive-thru speakerphones and vehicle activities, a reference noise level measurement was collected. The reference noise levels collected are expected to reflect potential drive-thru speakerphone noise level activities at the Project site, since the reference measurement includes both drive-thru speakerphone and vehicle activity noise. The noise sources included in the reference noise level measurement consist of voices of the employees over the speakerphone, customers' voices ordering food, car engines idling, car radios playing music, and cars queuing in the drive-thru lane. At 50 feet from the speakerphone, a reference noise level of 51.5 dBA  $L_{eq}$  was measured.

### **TRASH ENCLOSURE ACTIVITY**

The measured reference noise level at the uniform 50-foot reference distance is 57.3 dBA Leq for the trash enclosure activity. The trash enclosure activity noise levels include two metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, trash dropping into the metal dumpster, and background parking lot vehicle movements. Noise associated with trash enclosure activities is conservatively expected to occur for 5 minutes per hour.

### **CADNAA NOISE PREDICTION MODEL**

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nemap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. Using the ISO 9613 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Consistent with the ISO 9613 protocol, the CadnaA noise prediction model relies on the reference sound power level ( $L_w$ ) to describe individual noise sources. While sound pressure levels (e.g.  $L_{eq}$ ) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels ( $L_w$ ) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment.

The operational noise level calculations provided in this noise assessment account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the noise analysis to account for mixed ground representing a combination of hard and soft surfaces. Appendix D includes the detailed noise model inputs used to estimate the Project operational noise levels presented in this section.

### **MODIFIED PROJECT OPERATIONAL (STATIONARY-SOURCE) NOISE LEVELS**

Using the reference noise levels to represent the proposed operations that include idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements, the resulting Modified Project operational-source noise levels are calculated at each of the noise sensitive receiver locations. Table 6 presents the combined total Modified Project-only operational noise level projections at the nearby sensitive receiver locations in comparison with the City of Ontario Municipal Code exterior noise level standards. The Modified Project operational noise levels at the nearby sensitive receiver locations are shown to range from 33.7 to 43.8 dBA  $L_{eq}$ . Based on the results of this analysis, the Modified Project operational noise levels would not exceed the City of Ontario Municipal Code 65 dBA  $L_{eq}$  daytime and 45 dBA  $L_{eq}$  nighttime exterior noise

level standards at nearby noise sensitive land uses. Operational (stationary source) noise levels that comply with applicable standards do not comprise a substantial permanent increase in ambient noise levels, or a substantial temporary or periodic increase in ambient noise levels.

**TABLE 6: OPERATIONAL NOISE LEVEL COMPLIANCE**

Receiver Location <sup>1</sup>	Project Operational Noise Levels (dBA Leq) <sup>2</sup>		Noise Level Standards (dBA Leq) <sup>3</sup>		Noise Level Standards Exceeded? <sup>4</sup>	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	33.7	33.7	65	45	No	No
R2	39.2	39.2	65	45	No	No
R3	40.7	40.7	65	45	No	No
R4	43.8	43.6	65	45	No	No
R5	34.8	34.7	65	45	No	No
R6	34.3	34.2	65	45	No	No

<sup>1</sup> See Exhibit D for the receiver locations.

<sup>2</sup> Modified Project operational noise source calculations are included in Appendix D.

<sup>3</sup> Exterior noise level standards as shown on Table 1.

<sup>4</sup> Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

Based on the preceding, the potential for Modified Project operational (stationary source) noise to: a) result in exposure of persons to or generation of noise levels in excess of standards; b) result in a substantial permanent increase in ambient noise levels; or c) result in a substantial temporary or periodic increase in ambient noise levels would be *less than significant*. The Certified EIR concluded that development of land uses pursuant to the Policy Plan would result in *less than significant* operational (stationary-source) noise impacts. Under the Modified Project, operational (stationary-source) noise impacts would similarly be *less than significant*. On this basis, when compared to the Certified EIR findings, no new or substantially increased operational-source noise impacts would occur under the Modified Project.

## OFF-SITE TRAFFIC NOISE ASSESSMENT

Trip generation for the Modified Project was compared to trip generation that would occur under the development of the subject site envisioned under the Original Project. When compared to the Original Project land uses, total daily trip generation (passenger car equivalents, PCE) under the Modified Project would be reduced by approximately 5 percent (Original Project – 15,656 ADT; Modified Project – 14,811 ADT). (1) Reduced trip generation under the Modified Project would translate to diminished vehicular-source noise impacts when compared to impacts resulting from the Original Project and reflected in the Certified EIR. On this basis, when compared to the Certified EIR findings, no new or substantially increased vehicular-source noise impacts would occur under the Modified Project.



## CONSTRUCTION NOISE ASSESSMENT

Noise generated by the Modified Project construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can result in elevated noise levels.

### CONSTRUCTION REFERENCE NOISE LEVELS

To describe peak construction noise activities, this construction noise analysis was prepared using reference noise level measurements published in the *Update of Noise Database for Prediction of Noise on Construction and Open Sites* by the Department for Environment, Food and Rural Affairs (DEFRA). (7). The DEFRA database provides the most recent and comprehensive source of reference construction noise levels. Table 7 provides a summary of the DEFRA construction reference noise level measurements expressed in hourly average dBA  $L_{eq}$  using the estimated FHWA Roadway Construction Noise Model (RCNM) usage factors (8) to describe the typical construction activities for each stage of Project construction.

**TABLE 7: CONSTRUCTION REFERENCE NOISE LEVELS**

Construction Stage	Reference Construction Activity <sup>1</sup>	Reference Noise Level @ 50 Feet (dBA $L_{eq}$ )	Highest Reference Noise Level (dBA $L_{eq}$ )
Site Preparation	Crawler Tractors	77	77
	Hauling Trucks	71	
	Rubber Tired Dozers	71	
Grading	Graders	79	79
	Excavators	64	
	Compactors	67	
Building Construction	Cranes	67	72
	Tractors	72	
	Welders	65	
Paving	Pavers	70	70
	Paving Equipment	69	
	Rollers	69	
Architectural Coating	Cranes	67	67
	Air Compressors	67	
	Generator Sets	67	

<sup>1</sup> Update of noise database for prediction of noise on construction and open site expressed in hourly average  $L_{eq}$  based on estimated usage factor.

**MODIFIED PROJECT CONSTRUCTION-SOURCE NOISE LEVELS**

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearest sensitive receiver locations were completed. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the equipment with the highest reference noise level operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown on Table 8, the construction noise levels are expected to range from 68.8 to 78.0 dBA  $L_{eq}$  at the nearest receiver locations. Appendix E includes the detailed CadnaA construction noise model inputs.

The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA  $L_{eq}$  significance standard during Project construction activities as shown on Table 8. Construction-source noise levels that comply with applicable standards do not comprise a substantial permanent increase in ambient noise levels, or a substantial temporary or periodic increase in ambient noise levels.

**TABLE 8: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA $L_{eq}$ )		
	Highest Construction Noise Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	74.3	80	No
R2	78.0	80	No
R3	70.1	80	No
R4	76.4	80	No
R5	70.1	80	No
R6	68.8	80	No

<sup>1</sup> Noise receiver locations are shown on Exhibit D.

<sup>2</sup> Highest construction noise level operating at the Project site boundary to nearby receiver locations (Table 7).

<sup>3</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?

The Certified EIR concluded that development of land uses pursuant to the Policy Plan would result in significant and unavoidable noise impacts. Under the Modified Project, construction-source noise impacts would be *less than significant*. On this basis, when compared to the Certified EIR findings, no new or substantially increased construction-source noise impacts would occur under the Modified Project.

## CONSTRUCTION VIBRATION ASSESSMENT

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Ground-borne vibration levels resulting from typical construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). (4) However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 9. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the following vibration assessment methods defined by the FTA. To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation:  $LVdB(D) = LVdB(25\text{ ft}) - 30\log(D/25)$

**TABLE 9: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	Vibration Decibels (VdB) at 25 feet
Small bulldozer	58
Jackhammer	79
Loaded Trucks	86
Large bulldozer	87
Hoe Ram (Breaker)	87

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

## MODIFIED PROJECT CONSTRUCTION VIBRATION LEVELS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The Addendum Project's construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided on Table 9 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Modified Project vibration impacts inside the nearest buildings. Ground-borne vibration is almost never annoying to people who are outdoors, (4) so it is usually evaluated in terms of indoor receivers. The vibration levels inside a building are depended on the vibration energy that reach the building foundation, coupling of the building foundation to the soil, and propagation of the vibration through the building.

Table 10 shows the highest construction vibration levels are expected to range from 49.6 to 68.3VdB inside building locations (e.g., residential, school) and will satisfy the 78 VdB maximum acceptable vibration residential identified by the FTA, and as such, would result in less than significant impacts. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

**TABLE 10: CONSTRUCTION EQUIPMENT VIBRATION LEVELS**

Receiver Location <sup>1</sup>	Building Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB) <sup>2</sup>					Threshold VdB <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	128'	36.7	57.7	64.7	65.7	65.7	78	No
R2	440'	20.6	41.6	48.6	49.6	49.6	78	No
R3	113'	38.3	59.3	66.3	67.3	67.3	78	No
R4	105'	39.3	60.3	67.3	68.3	68.3	78	No
R5	117'	37.9	58.9	65.9	66.9	66.9	78	No
R6	108'	38.9	59.9	66.9	67.9	67.9	78	No

<sup>1</sup> Indoor receiver locations as shown on Exhibit D.

<sup>2</sup> Based on the Vibration Source Levels of Construction Equipment included on Table 9.

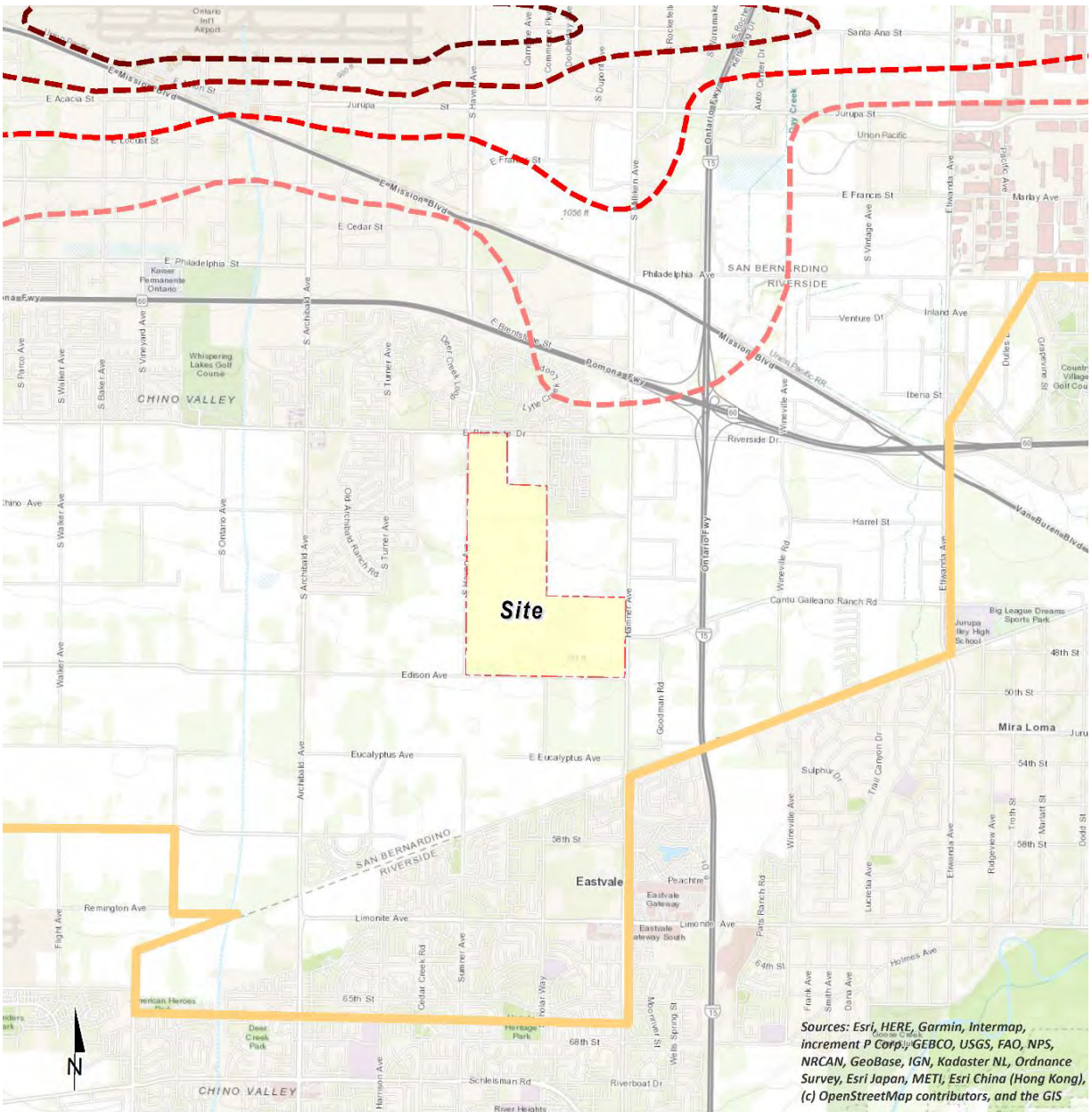
<sup>3</sup> FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria.

<sup>4</sup> Does the vibration level exceed the maximum acceptable vibration threshold?

## AIRPORT NOISE LEVEL ASSESSMENT

The Project site is located roughly 2.6 miles southeast of the Ontario International Airport (ONT). The *Ontario International Airport Land Use Compatibility Plan* was amended on July 2018 (9) to promote compatibility between airport and the land uses that surround it. As shown on Exhibit F, the Project site is located outside the airport noise impact zone with exterior noise levels of less than 60 dBA CNEL. The Table 2-3 Noise Criteria established within the *Ontario International Airport Land Use Compatibility Plan* would apply to the Modified Project. (9)

**EXHIBIT F: AIRPORT NOISE CONTOUR BOUNDARIES**



Source: Ontario International ALUCP  
 Compatibility Policy Map: Noise Impact  
 Zones, Map 2-3 (July 2018 Amendment)

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Residential (PA 1) and Light Industrial (PA 7) land uses located outside the 60 dBA CNEL noise level contours of ONT, such as the Project, are considered *normally compatible land use* and must reduce interior noise levels to 50 dBA CNEL. Standard building construction practices required under the State of California Green Building Standards Code (CALGreen) typically provide up to 25 dBA CNEL of attenuation.

With respect to noise generated by the ONT Airport facilities and activities, application of standard CALGreen construction practices would yield acceptable Project interior noise levels of approximately 35 dBA CNEL. The Project does not propose or require facilities or actions that would contribute to or exacerbate noise generated by ONT facilities and activities. Based on the preceding, the Project would not be adversely affected by airport/airfield noise, nor would the Project contribute to or result in adverse airport/airfield noise impacts.

## CONCLUSIONS

Based upon the information provided in this Noise Impact Assessment, the proposed Modified Project would not result in any new or substantially increased construction-source or operational-source noise/vibration impacts, nor would the Modified Project result in a substantial increase in the severity of any noise/vibration impacts previously considered and addressed in the Certified EIR. Further, the Modified Project would not be exposed to or contribute to potentially significant airport noise impacts. This Noise Impact Assessment substantiates that the Modified Project would in no instance result in potentially significant noise/vibration impacts. If you have any questions, please contact me directly at (949) 584-3148.

Respectfully submitted,

URBAN CROSSROADS, INC.



Bill Lawson, P.E., INCE  
Principal

## REFERENCES

1. **LLG Engineers.** *Rich Haven Specific Plan PA1 & PA7 Amendment Traffic Impact Analysis Report.* January 22, 2021.
2. **City of Ontario.** *The Ontario Plan Draft EIR.* April 2009.
3. —. *Municipal Code, Title 5, Chapter 29 - Noise.*
4. **U.S. Department of Transportation, Federal Transit Administration.** *Transit Noise and Vibration Impact Assessment Manual.* September 2018.
5. **American National Standards Institute (ANSI).** *Specification for Sound Level Meters ANSI S1.4-2014/IEC 61672-1:2013.*
6. **California Department of Transportation Environmental Program.** *Technical Noise Supplement - A Technical Supplement to the Traffic Noise Analysis Protocol.* Sacramento, CA : s.n., September 2013.
7. **Department of Environment, Food and Rural Affairs (Defra).** *Update of Noise Database for Prediction of Noise on Construction and Open Sites.* 2004.
8. **FHWA.** *Roadway Construction Noise Model.* January 2006.
9. **City of Ontario.** *Ontario International Airport Land Use Compatibility Plan.* July 2018.

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## **APPENDIX A**

### **CITY OF ONTARIO MUNICIPAL CODE NOISE STANDARDS**

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**CHAPTER 29: NOISE**

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- 5-29.01 Declaration of findings and policy
- 5-29.02 Definitions
- 5-29.03 Designated noise zones
- 5-29.04 Exterior noise standards
- 5-29.05 Interior noise standards
- 5-29.06 Exemptions
- 5-29.07 Loud and disturbing noise
- 5-29.08 Real property maintenance noise regulations
- 5-29.09 Construction activity noise regulations
- 5-29.10 Other public agency exceptions
- 5-29.11 Schools, day care centers, churches, libraries, museums, health care institutions; Special provisions
- 5-29.12 Sound amplifying equipment
- 5-29.13 Amplified sound
- 5-29.14 Motor vehicles
- 5-29.15 Noise level measurement
- 5-29.16 Prima facie violation
- 5-29.17 Penalty
- 5-29.18 Enforcement and administration
- 5-29.19 City Manager waiver
- 5-29.20 Noise abatement program

**Sec. 5-29.01. Declaration of findings and policy.**

It is hereby found and declared that:

- (a) The making and creation of excessive, unnecessary or unusually loud noises within the limits of the City is a condition that has existed for some time, however, the extent and volume of such noises is increasing;
- (b) The making, creation or maintenance of such excessive, unnecessary, unnatural or unusually loud noises that are prolonged, unusual and unnatural in their time, place and use affect and are a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the City; and
- (c) The necessity in the public interest for the provisions and prohibitions hereinafter contained and enacted, is declared as a matter of legislative determination and public policy, and it is further declared that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the residents of the City.

(§ 2, Ord. 2888, eff. March 6, 2008)

**Sec. 5-29.02. Definitions.**

As used in this chapter, specific words and phrases are defined as follows:

- (a) "Ambient noise level" shall mean the all-encompassing noise level associated with a given environment and is a composite of sounds from all sources, excluding the alleged offensive noise or excessive sound, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.
- (b) "Applicable (noise) zone" shall mean the noise zone category based on the actual use of the property, provided that the actual use is a legal use in the City.
- (c) "A-weighted sound level" shall mean the sound pressure level in decibels (dBAs) as measured with a sound level meter using the A-weighted filter network (scale) at slow response and at a pressure of twenty (20) micropascals. The A-weighted filter de-emphasizes the very low and a very high frequency component of sound in a manner similar to the response of the human ear, and is a numerical method of rating human judgment of loudness.
- (d) "Decibel (dBA)" shall mean a unit for measuring the amplitude of a sound, equal to twenty (20) times the logarithm to the base ten (10) of the ratio of pressure of the sound measured to the reference pressure of twenty (20) micropascals.
- (e) "Equivalent sound or noise level (Leq)" shall mean the International Electrotechnical Commission (IEC) 60804 Standard for measurement, or the most recent revision thereof, for the sound level corresponding to a steady state noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level or the energy average noise level during the sample period. The measurement period for the purposes of this chapter is fifteen (15) minutes.
- (f) "Impulsive noise" shall mean a noise of short duration usually less than one (1) second and of high intensity, with an abrupt onset and rapid decay. Such objectionable noises may also be repetitive.
- (g) "Intrusive noise" shall mean that noise that intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence and tonal information content, as well as the prevailing ambient noise level.
- (h) "Maintenance" shall mean the upkeep, repair or preservation of existing property or structures.
- (i) "Noise" shall mean any unwanted sound or sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing or is otherwise annoying.
- (j) "Noise level (sound level)" shall mean the weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum. For purposes of this chapter, all noise levels (sound levels) shall be A-weighted sound pressure level.
- (k) "Noise (sound) level meter" shall mean an instrument, including a microphone, an amplifier, an output meter and frequency weighting networks for the measurement and determination of noise and sound levels. For the purposes of this chapter, the sound level meter must meet the International Electrotechnical Commission (IEC) 60651 and 60804 Standards, or the most recent revisions thereof, for Type 1 sound level meters or an instrument and the associated recording and analyzing equipment that will provide equivalent data.

(§ 2, Ord. 2888, eff. March 6, 2008)

**Sec. 5-29.03. Designated noise zones.**

The properties hereinafter described shall be assigned to the following noise zones:

Noise Zone I:	All single-family residential properties;
Noise Zone II:	All multi-family residential properties and mobile home parks;
Noise Zone III:	All commercial property;

Noise Zone IV:	The residential portion of mixed use properties;
Noise Zone V:	All manufacturing or industrial properties and all other uses.

The actual use of the property, and not necessarily its zoning designation, shall be the determining factor in establishing whether a property is in Noise Zone I, II, III, IV or V, provided that the actual use is a legal use within the applicable zone.

(§ 2, Ord. 2888, eff. March 6, 2008)

**Sec. 5-29.04. Exterior noise standards.**

(a) The following exterior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

<b><i>Allowable Exterior Noise Level (1)</i></b>		<b><i>Allowed Equivalent Noise Level, Leq. (2)</i></b>	
<b><i>Noise Zone</i></b>	<b><i>Type of Land Use</i></b>	<b><i>7 a.m. to 10 p.m.</i></b>	<b><i>10 p.m. to 7 a.m.</i></b>
I	Single-Family Residential	65 dBA	45 dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

(2) Measurements for compliance are made on the affected property pursuant to § 5-29.15.

(b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

(1) The noise standard for the applicable zone for any fifteen-minute (15) period; and

(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

(d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

(e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

**Sec. 5-29.05. Interior noise standards.**

(a) The following interior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

<b>Allowable Interior Noise Level (1)</b>		<b>Allowed Equivalent Noise Level, Leq. (2)</b>	
<b>Noise Zone</b>	<b>Type of Land Use</b>	<b>7 a.m. to 10 p.m.</b>	<b>10 p.m. to 7 a.m.</b>
I	Single-Family Residential	45 dBA	40 dBA
II	Multi-Family Residential, Mobile Home Parks	45 dBA	40 dBA
IV	Residential Portion of Mixed Use	45 dBA	40 dBA

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

(2) Measurements for compliance are made on the affected property pursuant to § 5-29.15.

(b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

(1) The noise standard for the applicable zone for any fifteen-minute (15) period;

(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

(d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

(e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

**Sec. 5-29.06. Exemptions.**

The following activities shall be exempted from the provisions of this chapter:

(a) Any activity conducted on public property, or on private property with the consent of the owner, by any public entity or its officers, employees, representatives, agents, subcontractors, permittees, licensees or lessees that the public entity has authorized are exempt from the provisions of this chapter. This includes, without limitation, sporting and recreational activities that are sponsored, co-sponsored, permitted or allowed by the City or any school district within the City's jurisdictional boundaries. This also includes, without limitation, occasional outdoor gatherings, public dances, shows or sporting and entertainment events, provided such events are conducted pursuant to an approval, authorization, contract, lease, permit or sublease by the appropriate public entity, specifically the planning commission or City Council.

(b) Occasional outdoor gatherings, public dances, show, sporting and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of said events;

(c) Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within forty-five (45) minutes in any hour of its being activated;

(d) Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the provisions of § 5-29.09;

(e) Noise sources associated with construction, repair, remodeling, demolition or grading of public rights-of-way or during authorized seismic surveys;

(f) All mechanical devices, apparatus or equipment associated with agriculture operations provided that:

(1) Operations do not take place between 8:00 p.m. and 7:00 a.m.;

(2) Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions; or

(3) Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the California Department of Agriculture;

(g) Noise sources associated with the maintenance of real property. Such activities shall instead be subject to the provisions of § 5-29.08;

(h) Any activity to the extent regulation thereof has been preempted by state or federal law;

(i) Any noise sources associated with people and/or music associated with a party at a residential property. Such noise shall be subject to the provisions of OMC § 5-29.07;

(j) Any noise source emanating from an ice cream truck within the City. Such noise shall be subject to the provisions of OMC § 4-18.04;

(k) Any noise sources associated with barking dogs or other intermittent noises made by animals on any property within the City. Such noise shall be subject to the provisions of OMC Chapter 1, Title 6;

(l) Noise sources related to uses approved by a permit or development agreement adopted prior to the date of adoption of this chapter and that contains acoustic or noise standard conditions of approval. This exemption shall only be applicable during the effective period of the City-approved permit or development agreement.

(§ 2, Ord. 2888, eff. March 6, 2008)

### **Sec. 5-29.07. Loud and disturbing noise.**

(a) It is unlawful for any person or property owner within the City to make, cause or allow to be made any loud, excessive, impulsive or intrusive noise, disturbance or commotion that disturbs the peace or quiet of any area or that causes discomfort or annoyance to any reasonable person of normal sensitivities in the area, after a Police or Code Enforcement Officer has first requested that the person or property owner cease and desist from making such noise. The types of loud, disturbing, excessive, impulsive or intrusive noise may include, but shall not be limited to, yelling, shouting, hooting, whistling, singing, playing a musical instrument, or emitting or transmitting any loud music or noise from any mechanical or electrical sound making or sound-amplifying device.

(b) The factors, standards, and conditions that may be considered in determining whether a violation of the provisions of this section has been committed, included, but not limited to, the following:

(1) The level of the noise;

(2) The level and intensity of the background (ambient) noise, if any;

(3) The proximity of the noise to residential or commercial sleeping areas;

(4) The nature and zoning of the area within which the noise emanates;

(5) The density of inhabitation of the area within which the noise emanates;

(6) The time of day and night the noise occurs;

(7) The duration of the noise;

(8) Whether the noise is constant, recurrent or intermittent;

(9) Whether the noise is produced by a commercial or noncommercial activity; and

(10) Whether the use is lawful under the provisions of Title 5 of this Code and whether the noise is one that could reasonably be expected from the activity or allowed use.

(§ 2, Ord. 2888, eff. March 6, 2008)

### **Sec. 5-29.08. Real property maintenance noise regulations.**

(a) No person, while engaged in maintenance of real property, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, except between the hours of 8:00 a.m. and 6:00 p.m.

(b) Trimming or pruning that requires the use of chainsaws or mulching machines shall only be allowed between the hours of 8:00 a.m. and 6:00 p.m. on a weekday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday or Sunday.

(c) The use of electrical or gasoline powered blowers, such as commonly used by gardeners or other persons for cleaning lawns, yards, driveways, gutters and other property shall only be allowed between the hours of 8:00 a.m. and 6:00 p.m. on a weekday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday or Sunday.

(d) No landowner, gardener, property maintenance service, contractor, subcontractor or employer shall permit or allow any person or persons working under his or her direction or control to operate any tool, equipment or machine in violation of the provisions of this section.

(e) Exceptions. The provisions of this section shall not apply to the following:

(1) Emergency property maintenance required by the building official;

(2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors or agents, unless:

(i) The City Manager or department head determines that the maintenance, repair or improvement is immediately necessary to maintain public service,

(ii) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or

(iii) The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes maintenance during hours of the day that would otherwise be prohibited pursuant to this section; and

(3) Any maintenance that complies with the noise limits specified in § 5-29.04.

(§ 2, Ord. 2888, eff. March 6, 2008)

### **Sec. 5-29.09. Construction activity noise regulations.**

(a) No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.

(b) No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the



provisions of this section.

(c) Exceptions.

(1) The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the City Manager or his or her designee;

(2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors or agents, unless:

(i) The City Manager or a department head determines that the maintenance, repair or improvement is immediately necessary to maintain public services,

(ii) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or

(iii) The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes construction during hours of the day that would otherwise be prohibited pursuant to this section; and

(3) Any construction that complies with the noise limits specified in §§ 5-29.04 or 5-29.05.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.10. Other public agency exceptions.**

The provisions of this chapter shall not be construed to prohibit any work at different hours by or under the direction of any other public agency or public or private utility companies in cases of necessity or emergency.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.11. Schools, day care centers, churches, libraries, museums, health care institutions; Special provisions.**

It is unlawful for any person to create any noise that causes the outdoor noise level at any school, day care center, hospital or similar health care institution, church, library or museum while the same is in use, to exceed the noise standards specified in § 5-29.04 prescribed for the assigned Noise Zone I.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.12. Sound amplifying equipment.**

Loudspeakers, sound amplifiers, public address systems or similar devices used to amplify sounds shall be subject to the provisions of § 5-29.13. Such sound amplifying equipment shall not be construed to include electronic devices, including but not limited to, radios, tape players, tape recorders, compact disc players, MP3 players, electric keyboards, music synthesizers, record players or televisions, which are designed and operated for personal use, or used entirely within a building and are not designed or used to convey the human voice, music or any other sound to an audience outside such building, or which are used in vehicles and heard only by occupants of the vehicle in which installed.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.13. Amplified sound.**

(a) The City Council enacts the following legislation for the sole purpose of securing and promoting the public health, comfort, safety and welfare for its citizenry. While recognizing that the use of sound amplifying equipment may be entitled to certain protection by the constitutional rights of freedom of speech and assembly, the City Council finds that in order to protect the public safety and the correlative rights of the citizens of this community to privacy and freedom from public

nuisance of loud and unnecessary noise, reasonable regulation of the time, place and manner of the use of amplifying equipment is necessary. In no event shall approval or authorization required herein be withheld by reason of the constitutionally protected content of any material proposed to be broadcast through amplifying equipment.

(b) It is unlawful for any person, other than personnel of law enforcement or governmental agencies, to install, use or operate a loudspeaker or sound amplifying device in a fixed or movable position or mounted upon any vehicle within the City for the purpose of giving instructions, directions, talks, addresses or lectures to any persons or assemblages of persons in or upon any street, alley, sidewalk, park, place or public property without a permit to do so from the Police Chief or his or her designee. Notwithstanding any other provision of this chapter, the provisions of this section shall also apply to the use of sound amplifying equipment upon public or private property when used in connection with outdoor or indoor public or private events, whether or not admission is charged or food or beverages are sold, when such activity is to be attended by more than one hundred (100) persons and the noise emanating from the event will be audible at the property plane, or in the case of a street dance or concert on the nearest residential property. Those activities listed in § 5-29.06(a) are exempt from the requirements of this section.

(c) The Police Chief or his or her designee is authorized to approve and issue permits under this section.

(d) An application for a permit required by this section shall be filed with the Police Chief at least sixteen (16) days and no more than one hundred twenty (120) days prior to the date on which the sound amplifying equipment is intended to be used. Applications for events covered by the First Amendment of the United States Constitution are exempt from the time requirements of this section if it is shown that circumstances require a shorter filing period and the event will not constitute an unsafe condition. The application shall contain the following information:

- (1) The name, address and telephone number of both the owner and the user of the sound amplifying equipment;
- (2) The license number, if a sound truck is to be used;
- (3) A general description of the sound amplifying equipment which is to be used;
- (4) Whether sound amplifying equipment will be used for commercial or noncommercial purpose;

(5) The dates and times upon and within which, and the streets or property over or upon which, the equipment is proposed to be operated;

(6) The name or names of one (1) or more persons who will be present during the conduct of any activities for which registration is sought and who will have authority to reduce the volume of any sound amplifying equipment during the course of the activities if required pursuant to this chapter and, otherwise, to insure compliance with the provisions of this chapter;

(7) A statement by the applicant that he or she is willing and able to comply with the provisions of this chapter and the conditions of the permit; and

(8) A sketch of the area or facilities within which the activities are to be conducted, with approximate dimensions and illustration of the location and orientation of all sound-amplifying equipment.

(e) The Police Chief shall deny the permit application or revoke any permit if the chief finds any of the following:

(1) The application contains materially false or intentionally misleading information;

(2) The use of sound amplifying equipment at an event or activity proposed will be located in or upon a premises, building or structure that is hazardous to the health or safety of the employees or patrons of the premises, business, activity, or event, or the general public, under the standards established by the Uniform Building or Fire Codes, or other applicable codes, as set forth in OMC Titles 4 and 8;

(3) The use of sound amplifying equipment at an event or activity proposed in or upon a premises, building or structure that lacks adequate on-site parking for participants attending the proposed event or activity under the applicable standards set forth in OMC Title 9;

(4) The conditions of any motor vehicle movement are such that, in his or her opinion, the use of the equipment would constitute an unreasonable interference with traffic safety;

(5) The conditions of pedestrian movement are such that the use of the equipment would constitute a detriment to traffic safety;

(6) The application submitted by the applicant reveals that the applicant would violate the provisions of this section or any other provision of federal, state and/or local law;

(7) The applicant is unwilling or unable to comply with the provisions of this chapter or any conditions imposed upon any permit issued;

(8) There had already been a permitted event at the intended location, or within a two hundred (200) yard radius of the intended location and the prior permitted event was located on residentially zoned property or on a street, alley, public parking lot or neighborhood park within three (3) months prior to the intended event. Community parks are exempt from this subsection (8); or

(9) The applicant or location has had previous violations within the past calendar year, and in the judgment of the Police Chief, issuance would be contrary to the intent of this section.

(f) In determining whether the use of the equipment would constitute an unreasonable interference with or detriment to traffic safety, the Police Chief shall consider, but shall not necessarily be limited to:

(1) The volumes, patterns and speed of vehicular and pedestrian traffic in the proposed area of use;

(2) The relationship of the proposed use of equipment and potential impacts upon traffic patterns;

(3) Availability of sufficient room for the operation of the equipment without significantly interfering with the traffic patterns;

(4) Proximity to schools, playgrounds and similar facilities where use of such equipment might attract children into traffic patterns; or

(5) Proximity to busy intersections or other potentially hazardous conditions where use of such equipment might constitute a hazard by reason of its tendency to distract drivers of vehicles or pedestrians.

(g) Issuance or denial.

(1) If the application is approved, the Police Chief shall return an approved copy of the application to the applicant and shall issue a permit. The permit shall constitute permission for the use of the sound amplifying equipment as requested.

(2) Any application filed shall be either approved or disapproved within five (5) days of the filing thereof.

(3) If the application is disapproved, the Police Chief shall return a disapproved copy forthwith to the applicant with a written statement on the reason for disapproval.

(i) Any person aggrieved by a decision of the Police Chief or his or her designee may file an appeal to the City Manager. A complete and proper appeal shall be filed with the City Clerk within ten (10) calendar days of the action that is the subject of the appeal. If the applicant fails to file an appeal within the ten (10) day filing period provided herein, denial shall take effect immediately upon expiration of such filing period. All appeals shall be in writing and shall contain the following information: (a) name(s) of the person filing the appeal, (b) a brief statement in ordinary and concise language of the relief sought, and (c) the signatures of all parties named as appellants and their mailing addresses. After receiving the appeal, the City Clerk shall immediately forward the matter to the City Manager for handling.

(ii) The City Manager shall, upon receipt of the appeal, set the matter for hearing before the City Manager or a hearing officer. Any hearing officer shall be a licensed attorney or recognized mediator designated by the City Manager. The hearing shall be set for not more than ten (10) calendar days after the receipt of the appeal unless a longer time is requested or consented to by the appellant. Notice of such hearing shall be given in writing and mailed at least five (5) calendar days prior to the date of the hearing, by U.S. mail, with a proof of service attached, addressed to the address listed on the permit application, or the written appeal if different from the permit application. The notice shall state the grounds of the complaint or reason for the denial and shall state the time and place where such hearing will be held.

(iii) The City Manager or hearing officer shall, within ten (10) calendar days following the conclusion of the hearing, make a written finding and decision, which shall be delivered to the City and the appellant by first class mail. Notwithstanding any provision in this Code, the decision of the City Manager or hearing officer shall be the final administrative decision of the City. Any party dissatisfied with the decision of the City Manager or hearing officer may seek review of such decision under the provisions of Code Civil Procedure, §§ 1094.5 and 1094.8, as amended from time to time.

(h) In addition to any other provisions of this Code, the use of sound-amplifying equipment and sound trucks in the City shall be subject to the following regulations:

(1) The only sounds permitted are music and human speech;

(2) Sound shall not be emitted within one hundred (100) yards of hospitals, churches, schools and City Hall;

(3) The volume of sound shall be controlled so that it will not be audible for a distance in excess of one hundred (100) feet from the sound amplifying equipment or sound truck, and so that the volume is not unreasonably loud, raucous, jarring, disturbing or a nuisance to persons within the range of allowed audibility; or

(4) The sound amplifying equipment or sound truck shall not be used between the hours of 8:00 p.m. and 8:00 a.m.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.14. Motor vehicles.**

The use of any motor vehicle in such a condition as to create excessive, impulsive or intrusive noises is prohibited. The discharge into the open air of the exhaust of any internal combustion engine, stationary or mounted on wheels, motorboat or motor vehicle, including motor cycle, whether or not discharged through a muffler or other similar device, which discharge creates excessive, unusual, impulsive or intrusive noise is prohibited. Motor vehicles shall comply with the noise regulations of the California Vehicle Code.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.15. Noise level measurement.**

(a) The location selected for measuring exterior noise levels in a residential area shall be at any part of a private yard, patio, deck or balcony normally used for human activity and identified by the owner or, if occupied by someone other than the owner, the occupant of the affected property as suspected of exceeding the noise level standard. This location may be the closest point in the private yard or patio, or on the deck or balcony, to the noise source, but should not be located in nonhuman activity areas such as trash container storage areas, planter beds, above or contacting a property line fence, or other areas not normally used as part of the yard, patio, deck or balcony. The location selected for measuring exterior noise levels in a nonresidential area shall be at the closest point to the noise source. The measurement microphone height shall be five (5) feet above finish elevation or, in the case of a deck or balcony, the measurement microphone height shall be five (5) feet above the finished floor level.

(b) The location selected for measuring interior noise levels shall be made within the affected residential unit. The measurements shall be made at a point at least four (4) feet from the wall, ceiling or floor, or within the frame of a window opening, nearest the noise source. The measurements shall be made with windows in an open position.

(c) Any decibel measurement made pursuant to the provisions of this chapter shall be measured in decibels (dBAs) as measured with a sound level meter using the A-weighted sound pressure level.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.16. Prima facie violation.**

Any noise exceeding the noise level standard as specified in §§ 5-29.04 and 5-29.05, shall be deemed to be prima facie evidence of a violation of the provisions of this chapter.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.17. Penalty.**

(a) Any person who negligently or knowingly violates any provision of this chapter shall be guilty of an infraction and upon conviction shall be punishable by a fine specified in OMC § 1-2.01. Each day a violation occurs shall constitute a separate offense and shall be punishable as such.

(b) Any person who negligently or knowingly violates any provision of this chapter may also be subject to fine(s) specified in the administrative citation schedule of fines set forth in OMC § 1-5.04. The manner of issuing administrative citations shall comply with all the procedures specified in OMC Chapter 5, Title 1.

(c) As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provisions of this chapter, which operation or maintenance causes or creates sound levels exceeding the allowable

standards as specified in this chapter, shall be deemed and is declared to be a public nuisance and may be subject to abatement by a restraining order or injunction issued by a court of competent jurisdiction.

(d) Any violation of this chapter is declared to be a public nuisance and may be abated in accordance with law. The expense of enforcing this chapter is declared to be public nuisance and may be by resolution of the City Council declared to be a lien and special assessment against the property on which such nuisance is maintained, and any such charge shall also be a personal obligation of the property owner.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.18. Enforcement and administration.**

(a) It shall be the responsibility of Police or Code Enforcement Officers to enforce the provisions of this chapter and to perform all other functions required by this chapter. Such duties shall include, but not be limited to investigating potential violations, issuing warning notices and citations, and providing evidence to the City prosecutor for legal action.

(b) For violations of § 5-29.07, Police or Code Enforcement Officers shall obtain a declaration under penalty of perjury from two (2) declarants living in separate households within a sixty (60) day period stating in detail all of the following:

(1) That the declarant is a resident of a residential neighborhood located within two hundred (200) yards of the noise source; and

(2) Within the past month declarant has heard noise for substantially long periods to the extreme annoyance of the declarant.

(3) Declarations from two (2) declarants are required to prove a violation of § 5-29.07, but are not required to prove that a person has violated any other provision of this chapter.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.19. City Manager waiver.**

The City Manager is authorized to grant a temporary waiver to the provisions of this chapter for a period of time necessary to correct the violations of this chapter, if such temporary waiver would be in the public interest and there is no feasible and prudent alternative to the activity, or the method of conducting the activity, for which the temporary waiver is sought. This time period may include a commitment to a program that includes placing necessary orders and entering into necessary contracts within thirty (30) days for repair or installation.

(§ 2, Ord. 2888, eff. March 6, 2008)

#### **Sec. 5-29.20. Noise abatement program.**

(a) In circumstances where adopted community-wide noise standards and policies prove impractical in controlling noise generated from a specific source, the City Council may establish a noise abatement program that recognizes the characteristics of the noise source and affected property and that incorporates specialized mitigation measures.

(b) Noise abatement programs shall set forth in detail the approved terms, conditions and requirements for achieving maximum compliance with noise standards and policies. Said terms, conditions and requirements may include, but shall not be limited to, limitations, restrictions, or prohibitions on operating hours, location of operations, and the types of equipment.

(§ 2, Ord. 2888, eff. March 6, 2008)

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## **APPENDIX B**

### **STUDY AREA PHOTOS**

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JN: 13772 Study Area Photos



L1\_E  
34, 1' 9.980000", 117, 34' 26.090000"



L1\_N  
34, 1' 9.980000", 117, 34' 26.060000"



L1\_S  
34, 1' 9.970000", 117, 34' 26.090000"



L1\_W  
34, 1' 9.970000", 117, 34' 26.120000"



L2\_E  
34, 0' 54.230000", 117, 34' 1.780000"



L2\_N  
34, 0' 54.270000", 117, 34' 1.700000"

JN: 13772 Study Area Photos



L2\_S  
34, 0' 54.230000", 117, 34' 1.810000"



L2\_W  
34, 0' 54.230000", 117, 34' 1.840000"



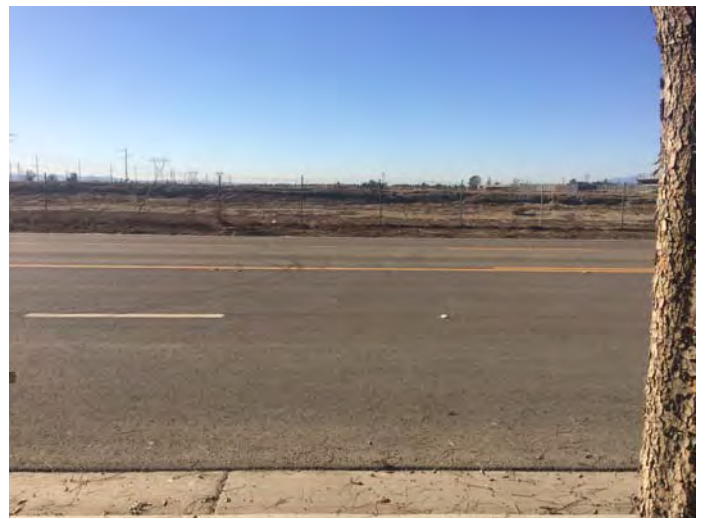
L3\_E  
34, 0' 49.250000", 117, 34' 1.070000"



L3\_N  
34, 0' 49.250000", 117, 34' 1.070000"



L3\_S  
34, 0' 49.250000", 117, 34' 1.070000"



L3\_W  
34, 0' 49.210000", 117, 34' 1.070000"

JN: 13772 Study Area Photos



L4\_E  
33, 59' 50.000000", 117, 34' 2.060000"



L4\_N  
33, 59' 50.020000", 117, 34' 2.080000"



L4\_S  
33, 59' 49.970000", 117, 34' 2.060000"



L4\_W  
33, 59' 49.970000", 117, 34' 2.060000"



L5\_E  
33, 59' 52.450000", 117, 34' 34.030000"



L5\_N  
33, 59' 52.420000", 117, 34' 34.050000"

JN: 13772 Study Area Photos



L5\_S

33, 59' 52.450000", 117, 34' 34.030000"



L5\_W

33, 59' 52.410000", 117, 34' 34.050000"



L6\_E

34, 0' 13.800000", 117, 34' 33.530000"



L6\_N

34, 0' 13.830000", 117, 34' 33.560000"



L6\_S

34, 0' 13.770000", 117, 34' 33.530000"



L6\_W

34, 0' 13.730000", 117, 34' 33.560000"

## **APPENDIX C**

### **NOISE LEVEL MEASUREMENT WORKSHEETS**

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## 24-Hour Noise Level Measurement Summary

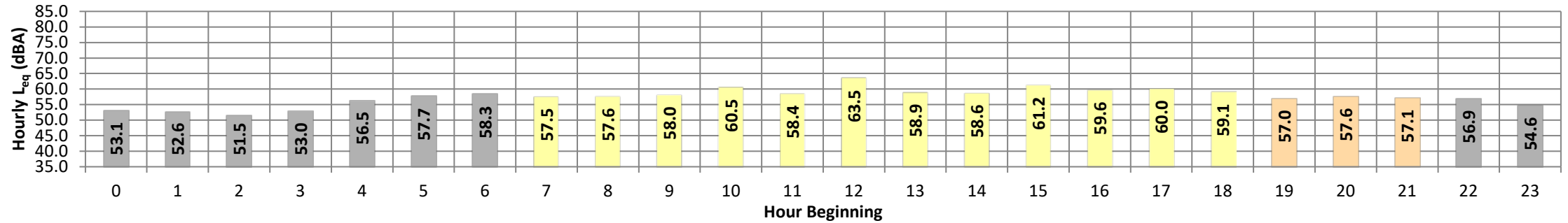
Date: Wednesday, October 21, 2020  
Project: Rich Haven Business Park

Location: L1 - Located north of the Project site on San Lorenzo River  
Road near existing single-family residential home at 3567 San Lorenzo River Road.

Meter: Piccolo II

JN: 13722  
Analyst: P. Mara

Hourly  $L_{eq}$  dBA Readings (unadjusted)



Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$	Adj.	Adj. $L_{eq}$
Night	0	53.1	61.0	45.0	60.7	60.4	59.6	58.6	53.2	49.6	45.8	45.5	45.1	53.1	10.0	63.1
	1	52.6	61.2	44.0	60.9	60.7	59.8	58.6	51.7	47.2	44.6	44.4	44.1	52.6	10.0	62.6
	2	51.5	60.2	40.6	60.0	59.7	58.9	57.7	50.9	45.3	41.6	41.0	40.7	51.5	10.0	61.5
	3	53.0	61.8	39.6	61.6	61.3	60.4	59.2	53.1	46.4	40.6	40.2	39.8	53.0	10.0	63.0
	4	56.5	66.8	40.0	66.5	66.2	64.6	62.1	54.9	49.8	41.6	40.9	40.2	56.5	10.0	66.5
	5	57.7	65.8	45.0	65.4	65.0	64.1	62.9	58.5	54.4	46.8	45.9	45.1	57.7	10.0	67.7
	6	58.3	66.7	47.5	66.4	65.8	64.0	62.5	59.4	55.9	49.6	48.6	47.7	58.3	10.0	68.3
Day	7	57.5	63.8	48.4	63.6	63.4	62.7	61.9	58.8	55.7	49.9	49.2	48.6	57.5	0.0	57.5
	8	57.6	64.4	47.8	64.2	63.9	63.1	62.1	58.6	55.5	49.6	48.7	48.0	57.6	0.0	57.6
	9	58.0	64.9	48.0	64.6	64.4	63.6	62.6	59.4	55.7	49.4	48.7	48.1	58.0	0.0	58.0
	10	60.5	66.9	54.5	66.6	66.2	65.4	64.4	61.6	58.8	55.2	54.9	54.6	60.5	0.0	60.5
	11	58.4	64.6	49.9	64.3	64.0	63.1	62.4	59.7	56.8	51.7	50.8	50.1	58.4	0.0	58.4
	12	63.5	73.9	55.1	73.0	72.2	70.6	68.5	62.9	59.0	56.1	55.7	55.3	63.5	0.0	63.5
	13	58.9	66.5	50.0	66.2	65.8	64.2	62.8	59.7	56.8	52.0	51.1	50.2	58.9	0.0	58.9
	14	58.6	66.7	48.5	66.4	66.0	64.5	63.1	59.3	56.3	50.5	49.4	48.6	58.6	0.0	58.6
	15	61.2	71.1	49.8	70.6	70.1	68.1	65.4	60.8	58.0	52.2	50.9	50.0	61.2	0.0	61.2
	16	59.6	66.2	50.6	65.9	65.6	64.4	63.4	60.7	58.2	52.7	51.7	50.8	59.6	0.0	59.6
	17	60.0	67.1	51.1	66.7	66.3	65.2	64.1	60.9	58.1	53.0	51.9	51.2	60.0	0.0	60.0
	18	59.1	65.6	51.0	65.4	65.0	63.9	63.1	60.1	57.5	52.7	51.8	51.1	59.1	0.0	59.1
Evening	19	57.0	63.6	49.4	63.3	62.9	61.9	61.1	58.2	55.0	50.5	49.9	49.5	57.0	5.0	62.0
	20	57.6	64.4	49.6	64.2	63.9	62.9	61.8	58.4	55.5	50.9	50.3	49.8	57.6	5.0	62.6
	21	57.1	64.5	48.2	64.3	64.1	63.0	61.9	58.1	54.4	49.4	48.9	48.4	57.1	5.0	62.1
Night	22	56.9	64.6	47.4	64.3	63.9	62.9	61.9	57.7	53.9	48.5	48.0	47.6	56.9	10.0	66.9
	23	54.6	62.6	45.0	62.3	62.0	61.0	59.9	55.2	51.0	46.2	45.6	45.2	54.6	10.0	64.6
Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$ (dBA)		
Day	Min	57.5	63.8	47.8	63.6	63.4	62.7	61.9	58.6	55.5	49.4	48.7	48.0	24-Hour	Daytime	Nighttime
	Max	63.5	73.9	55.1	73.0	72.2	70.6	68.5	62.9	59.0	56.1	55.7	55.3			
Energy Average		59.8	Average:		66.5	66.1	64.9	63.7	60.2	57.2	52.1	51.2	50.6	24-Hour CNEL (dBA)		
Evening	Min	57.0	63.6	48.2	63.3	62.9	61.9	61.1	58.1	54.4	49.4	48.9	48.4			
	Max	57.6	64.5	49.6	64.3	64.1	63.0	61.9	58.4	55.5	50.9	50.3	49.8			
Energy Average		57.2	Average:		63.9	63.6	62.6	61.6	58.3	55.0	50.3	49.7	49.2	63.1		
Night	Min	51.5	60.2	39.6	60.0	59.7	58.9	57.7	50.9	45.3	40.6	40.2	39.8			
	Max	58.3	66.8	47.5	66.5	66.2	64.6	62.9	59.4	55.9	49.6	48.6	47.7			
Energy Average		55.5	Average:		63.1	62.8	61.7	60.4	55.0	50.4	45.0	44.5	43.9			



### 24-Hour Noise Level Measurement Summary

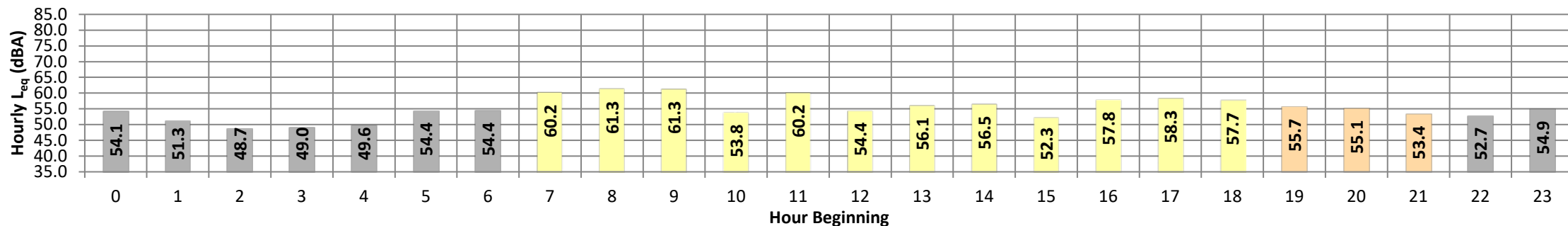
Date: Wednesday, October 21, 2020  
Project: Rich Haven Business Park

Location: L2 - Located northeast of the Project site on Mill Creek Avenue near Colony High School at 3850 East Riverside Drive.

Meter: Piccolo II

JN: 13722  
Analyst: P. Mara

**Hourly  $L_{eq}$  dBA Readings (unadjusted)**



Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$	Adj.	Adj. $L_{eq}$
Night	0	54.1	63.4	47.4	63.1	62.5	59.6	57.6	54.5	51.2	48.0	47.8	47.6	54.1	10.0	64.1
	1	51.3	63.1	45.6	62.8	61.8	58.0	55.0	48.1	46.9	46.0	45.9	45.7	51.3	10.0	61.3
	2	48.7	58.3	43.9	58.0	57.6	55.5	53.6	46.9	45.1	44.3	44.1	44.0	48.7	10.0	58.7
	3	49.0	59.0	40.5	58.8	58.5	56.7	54.2	47.7	43.5	41.2	40.9	40.6	49.0	10.0	59.0
	4	49.6	60.4	40.8	60.2	59.6	57.3	55.1	46.9	43.8	41.1	41.0	40.9	49.6	10.0	59.6
	5	54.4	65.0	49.5	64.7	64.2	61.7	58.4	51.9	50.8	49.7	49.6	49.5	54.4	10.0	64.4
Day	6	54.4	65.2	41.6	64.9	64.3	61.4	59.4	53.5	48.3	42.9	42.3	41.7	54.4	10.0	64.4
	7	60.2	71.8	47.3	71.5	70.9	68.2	65.7	56.8	51.9	48.5	48.1	47.6	60.2	0.0	60.2
	8	61.3	67.4	55.7	67.1	66.7	65.1	64.1	62.0	60.4	57.8	57.2	56.0	61.3	0.0	61.3
	9	61.3	69.1	55.5	68.8	68.1	66.0	64.5	61.5	59.6	57.3	56.7	55.8	61.3	0.0	61.3
	10	53.8	66.0	42.6	65.6	65.0	62.0	58.9	49.3	45.4	43.4	43.1	42.8	53.8	0.0	53.8
	11	60.2	72.9	44.1	72.7	72.1	68.6	64.6	53.6	47.6	44.9	44.6	44.2	60.2	0.0	60.2
	12	54.4	66.4	44.2	66.0	65.4	62.6	59.6	49.8	46.5	44.7	44.5	44.3	54.4	0.0	54.4
	13	56.1	67.9	46.0	67.5	66.8	63.5	60.6	52.8	49.7	46.9	46.6	46.1	56.1	0.0	56.1
	14	56.5	69.2	44.6	68.7	67.8	64.7	61.2	51.3	47.1	45.3	45.0	44.8	56.5	0.0	56.5
	15	52.3	64.2	42.1	63.7	63.1	60.1	57.4	48.9	45.2	42.9	42.6	42.2	52.3	0.0	52.3
	16	57.8	70.7	46.3	70.1	69.2	65.5	61.4	54.1	50.0	47.3	47.0	46.6	57.8	0.0	57.8
	17	58.3	71.2	47.5	70.7	69.7	65.6	62.1	54.3	51.2	48.7	48.2	47.7	58.3	0.0	58.3
	18	57.7	69.0	48.5	68.5	67.7	64.7	62.3	56.1	51.7	49.4	49.1	48.7	57.7	0.0	57.7
Evening	19	55.7	66.9	48.0	66.5	65.8	63.2	60.5	52.5	50.0	48.6	48.4	48.1	55.7	5.0	60.7
	20	55.1	66.6	47.4	66.3	65.6	62.0	59.2	52.9	49.8	48.0	47.8	47.5	55.1	5.0	60.1
	21	53.4	65.0	46.9	64.6	63.8	60.3	56.9	50.4	48.8	47.4	47.2	47.0	53.4	5.0	58.4
Night	22	52.7	65.9	44.8	65.4	64.1	59.3	55.8	48.1	46.3	45.2	45.1	44.9	52.7	10.0	62.7
	23	54.9	66.8	50.1	66.5	65.6	61.4	56.7	51.6	51.2	50.3	50.3	50.2	54.9	10.0	64.9
Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$ (dBA)		
Day	Min	52.3	64.2	42.1	63.7	63.1	60.1	57.4	48.9	45.2	42.9	42.6	42.2	24-Hour	Daytime	Nighttime
	Max	61.3	72.9	55.7	72.7	72.1	68.6	65.7	62.0	60.4	57.8	57.2	56.0			
Energy Average		58.3	Average:		68.4	67.7	64.7	61.9	54.2	50.5	48.1	47.7	47.2	24-Hour CNEL (dBA)	60.7	
Evening	Min	53.4	65.0	46.9	64.6	63.8	60.3	56.9	50.4	48.8	47.4	47.2	47.0			
	Max	55.7	66.9	48.0	66.5	65.8	63.2	60.5	52.9	50.0	48.6	48.4	48.1			
Energy Average		54.8	Average:		65.8	65.1	61.8	58.8	51.9	49.5	48.0	47.8	47.5			
Night	Min	48.7	58.3	40.5	58.0	57.6	55.5	53.6	46.9	43.5	41.1	40.9	40.6			
	Max	54.9	66.8	50.1	66.5	65.6	61.7	59.4	54.5	51.2	50.3	50.3	50.2			
Energy Average		52.7	Average:		62.7	62.0	59.0	56.2	49.9	47.4	45.4	45.2	45.0			





## 24-Hour Noise Level Measurement Summary

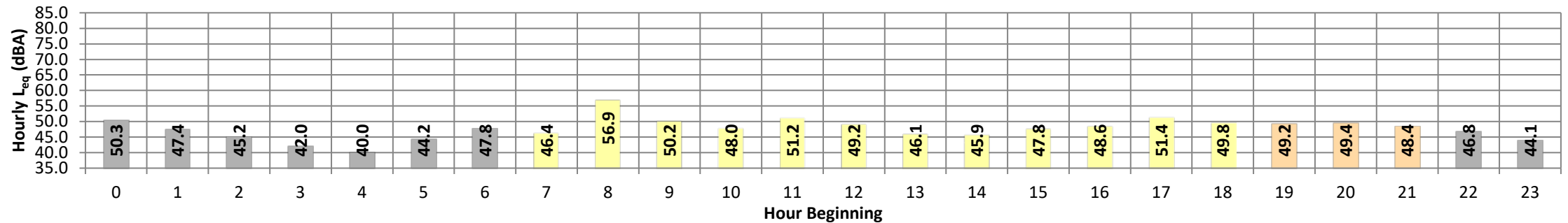
Date: Wednesday, October 21, 2020  
Project: Rich Haven Business Park

Location: L3 - Located east of the Project site on Mill Creek Avenue near existing single-family residential homes at 3936 E Millcreek Paseo.

Meter: Piccolo II

JN: 13722  
Analyst: P. Mara

**Hourly  $L_{eq}$  dBA Readings (unadjusted)**



Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$	Adj.	Adj. $L_{eq}$
Night	0	50.3	55.3	46.6	55.1	54.8	54.2	53.7	51.6	48.4	47.1	46.8	46.7	50.3	10.0	60.3
	1	47.4	54.8	45.1	54.5	53.7	50.9	49.4	47.1	46.2	45.4	45.3	45.1	47.4	10.0	57.4
	2	45.2	52.5	42.7	52.2	51.5	48.9	47.4	45.0	44.0	43.1	42.9	42.7	45.2	10.0	55.2
	3	42.0	46.5	39.9	46.1	45.7	44.8	44.3	42.2	41.3	40.5	40.2	40.0	42.0	10.0	52.0
	4	40.0	44.1	37.7	43.8	43.3	42.5	42.0	40.7	39.5	38.4	38.0	37.7	40.0	10.0	50.0
	5	44.2	55.9	38.3	55.6	54.6	50.4	47.2	42.1	39.9	38.7	38.6	38.4	44.2	10.0	54.2
Day	6	47.8	57.6	39.3	56.9	56.1	53.8	52.4	48.6	43.4	40.1	39.7	39.4	47.8	10.0	57.8
	7	46.4	57.1	39.1	56.6	55.7	52.4	50.1	45.5	43.0	40.1	39.8	39.3	46.4	0.0	46.4
	8	56.9	72.0	38.2	70.3	69.1	66.1	51.9	43.3	41.3	39.1	38.8	38.3	56.9	0.0	56.9
	9	50.2	62.6	41.4	62.1	61.1	57.1	53.5	47.0	45.3	42.8	42.3	41.6	50.2	0.0	50.2
	10	48.0	56.2	43.1	55.5	54.9	52.6	51.0	48.0	46.6	44.3	43.8	43.2	48.0	0.0	48.0
	11	51.2	58.9	48.6	58.5	57.7	55.5	53.9	51.0	49.8	48.8	48.7	48.6	51.2	0.0	51.2
	12	49.2	61.8	42.6	61.2	59.9	55.3	51.9	46.8	45.1	43.2	43.0	42.8	49.2	0.0	49.2
	13	46.1	53.8	41.4	53.3	52.8	51.0	49.8	46.6	44.0	41.9	41.7	41.5	46.1	0.0	46.1
	14	45.9	56.6	40.6	56.2	55.4	52.0	49.0	44.6	42.9	41.1	40.9	40.7	45.9	0.0	45.9
	15	47.8	58.7	42.1	57.9	57.1	54.2	51.4	46.5	44.4	42.8	42.5	42.2	47.8	0.0	47.8
	16	48.6	57.8	43.0	57.4	56.6	53.6	51.6	48.6	46.5	43.8	43.5	43.2	48.6	0.0	48.6
	17	51.4	62.8	43.5	62.3	61.7	58.5	55.4	49.6	46.8	44.2	44.0	43.7	51.4	0.0	51.4
	18	49.8	58.9	45.5	58.4	57.7	55.0	53.0	49.1	47.5	46.1	45.9	45.6	49.8	0.0	49.8
Evening	19	49.2	54.6	47.1	54.3	53.8	52.5	51.4	49.4	48.4	47.5	47.4	47.2	49.2	5.0	54.2
	20	49.4	55.3	46.5	55.0	54.5	53.0	52.1	49.6	48.3	46.9	46.7	46.6	49.4	5.0	54.4
	21	48.4	53.7	46.2	53.3	52.8	51.3	50.4	48.7	47.8	46.7	46.5	46.3	48.4	5.0	53.4
Night	22	46.8	55.4	43.7	55.0	54.4	51.8	49.7	45.8	45.0	44.1	44.0	43.8	46.8	10.0	56.8
	23	44.1	51.2	41.5	50.9	50.4	48.3	46.5	43.8	42.9	41.9	41.7	41.6	44.1	10.0	54.1
Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$ (dBA)		
Day	Min	45.9	53.8	38.2	53.3	52.8	51.0	49.0	43.3	41.3	39.1	38.8	38.3	24-Hour	Daytime	Nighttime
	Max	56.9	72.0	48.6	70.3	69.1	66.1	55.4	51.0	49.8	48.8	48.7	48.6			
Energy Average		50.6	Average:		59.1	58.3	55.3	51.9	47.2	45.3	43.2	42.9	42.6	<b>49.2</b>		
Evening	Min	48.4	53.7	46.2	53.3	52.8	51.3	50.4	48.7	47.8	46.7	46.5	46.3	<b>50.3</b>		
	Max	49.4	55.3	47.1	55.0	54.5	53.0	52.1	49.6	48.4	47.5	47.4	47.2	<b>46.3</b>		
Energy Average		49.0	Average:		54.2	53.7	52.3	51.3	49.2	48.2	47.0	46.9	46.7	<b>53.9</b>		
Night	Min	40.0	44.1	37.7	43.8	43.3	42.5	42.0	40.7	39.5	38.4	38.0	37.7	<b>53.9</b>		
	Max	50.3	57.6	46.6	56.9	56.1	54.2	53.7	51.6	48.4	47.1	46.8	46.7	<b>53.9</b>		
Energy Average		46.3	Average:		52.2	51.6	49.5	48.1	45.2	43.4	42.2	41.9	41.7	<b>53.9</b>		



## 24-Hour Noise Level Measurement Summary

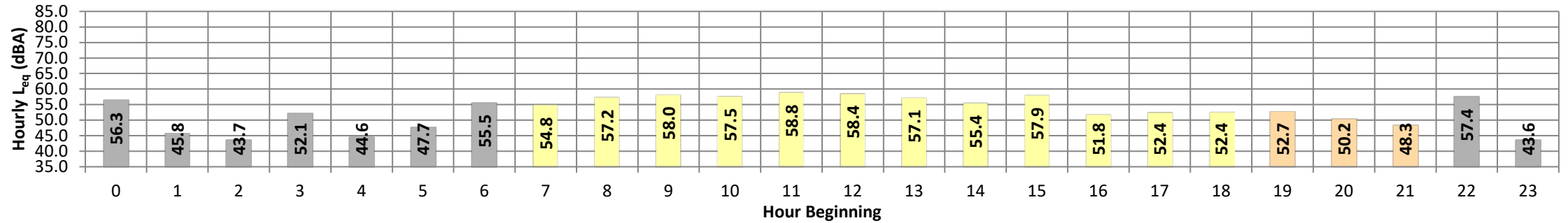
Date: Wednesday, October 21, 2020  
Project: Rich Haven Business Park

Location: L4 - Located west of the Project site on Edison Avenue near existing single-family residential home at 10823 Edison Avenue.

Meter: Piccolo II

JN: 13722  
Analyst: P. Mara

Hourly  $L_{eq}$  dBA Readings (unadjusted)



Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$	Adj.	Adj. $L_{eq}$
Night	0	56.3	64.2	44.6	63.6	63.2	62.1	61.5	58.5	49.6	45.9	45.0	44.7	56.3	10.0	66.3
	1	45.8	47.7	44.8	47.5	47.3	46.9	46.7	46.0	45.6	45.1	45.0	44.9	45.8	10.0	55.8
	2	43.7	45.0	42.8	44.8	44.7	44.4	44.3	43.9	43.6	43.0	42.9	42.8	43.7	10.0	53.7
	3	52.1	62.1	40.4	61.7	61.2	59.7	58.6	50.0	43.4	40.7	40.5	40.4	52.1	10.0	62.1
	4	44.6	49.5	39.8	49.2	49.0	48.4	47.9	45.6	43.6	40.3	40.1	39.9	44.6	10.0	54.6
	5	47.7	57.5	40.6	57.2	56.7	54.5	52.2	47.3	43.0	40.9	40.7	40.6	47.7	10.0	57.7
Day	6	55.5	64.7	44.2	64.5	64.2	63.3	62.1	53.8	48.8	45.1	44.7	44.3	55.5	10.0	65.5
	7	54.8	65.0	42.1	64.6	64.3	62.7	60.9	52.5	47.7	42.9	42.5	42.2	54.8	0.0	54.8
	8	57.2	68.8	41.4	68.1	67.4	65.9	63.9	52.9	45.3	41.9	41.7	41.4	57.2	0.0	57.2
	9	58.0	68.8	41.1	68.5	68.1	66.9	65.2	51.7	45.7	41.8	41.5	41.2	58.0	0.0	58.0
	10	57.5	68.7	41.3	68.3	67.6	65.9	64.1	54.0	47.5	41.9	41.6	41.3	57.5	0.0	57.5
	11	58.8	70.3	42.7	70.0	69.5	67.4	64.8	55.0	48.0	43.5	43.1	42.7	58.8	0.0	58.8
	12	58.4	70.0	45.3	69.5	68.8	66.8	64.5	54.3	50.1	45.9	45.7	45.4	58.4	0.0	58.4
	13	57.1	67.6	44.0	67.3	66.8	65.3	63.7	54.2	49.3	44.9	44.6	44.1	57.1	0.0	57.1
	14	55.4	66.2	43.1	65.8	65.3	63.6	61.4	53.0	47.4	44.1	43.6	43.2	55.4	0.0	55.4
	15	57.9	69.6	42.7	69.2	68.7	66.7	64.6	52.1	46.5	43.4	43.1	42.8	57.9	0.0	57.9
	16	51.8	61.5	44.5	61.1	60.5	58.1	56.3	51.0	47.8	45.4	45.0	44.6	51.8	0.0	51.8
	17	52.4	63.5	45.2	63.0	62.2	59.7	57.0	50.1	47.8	45.9	45.6	45.4	52.4	0.0	52.4
18	52.4	61.8	46.5	61.5	61.1	59.4	57.3	50.8	49.0	47.2	47.0	46.7	52.4	0.0	52.4	
Evening	19	52.7	61.8	47.0	61.6	61.1	59.0	56.9	52.0	49.3	47.6	47.4	47.2	52.7	5.0	57.7
	20	50.2	56.4	46.0	56.0	55.6	54.3	53.2	50.8	49.3	46.8	46.5	46.1	50.2	5.0	55.2
	21	48.3	53.5	44.2	53.2	53.0	52.3	51.5	49.0	47.4	44.7	44.6	44.3	48.3	5.0	53.3
Night	22	57.4	72.4	42.4	71.1	69.7	65.6	60.9	47.5	43.7	42.7	42.6	42.4	57.4	10.0	67.4
	23	43.6	51.4	39.6	50.9	50.4	48.1	47.4	44.3	41.2	39.9	39.7	39.5	43.6	10.0	53.6
Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$ (dBA)		
Day	Min	51.8	61.5	41.1	61.1	60.5	58.1	56.3	50.1	45.3	41.8	41.5	41.2	24-Hour	Daytime	Nighttime
	Max	58.8	70.3	46.5	70.0	69.5	67.4	65.2	55.0	50.1	47.2	47.0	46.7			
Energy Average		56.6	Average:		66.4	65.9	64.0	62.0	52.6	47.7	44.1	43.7	43.4	55.0	55.9	52.7
Evening	Min	48.3	53.5	44.2	53.2	53.0	52.3	51.5	49.0	47.4	44.7	44.6	44.3			
	Energy Average		50.8	Average:		57.0	56.6	55.2	53.9	50.6	48.7	46.4	46.2	45.9	24-Hour CNEL (dBA)	
Night	Min	43.6	45.0	39.6	44.8	44.7	44.4	44.3	43.9	41.2	39.9	39.7	39.5	59.9		
	Max	57.4	72.4	44.8	71.1	69.7	65.6	62.1	58.5	49.6	45.9	45.0	44.9			
Energy Average		52.7	Average:		56.7	56.3	54.8	53.5	48.6	44.7	42.6	42.4	42.2			



## 24-Hour Noise Level Measurement Summary

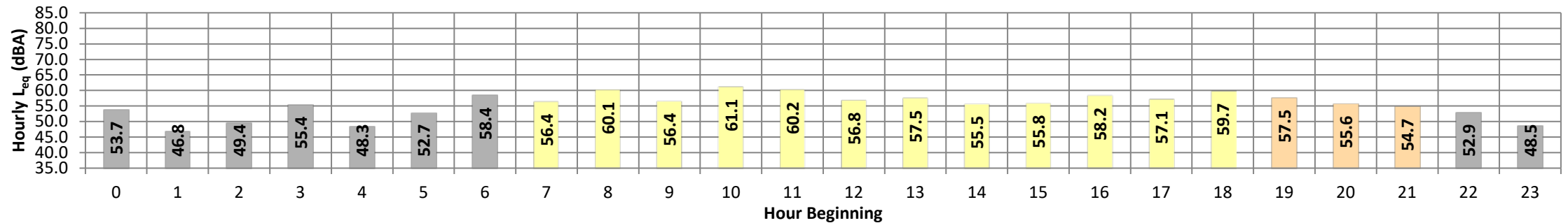
Date: Wednesday, October 21, 2020  
Project: Rich Haven Business Park

Location: L5 - Located southwest of the Project site on Haven Avenue near existing single-family residential homes at 4157 South Blackstone Privado.

Meter: Piccolo II

JN: 13722  
Analyst: P. Mara

Hourly  $L_{eq}$  dBA Readings (unadjusted)



Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$	Adj.	Adj. $L_{eq}$
Night	0	53.7	73.7	41.9	73.0	72.2	69.5	67.2	52.9	47.2	42.8	42.4	42.0	53.7	10.0	63.7
	1	46.8	56.5	43.1	56.2	55.6	52.6	49.8	45.0	44.0	43.4	43.3	43.2	46.8	10.0	56.8
	2	49.4	60.9	41.0	60.3	59.4	57.1	54.9	46.0	42.7	41.4	41.3	41.1	49.4	10.0	59.4
	3	55.4	68.7	39.1	68.1	67.2	63.5	60.5	48.2	41.7	39.6	39.3	39.2	55.4	10.0	65.4
	4	48.3	60.3	37.1	59.8	58.8	55.6	53.1	47.1	41.0	37.5	37.3	37.2	48.3	10.0	58.3
	5	52.7	64.3	39.6	63.9	63.1	60.3	57.8	50.9	45.1	41.0	40.4	39.8	52.7	10.0	62.7
6	58.4	70.8	42.5	70.0	69.4	66.5	62.7	55.7	49.8	43.6	43.1	42.7	58.4	10.0	68.4	
Day	7	56.4	67.0	43.0	66.6	65.9	63.8	61.9	55.2	50.1	44.5	43.7	43.2	56.4	0.0	56.4
	8	60.1	71.5	44.0	71.0	70.3	67.6	65.5	58.2	52.0	45.6	44.9	44.2	60.1	0.0	60.1
	9	56.4	68.1	42.7	67.6	66.9	64.0	61.6	54.1	49.1	44.1	43.6	42.9	56.4	0.0	56.4
	10	61.1	74.7	42.4	73.9	73.1	68.7	65.6	55.6	49.7	43.6	43.2	42.6	61.1	0.0	61.1
	11	60.2	70.9	43.4	70.4	69.8	67.7	66.0	58.8	52.8	45.5	44.5	43.7	60.2	0.0	60.2
	12	56.8	67.3	46.1	66.7	66.0	63.7	62.1	56.1	51.1	47.2	46.7	46.2	56.8	0.0	56.8
	13	57.5	70.8	44.8	69.8	68.5	63.6	61.9	55.0	50.8	46.2	45.6	45.0	57.5	0.0	57.5
	14	55.5	66.5	42.9	65.9	65.2	63.3	61.3	53.6	48.5	43.9	43.5	43.1	55.5	0.0	55.5
	15	55.8	66.4	42.9	66.0	65.3	63.1	61.4	54.9	49.4	44.1	43.6	43.1	55.8	0.0	55.8
	16	58.2	70.0	44.8	69.4	68.7	66.1	64.1	55.2	50.7	46.0	45.4	44.9	58.2	0.0	58.2
	17	57.1	70.1	45.4	68.7	67.0	63.9	61.6	55.5	50.9	46.5	46.0	45.5	57.1	0.0	57.1
	18	59.7	71.6	45.7	70.4	69.7	66.8	64.6	59.0	53.2	46.8	46.3	45.9	59.7	0.0	59.7
Evening	19	57.5	68.8	46.6	68.2	67.3	65.1	62.9	55.2	50.9	47.3	47.0	46.7	57.5	5.0	62.5
	20	55.6	66.6	45.3	65.9	65.0	62.7	60.6	54.7	50.2	46.2	45.8	45.4	55.6	5.0	60.6
	21	54.7	65.9	43.5	65.5	64.9	62.7	60.5	52.0	47.2	44.2	43.9	43.6	54.7	5.0	59.7
Night	22	52.9	64.7	41.3	64.2	63.5	60.7	58.5	49.6	43.9	41.9	41.7	41.4	52.9	10.0	62.9
	23	48.5	59.9	38.2	59.4	58.6	55.8	53.1	46.6	42.3	38.7	38.5	38.3	48.5	10.0	58.5
Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$ (dBA)		
Day	Min	55.5	66.4	42.4	65.9	65.2	63.1	61.3	53.6	48.5	43.6	43.2	42.6	24-Hour	Daytime	Nighttime
	Max	61.1	74.7	46.1	73.9	73.1	68.7	66.0	59.0	53.2	47.2	46.7	46.2			
Energy Average		58.3	Average:		68.9	68.0	65.2	63.1	55.9	50.7	45.3	44.8	44.2	24-Hour CNEL (dBA)		
Evening	Min	54.7	65.9	43.5	65.5	64.9	62.7	60.5	52.0	47.2	44.2	43.9	43.6			
	Max	57.5	68.8	46.6	68.2	67.3	65.1	62.9	55.2	50.9	47.3	47.0	46.7			
Energy Average		56.1	Average:		66.5	65.7	63.5	61.3	53.9	49.4	45.9	45.6	45.3	24-Hour CNEL (dBA)		
Night	Min	46.8	56.5	37.1	56.2	55.6	52.6	49.8	45.0	41.0	37.5	37.3	37.2			
	Max	58.4	73.7	43.1	73.0	72.2	69.5	67.2	55.7	49.8	43.6	43.3	43.2			
Energy Average		53.3	Average:		63.9	63.1	60.2	57.5	49.1	44.2	41.1	40.8	40.5	24-Hour CNEL (dBA)		
<b>61.2</b>																



## 24-Hour Noise Level Measurement Summary

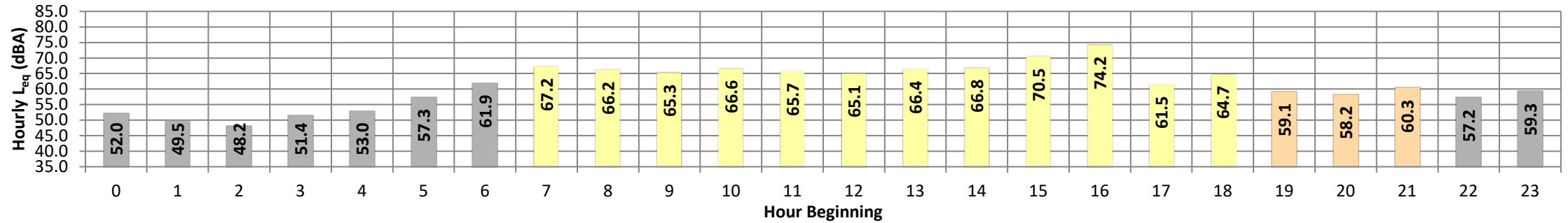
Date: Wednesday, October 21, 2020  
Project: Rich Haven Business Park

Location: L6 - Located west of the Project site on Haven Avenue near existing single-family residential homes at 3453 Pine Ridge Loop.

Meter: Piccolo II

JN: 13722  
Analyst: P. Mara

Hourly  $L_{eq}$  dBA Readings (unadjusted)



Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$	Adj.	Adj. $L_{eq}$
Night	0	52.0	58.7	44.5	58.4	58.1	57.3	56.4	53.8	48.4	45.0	44.8	44.6	52.0	10.0	62.0
	1	49.5	58.8	44.9	58.3	57.6	54.8	53.3	49.4	46.4	45.2	45.1	45.0	49.5	10.0	59.5
	2	48.2	59.3	41.9	59.0	58.4	55.6	52.4	45.4	43.4	42.3	42.2	42.0	48.2	10.0	58.2
	3	51.4	63.2	39.1	62.9	62.4	59.7	57.1	47.5	41.4	39.6	39.4	39.2	51.4	10.0	61.4
	4	53.0	63.7	39.4	63.2	62.3	60.1	58.6	52.1	47.4	40.7	40.0	39.5	53.0	10.0	63.0
	5	57.3	70.7	41.7	70.1	69.0	65.0	61.5	52.4	47.3	42.6	42.2	41.8	57.3	10.0	67.3
Day	6	61.9	73.7	46.4	73.3	72.6	69.7	66.9	59.4	54.2	48.3	47.4	46.6	61.9	10.0	71.9
	7	67.2	80.0	51.4	79.4	78.3	75.0	72.0	63.0	58.3	53.5	52.7	51.7	67.2	0.0	67.2
	8	66.2	76.3	53.1	75.9	75.2	73.0	71.2	65.5	62.0	55.9	54.7	53.6	66.2	0.0	66.2
	9	65.3	76.6	51.2	75.7	74.7	72.3	70.5	64.5	59.8	53.8	52.8	51.6	65.3	0.0	65.3
	10	66.6	78.4	51.1	78.1	77.4	74.3	71.1	64.1	59.8	53.7	52.5	51.4	66.6	0.0	66.6
	11	65.7	76.8	51.1	76.3	75.6	73.1	71.1	64.1	59.6	53.2	52.2	51.4	65.7	0.0	65.7
	12	65.1	75.6	51.2	75.2	74.7	72.5	70.4	64.2	59.0	52.8	52.1	51.4	65.1	0.0	65.1
	13	66.4	78.9	51.0	78.2	77.1	73.7	71.8	63.5	58.8	53.3	52.3	51.3	66.4	0.0	66.4
	14	66.8	79.4	49.7	78.7	77.9	74.6	72.4	63.1	57.9	51.5	50.7	50.0	66.8	0.0	66.8
	15	70.5	84.5	49.4	83.9	82.7	78.1	73.6	63.4	58.2	51.5	50.6	49.6	70.5	0.0	70.5
	16	74.2	88.4	48.6	88.0	86.8	82.1	77.9	62.4	57.3	50.2	49.4	48.7	74.2	0.0	74.2
	17	61.5	71.4	48.3	71.1	70.5	68.4	66.6	61.2	57.0	50.3	49.2	48.5	61.5	0.0	61.5
18	64.7	77.4	48.3	76.8	76.0	72.4	69.3	61.2	55.8	49.7	48.9	48.4	64.7	0.0	64.7	
Evening	19	59.1	69.2	47.1	68.7	68.1	66.1	64.4	58.6	53.6	48.1	47.7	47.3	59.1	5.0	64.1
	20	58.2	69.7	46.3	69.2	68.5	65.6	63.2	56.8	51.4	47.2	46.8	46.5	58.2	5.0	63.2
	21	60.3	73.7	44.6	73.2	72.0	68.2	64.3	55.5	50.0	45.9	45.3	44.7	60.3	5.0	65.3
Night	22	57.2	69.9	41.8	69.6	68.9	65.9	62.2	50.5	45.6	42.4	42.2	41.9	57.2	10.0	67.2
	23	59.3	71.4	38.9	70.8	70.2	66.7	64.3	56.4	43.9	39.4	39.2	39.0	59.3	10.0	69.3
Timeframe	Hour	$L_{eq}$	$L_{max}$	$L_{min}$	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	$L_{eq}$ (dBA)		
Day	Min	61.5	71.4	48.3	71.1	70.5	68.4	66.6	61.2	55.8	49.7	48.9	48.4	24-Hour	Daytime	Nighttime
	Max	74.2	88.4	53.1	88.0	86.8	82.1	77.9	65.5	62.0	55.9	54.7	53.6			
Energy Average		68.0	Average:		78.1	77.2	74.1	71.5	63.3	58.6	52.5	51.5	50.6	<b>65.3</b>		
Evening	Min	58.2	69.2	44.6	68.7	68.1	65.6	63.2	55.5	50.0	45.9	45.3	44.7	<b>67.1</b>		
	Max	60.3	73.7	47.1	73.2	72.0	68.2	64.4	58.6	53.6	48.1	47.7	47.3	<b>56.6</b>		
Energy Average		59.3	Average:		70.4	69.5	66.6	64.0	56.9	51.7	47.0	46.6	46.2	<b>67.1</b>		
Night	Min	48.2	58.7	38.9	58.3	57.6	54.8	52.4	45.4	41.4	39.4	39.2	39.0	<b>67.1</b>		
	Max	61.9	73.7	46.4	73.3	72.6	69.7	66.9	59.4	54.2	48.3	47.4	46.6	<b>67.1</b>		
Energy Average		56.6	Average:		65.1	64.4	61.6	59.2	51.9	46.5	42.8	42.5	42.2	<b>67.1</b>		



## APPENDIX D

### OPERATIONAL NOISE LEVEL CALCULATIONS

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# 13722 - Rich Haven Specific Plan

CadnaA Noise Prediction Model: 13722.cna

Date: 03.02.21

Analyst: B. Lawson

## Calculation Configuration

Configuration	
Parameter	Value
General	
Country	(user defined)
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	999.99
Min. Length of Section (#(Unit,LEN))	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	
	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (RLS-90)	
Strictly acc. to RLS-90	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

## Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height (ft)	Coordinates			
			Day (dBA)	Night (dBA)	CNEL (dBA)	Day (dBA)	Night (dBA)	CNEL (dBA)	Type	Auto	Noise Type		X (ft)	Y (ft)	Z (ft)	
RECEIVERS		R1	33.7	33.7	40.3	65.0	45.0	0.0				5.00	a	6160325.87	2317094.69	5.00
RECEIVERS		R2	39.2	39.1	45.8	65.0	45.0	0.0				5.00	a	6161747.31	2315309.97	5.00
RECEIVERS		R3	40.6	40.6	47.3	65.0	45.0	0.0				5.00	a	6162592.36	2314975.34	5.00
RECEIVERS		R4	43.7	43.6	50.3	65.0	45.0	0.0				5.00	a	6162051.40	2308940.45	5.00
RECEIVERS		R5	34.8	34.7	41.3	65.0	45.0	0.0				5.00	a	6159719.86	2309558.47	5.00
RECEIVERS		R6	34.3	34.2	40.9	65.0	45.0	0.0				5.00	a	6159749.11	2311385.76	5.00

## Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li		Operating Time			Height (ft)	
			Day (dBA)	Evening (dBA)	Night (dBA)	Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value dB(A)	norm.	Day (min)	Special (min)		Night (min)
AREASOURCE		DOCK01	111.5	111.5	111.5	66.9	66.9	66.9	Lw	111.5					8
AREASOURCE		DOCK02	111.5	111.5	111.5	67.2	67.2	67.2	Lw	111.5					8
AREASOURCE		DOCK03	111.5	111.5	111.5	74.3	74.3	74.3	Lw	111.5					8
AREASOURCE		TRAILER	111.5	111.5	111.5	65.1	65.1	65.1	Lw	111.5					8

Name	Height		Coordinates			
	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
AREASOURCE	8.00	a	6163045.10	2310940.18	8.00	0.00
			6164754.34	2310921.63	8.00	0.00

Name	Height		Coordinates			
	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
			6164753.10	2310888.23	8.00	0.00
			6164749.39	2310739.82	8.00	0.00
			6163041.39	2310760.85	8.00	0.00
			6163042.62	2310900.60	8.00	0.00
AREASOURCE	8.00	a	6163183.56	2311452.41	8.00	0.00
			6163191.16	2311640.71	8.00	0.00
			6164782.85	2311611.83	8.00	0.00
			6164780.12	2311475.20	8.00	0.00
			6164765.47	2311475.71	8.00	0.00
			6164762.99	2311434.89	8.00	0.00
AREASOURCE	8.00	a	6164894.09	2311382.95	8.00	0.00
			6164983.14	2311380.48	8.00	0.00
			6164981.90	2311347.08	8.00	0.00
			6165001.69	2311345.85	8.00	0.00
			6164991.80	2310863.50	8.00	0.00
			6164879.25	2310863.50	8.00	0.00
AREASOURCE	8.00	a	6162566.46	2311637.73	8.00	0.00
			6162634.48	2311634.02	8.00	0.00
			6162635.72	2311585.78	8.00	0.00
			6162748.27	2311582.07	8.00	0.00
			6162749.50	2311634.02	8.00	0.00
			6162779.19	2311632.78	8.00	0.00
			6162777.95	2311582.07	8.00	0.00
			6162881.84	2311580.84	8.00	0.00
			6162880.60	2311630.31	8.00	0.00
			6163098.28	2311627.83	8.00	0.00
			6163098.28	2311580.84	8.00	0.00
			6163188.74	2311580.83	8.00	0.00
			6163185.85	2311509.06	8.00	0.00
			6163114.36	2311507.87	8.00	0.00
			6162926.36	2311258.03	8.00	0.00
			6162926.36	2311241.96	8.00	0.00
			6162946.15	2311240.72	8.00	0.00
			6162937.50	2310879.58	8.00	0.00
			6163042.43	2310878.31	8.00	0.00
			6163041.39	2310760.85	8.00	0.00
			6163021.60	2310750.95	8.00	0.00
			6162534.30	2310757.14	8.00	0.00
			6162538.01	2310797.95	8.00	0.00
			6162585.01	2310817.74	8.00	0.00
			6162577.59	2310863.50	8.00	0.00
			6162462.57	2310955.02	8.00	0.00
			6162377.23	2311537.55	8.00	0.00
			6162568.93	2311569.70	8.00	0.00

### Barrier(s)

Name	M.	ID	Absorption		Z-Ext. (ft)	Cantilever		Height		Coordinates			
			left	right		horz. (ft)	vert. (ft)	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
BARRIEREXISTING		0						6.00	a	6162592.82	2315170.60	6.00	0.00
										6162586.74	2314858.10	6.00	0.00
BARRIEREXISTING		0						6.00	a	6162594.34	2315263.48	6.00	0.00
										6162597.59	2315654.10	6.00	0.00
BARRIEREXISTING		0						6.00	a	6159720.50	2309109.29	6.00	0.00
										6159723.75	2309266.63	6.00	0.00
BARRIEREXISTING		0						6.00	a	6159722.67	2309305.69	6.00	0.00
										6159723.75	2309621.44	6.00	0.00
BARRIEREXISTING		0						6.00	a	6159732.07	2310485.74	6.00	0.00
										6159741.62	2311085.56	6.00	0.00
BARRIEREXISTING		0						6.00	a	6159748.13	2311176.28	6.00	0.00
										6159750.73	2311499.19	6.00	0.00
BARRIEREXISTING		0						6.00	a	6158339.17	2311872.17	6.00	0.00
										6158348.29	2312688.58	6.00	0.00
BARRIEREXISTING		0						6.00	a	6158348.29	2312760.19	6.00	0.00
										6158361.31	2313921.65	6.00	0.00
										6158313.13	2313921.65	6.00	0.00

### Building(s)

Name	M.	ID	RB	Residents	Absorption	Height (ft)	Coordinates				
							Begin (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
BUILDING		BUILDING00001	x		0	45.00	a	6162953.57	2310903.08	45.00	0.00
								6162959.76	2311276.59	45.00	0.00
								6163089.62	2311453.45	45.00	0.00
								6164762.99	2311434.89	45.00	0.00



Name	M.	ID	RB	Residents	Absorption	Height	Coordinates				
							Begin	x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)	(ft)	
							6164765.47	2311475.71	45.00	0.00	
							6164873.07	2311472.00	45.00	0.00	
							6164858.23	2310883.29	45.00	0.00	
							6164753.10	2310888.23	45.00	0.00	
							6164754.34	2310921.63	45.00	0.00	
							6163045.10	2310940.18	45.00	0.00	
							6163042.62	2310900.60	45.00	0.00	
BUILDING		BUILDING00002	x	0		20.00	a	6162554.09	2310703.95	20.00	0.00
								6162614.69	2310701.48	20.00	0.00
								6162609.75	2310536.99	20.00	0.00
								6162551.62	2310538.22	20.00	0.00
BUILDING		BUILDING00003	x	0		20.00	a	6162629.54	2310514.73	20.00	0.00
								6162827.42	2310512.25	20.00	0.00
								6162824.95	2310455.36	20.00	0.00
								6162630.77	2310457.83	20.00	0.00
BUILDING		BUILDING00004	x	0		20.00	a	6162833.61	2310689.11	20.00	0.00
								6162960.99	2310690.35	20.00	0.00
								6162958.52	2310635.93	20.00	0.00
								6162833.61	2310638.40	20.00	0.00
BUILDING		BUILDING00005	x	0		20.00	a	6163027.78	2310736.11	20.00	0.00
								6163123.01	2310734.87	20.00	0.00
								6163120.54	2310637.17	20.00	0.00
								6163022.83	2310638.40	20.00	0.00
BUILDING		BUILDING00006	x	0		20.00	a	6163239.27	2310509.78	20.00	0.00
								6163322.14	2310508.54	20.00	0.00
								6163322.14	2310465.25	20.00	0.00
								6163238.04	2310468.96	20.00	0.00
BUILDING		BUILDING00007	x	0		20.00	a	6163453.24	2310504.83	20.00	0.00
								6163584.34	2310502.36	20.00	0.00
								6163580.63	2310444.23	20.00	0.00
								6163450.76	2310446.70	20.00	0.00
BUILDING		BUILDING00008	x	0		20.00	a	6163654.83	2310728.69	20.00	0.00
								6163863.85	2310724.98	20.00	0.00
								6163858.90	2310634.69	20.00	0.00
								6163652.36	2310635.93	20.00	0.00
BUILDING		BUILDING00009	x	0		20.00	a	6163990.00	2310541.93	20.00	0.00
								6164034.53	2310540.70	20.00	0.00
								6164032.05	2310455.36	20.00	0.00
								6163991.24	2310454.12	20.00	0.00
BUILDING		BUILDING00010	x	0		20.00	a	6164168.10	2310658.19	20.00	0.00
								6164227.46	2310656.96	20.00	0.00
								6164224.99	2310524.62	20.00	0.00
								6164165.63	2310524.62	20.00	0.00
BUILDING		BUILDING00011	x	0		20.00	a	6164186.65	2310494.94	20.00	0.00
								6164300.44	2310492.46	20.00	0.00
								6164299.20	2310433.10	20.00	0.00
								6164186.65	2310435.57	20.00	0.00
BUILDING		BUILDING00012	x	0		20.00	a	6164603.45	2310722.51	20.00	0.00
								6164720.94	2310720.03	20.00	0.00
								6164718.47	2310635.93	20.00	0.00
								6164602.21	2310637.17	20.00	0.00
BUILDING		BUILDING00013	x	0		20.00	a	6164520.58	2310533.28	20.00	0.00
								6164563.87	2310533.28	20.00	0.00
								6164562.63	2310450.41	20.00	0.00
								6164520.58	2310450.41	20.00	0.00
BUILDING		BUILDING00014	x	0		20.00	a	6164671.47	2310487.52	20.00	0.00
								6164753.10	2310488.75	20.00	0.00
								6164750.63	2310426.91	20.00	0.00
								6164670.23	2310430.62	20.00	0.00
BUILDING		BUILDING00015	x	0		20.00	a	6164779.07	2310486.28	20.00	0.00
								6164882.96	2310485.04	20.00	0.00
								6164884.20	2310428.15	20.00	0.00
								6164777.84	2310430.62	20.00	0.00
BUILDING		BUILDING00016	x	0		20.00	a	6164906.46	2310555.54	20.00	0.00
								6164967.06	2310554.30	20.00	0.00
								6164963.35	2310489.99	20.00	0.00
								6164907.70	2310489.99	20.00	0.00

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## APPENDIX E

### CONSTRUCTION NOISE LEVEL CALCULATIONS

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# 13722 - Rich Haven Specific Plan

CadnaA Noise Prediction Model: 13722\_Construction.cna

Date: 03.02.21

Analyst: B. Lawson

## Calculation Configuration

Configuration	
Parameter	Value
General	
Country	(user defined)
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	999.99
Min. Length of Section (#(Unit,LEN))	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	
	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (RLS-90)	
Strictly acc. to RLS-90	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

## Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height (ft)	Coordinates			
			Day (dBA)	Night (dBA)	CNEL (dBA)	Day (dBA)	Night (dBA)	CNEL (dBA)	Type	Auto	Noise Type		X (ft)	Y (ft)	Z (ft)	
RECEIVERS	R1		74.3	74.3	80.9	65.0	45.0	0.0				5.00	a	6160325.87	2317094.69	5.00
RECEIVERS	R2		78.0	78.0	84.7	65.0	45.0	0.0				5.00	a	6161747.31	2315309.97	5.00
RECEIVERS	R3		70.1	70.1	76.7	65.0	45.0	0.0				5.00	a	6162592.36	2314975.34	5.00
RECEIVERS	R4		76.3	76.3	83.0	65.0	45.0	0.0				5.00	a	6162051.40	2308940.45	5.00
RECEIVERS	R5		70.0	70.0	76.7	65.0	45.0	0.0				5.00	a	6159719.86	2309558.47	5.00
RECEIVERS	R6		68.8	68.8	75.5	65.0	45.0	0.0				5.00	a	6159749.11	2311385.76	5.00

## Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL"			Lw / Li		Operating Time			Height (ft)	
			Day (dBA)	Evening (dBA)	Night (dBA)	Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value	norm.	Day (min)	Special (min)		Night (min)
SITEBOUNDARY		SITEBOUNDARY00001	142.7	142.7	142.7	79.0	79.0	79.0	Lw"	79					8

Name	Height		Coordinates			
	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
SITEBOUNDARY	8.00	a	6159919.33	2316970.16	8.00	0.00
			6161179.08	2316961.26	8.00	0.00
			6161173.87	2315294.60	8.00	0.00
			6162481.16	2315247.72	8.00	0.00
			6162460.33	2311653.97	8.00	0.00

Name	Height		Coordinates			
	Begin	End	x	y	z	Ground
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
			6165043.66	2311607.10	8.00	0.00
			6165016.75	2308995.99	8.00	0.00
			6159832.00	2309082.07	8.00	0.00

**Barrier(s)**

Name	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates			
			left	right		horz.	vert.	Begin	End	x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
BARRIEREXISTING		0						6.00	a	6162592.82	2315170.60	6.00	0.00
										6162586.74	2314858.10	6.00	0.00
BARRIEREXISTING		0						6.00	a	6162594.34	2315263.48	6.00	0.00
										6162597.59	2315654.10	6.00	0.00
BARRIEREXISTING		0						6.00	a	6159720.50	2309109.29	6.00	0.00
										6159723.75	2309266.63	6.00	0.00
BARRIEREXISTING		0						6.00	a	6159722.67	2309305.69	6.00	0.00
										6159723.75	2309621.44	6.00	0.00
BARRIEREXISTING		0						6.00	a	6159732.07	2310485.74	6.00	0.00
										6159741.62	2311085.56	6.00	0.00
BARRIEREXISTING		0						6.00	a	6159748.13	2311176.28	6.00	0.00
										6159750.73	2311499.19	6.00	0.00
BARRIEREXISTING		0						6.00	a	6158339.17	2311872.17	6.00	0.00
										6158348.29	2312688.58	6.00	0.00
BARRIEREXISTING		0						6.00	a	6158348.29	2312760.19	6.00	0.00
										6158361.31	2313921.65	6.00	0.00
										6158313.13	2313921.65	6.00	0.00

TRAFFIC IMPACT ANALYSIS REPORT  
RICH HAVEN SPECIFIC PLAN PA1 & PA 7  
AMENDMENT  
Ontario, California  
January 22, 2021

Prepared for:

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LLG Ref. 2-19-4120-1



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## EXECUTIVE SUMMARY

### **Project Description**

- The Project site is a rectangular-shaped 81.1-acre vacant parcel of land that is located north of Ontario Ranch Road, west of Hamner Avenue/Milliken Avenue, and east of Mill Creek/Southern California Edison easement within the Rich Haven Specific Plan in the City of Ontario, San Bernardino County, California.
- According to the Specific Plan, PA 7 carries the Mixed-Use District designation that would allow the development of a mix of residential and commercial land uses. Up to 725 residential dwelling units, 220,400 square feet (SF) commercial retail, and 220,400 SF office uses is entitled (Entitled Land Use).
- The proposed Project includes an amendment to the adopted Specific Plan that would allow for the development of a mix of industrial, office, and retail/commercial uses, with the establishment of a new Light Industrial Land Use and a maximum development of 1,183,525 SF of Light Industrial floor area and a maximum of 300,000 SF of commercial/office space. As currently envisioned, the Project that is evaluated in this traffic analysis includes the development of 1,175,000 SF of floor area that consists of 525,000 SF of high-cube warehouse/distribution facilities, 262,500 SF of high cube fulfillment center, 262,500 SF of high cube cold storage warehouse, 93,750 SF of retail space, 18,750 SF of high turnover sit down restaurant space, and 12,500 SF of fast food restaurant with drive-through space, which is well within the maximum proposed to be allowed in the amended Specific Plan for PA 7. The proposed development within PA 7 is anticipated to be completed by Year 2024.
- With the establishment of the new Light Industrial Land Use for PA 7, the previously entitled residential used planned for PA 7 are expected to be relocated primarily to PA 1, which would result in an amendment to allow for increase in density and unit count for PA 1. Currently, the adopted Specific Plan identifies PA 1 as Low Density and with the proposed amendment, the land use for PA 1 would be modified to allow for Low Density, Low-Medium Density and Medium Density residential development. For this analysis, the modifications to PA 1 are considered in the cumulative assessment.
- The Project (PA 7) is expected to generate 14,811 net daily trips, 940 (624 inbound, 316 outbound) net AM peak hour trips, and 1,084 (486 inbound, 598 outbound) net PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE). When compared to the entitled land uses, the proposed Project is forecast to generate 845 less daily trips, 10 more AM peak hour trips, and 476 less PM peak hour trips.

**Study Area**

➤ Seventeen (17) existing key study intersections and three (3) future key study intersections were designated for evaluation. The key intersections selected for evaluation in this report provide local and regional access to the study area and are listed as follows:

1. Archibald Avenue at Ontario Ranch Road (Ontario)
2. Turner Avenue at Ontario Ranch Road (Ontario)
3. Haven Avenue at SR-60 WB Ramps (Ontario/Caltrans)
4. Haven Avenue at SR-60 EB Ramps (Ontario/Caltrans)
5. Haven Avenue at Riverside Drive (Ontario)
6. Haven Avenue at Ontario Ranch Road (Ontario)
7. Mill Creek Avenue at Riverside Drive (Ontario)
8. Mill Creek Avenue at Chino Avenue (Ontario)
9. Hamner Avenue at SR-60 WB Ramps (Ontario/Caltrans)
10. Hamner Avenue at SR-60 EB Ramps (Ontario/Caltrans)
11. Hamner Avenue at Riverside Drive (Ontario)
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road (Ontario)
13. Hamner Avenue at Bellegrave Avenue (Ontario)
14. Goodman Road at Cantu Galleano Ranch Road (Eastvale)
15. I-15 SB Ramps at Cantu Galleano Ranch Road (Eastvale/Caltrans)
16. I-15 NB Ramps at Cantu Galleano Ranch Road (Jurupa Valley/Caltrans)
17. Wineville Avenue at Cantu Galleano Ranch Road (Jurupa Valley)
18. Haven Avenue at Chino Avenue (Ontario) [*Future Intersection*]
19. Hamner Avenue at Chino Avenue (Ontario) [*Future Intersection*]
20. Mill Creek Avenue at Ontario Ranch Road (Ontario) [*Future Intersection*]

**Traffic Impact Analysis**

Existing Traffic Conditions

➤ For the Existing traffic conditions, two (2) of the existing seventeen (17) key study intersections currently operate at an unacceptable level of service during the AM and/or PM peak hour when compared to the LOS standards defined in this report. The remaining fifteen (15) existing key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay (s/v)</u>	<u>LOS</u>	<u>Delay (s/v)</u>	<u>LOS</u>
5. Haven Avenue at Riverside Drive	86.2	F	--	--



12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Road	--	--	88.7	F
---	----	----	------	---

Existing With Project Traffic Conditions

- For the Existing With Project traffic conditions, two (2) of the eighteen (18) key study intersections are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining sixteen (16) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay (s/v)</u>	<u>LOS</u>	<u>Delay (s/v)</u>	<u>LOS</u>
5. Haven Avenue at Riverside Drive	91.2	F	--	--
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Road	--	--	92.7	F

Two (2) of the eighteen (18) key study intersections will operate at an unacceptable service level under the Existing With Project traffic conditions when compared to the LOS criteria defined in this report. However, the implementation of recommended improvements at the adverse intersections improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

Year 2024 With Project Traffic Conditions

- For the Year 2024 With Project traffic conditions, four (4) of the twenty (20) key study intersections are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining sixteen (16) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay (s/v)</u>	<u>LOS</u>	<u>Delay (s/v)</u>	<u>LOS</u>
1. Archibald Avenue at Ontario Ranch Road	83.8	F	--	--
5. Haven Avenue at Riverside Drive	122.9	F	118.9	F
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	--	--	102.8	F
16. I-15 NB Ramps at Cantu Galleano Ranch Road	58.6	E	--	--

Four (4) of the twenty (20) key study intersections will operate at an unacceptable service level under the Year 2024 With Project traffic conditions when compared to the LOS criteria defined in this report. However, the implementation of recommended improvements at the adverse intersections improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

Year 2040 With Project Traffic Conditions

- For the Year 2040 With Project traffic conditions, ten (10) of the twenty (20) key study intersections are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining ten (10) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay (s/v)</u>	<u>LOS</u>	<u>Delay (s/v)</u>	<u>LOS</u>
1. Archibald Avenue at Ontario Ranch Road	229.9	F	84.5	F
4. Haven Avenue at SR-60 EB Ramps	77.9	E	71.8	E
5. Haven Avenue at Riverside Drive	493.7	F	475.7	F
6. Haven Avenue at Ontario Ranch Road	--	--	181.8	F
10. Hamner Avenue at SR-60 EB Ramps	79.3	E	--	--
11. Hamner Avenue at Riverside Drive	83.0	F	--	--
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	--	--	119.3	F
14. Goodman Road at Cantu Galleano Ranch Road	--	--	56.3	E
15. I-15 SB Ramps at Cantu Galleano Ranch Road	--	--	80.1	F
16. I-15 NB Ramps at Cantu Galleano Ranch Road	178.4	F	94.6	E

Ten (10) of the twenty (20) key study intersections will operate at an unacceptable service level under the Year 2040 With Project traffic conditions when compared to the LOS criteria defined in this report. However, the implementation of recommended improvements at the adverse intersections improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

**Project-Specific Improvements**

- The Project-specific improvements listed below are anticipated to be completed in conjunction with the Project and have been assumed in the Existing With Project traffic conditions. The Project-specific improvements for intersections are as follows:
  - Intersection 20. Mill Creek Avenue at Ontario Ranch Road: Construct north leg and provide an exclusive southbound left-turn lane and an exclusive southbound right-turn lane. Stripe west leg to provide an exclusive eastbound left-turn lane. Restripe the east leg to provide a shared westbound through/right-turn lane. Stripe crosswalks on the north and east legs. Install a traffic signal and design for three-phase operation.

## **Planned Improvements**

- The planned improvements listed below are anticipated to be completed in Year 2024 and have been assumed in the Year 2024 Without Project, Year 2024 With Project, Year 2040 Without Project, and Year 2040 With Project traffic conditions. The Year 2024 network planned improvements for intersections are as follows:
- Intersection 8. Mill Creek Avenue at Chino Avenue: Construct south leg and provide an exclusive northbound left-turn lane, a shared northbound through/right-turn lane, and a southbound departure lane. Widen and/or restripe the north leg to provide a shared southbound through/right-turn lane. Construct west leg and provide an exclusive eastbound left-turn lane, a shared eastbound through/right-turn lane, and a westbound departure lane. Widen and/or restripe the east leg to provide an exclusive westbound left-turn lane and a shared westbound through/right-turn lane. Stripe crosswalks on all legs. Install a traffic signal and design for two-phase operation. These improvements are in conjunction with the Rich Haven Specific Plan.
  - Intersection 18. Haven Avenue at Chino Avenue: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane, a shared northbound through/right-turn lane, and a second southbound departure lane. Widen and/or restripe the north leg to provide an exclusive southbound left-turn lane, a shared southbound through/right-turn lane, and a second northbound departure lane. Construct west leg and provide an exclusive eastbound left-turn lane, a shared eastbound through/right-turn lane, and a westbound departure lane. Construct east leg and provide an exclusive westbound left-turn lane, a shared westbound through/right-turn lane, and an eastbound departure lane. Stripe crosswalks on all legs. Install a traffic signal and design for two-phase operation. These improvements are in conjunction with the Rich Haven Specific Plan.
  - Intersection 19. Hamner Avenue at Chino Avenue: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane and a second southbound departure lane. Widen and/or restripe the north leg to provide a shared southbound through/right-turn lane. Construct west leg and provide an exclusive eastbound left-turn lane, an exclusive eastbound right-turn lane, and a westbound departure lane. Stripe crosswalks on the south and east legs. Install a traffic signal and design for three-phase operation. These improvements are in conjunction with the Rich Haven Specific Plan.
  - Intersection 20. Mill Creek Avenue at Ontario Ranch Road: Construct south leg and provide an exclusive northbound left-turn lane, a shared northbound through/right-turn lane, and a southbound departure lane. Restripe the south leg to provide a shared southbound through/right-turn lane. Restripe the west leg to provide an exclusive eastbound left-turn lane. Restripe the east leg to provide an exclusive westbound left-turn lane. Stripe crosswalks on the north and west legs. Modify proposed traffic

signal for eight-phase operation. These improvements are in conjunction with the Rich Haven Specific Plan.

## **Recommended Improvements**

### *Existing With Project Traffic Conditions*

- The results of the Existing With Project traffic conditions level of service analyses indicate that two (2) of the eighteen (18) key study intersections will operate at an unacceptable service level. The remaining sixteen (16) key study intersections are forecast to operate at acceptable levels of service under the Existing With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:
  - Intersection 5. Haven Avenue at Riverside Drive: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane. Modify the existing traffic signal for eight-phase operation.
  - Intersection 12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road: Install pedestrian refuges across the east and west legs. Modify the existing traffic signal.

### *Year 2024 With Project Traffic Conditions*

- The results of the Year 2024 With Project traffic conditions level of service analyses indicate that four (4) of the twenty (20) key study intersections will operate at an unacceptable service level. The remaining sixteen (16) key study intersections are forecast to operate at acceptable levels of service under the Year 2024 With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:
  - Intersection 1. Archibald Avenue at Ontario Ranch Road: Restripe the south leg to provide a second exclusive northbound left-turn lane. Widen and/or restripe the west leg to provide a second westbound departure lane. Modify the existing traffic signal.
  - Intersection 5. Haven Avenue at Riverside Drive: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane and a northbound through lane. Modify the existing traffic signal for eight-phase operation.
  - Intersection 12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road: Install pedestrian refuges across the east and west legs. Modify the existing traffic signal.
  - Intersection 16. I-15 NB Ramps at Cantu Galleano Ranch Road: Restripe the west leg third westbound through lane to a shared westbound through/right-turn lane. Modify the existing traffic signal.

### Year 2040 With Project Traffic Conditions

- The results of the Year 2040 With Project traffic conditions level of service analyses indicate that ten (10) of the twenty (20) key study intersections will operate at an unacceptable service level. The remaining ten (10) key study intersections are forecast to operate at acceptable levels of service under the Year 2040 With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:
- Intersection 1. Archibald Avenue at Ontario Ranch Road: Restripe the south leg to provide a second exclusive northbound left-turn lane. Widen and/or restripe the west leg to provide a second westbound departure lane. Restripe the east leg to provide a second westbound through lane. Modify the existing traffic signal.
  - Intersection 4. Haven Avenue at SR-60 EB Ramps: Widen and/or restripe the south leg to provide an exclusive northbound right-turn lane. Restripe the west leg shared eastbound left-turn/through lane to a shared eastbound left-turn/through/right-turn lane. Modify the existing traffic signal.
  - Intersection 5. Haven Avenue at Riverside Drive: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane, a northbound through lane, an exclusive northbound right-turn lane, and a second southbound departure lane. Restripe the north leg to provide a second southbound through lane. Widen and/or restripe the west leg to provide a second exclusive eastbound left-turn lane and an eastbound through lane. Widen and/or restripe the west leg to provide a second westbound departure lane. Modify the existing traffic signal for eight-phase operation.
  - Intersection 6. Haven Avenue at Ontario Ranch Road: Widen and/or restripe the north leg to provide a second exclusive southbound left-turn lane. Restripe the west leg to provide a second exclusive eastbound left-turn lane. Modify the existing traffic signal.
  - Intersection 10. Hamner Avenue at SR-60 EB Ramps: Widen and/or restripe the south leg to provide an exclusive northbound right-turn lane. Modify the existing traffic signal.
  - Intersection 11. Hamner Avenue at Riverside Drive: Widen and/or restripe the north leg to provide an exclusive southbound right-turn lane. Modify the existing traffic signal.
  - Intersection 12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road: Install pedestrian refuges across the east and west legs. Modify the existing traffic signal.
  - Intersection 14. Goodman Road at Cantu Galleano Ranch Road: Modify the existing traffic signal to provide northbound overlap phasing.

- Intersection 15. I-15 SB Ramps at Cantu Galleano Ranch Road: Widen and/or restripe the north leg to provide a second southbound right-turn lane. Modify the existing traffic signal.
- Intersection 16. I-15 NB Ramps at Cantu Galleano Ranch Road: Restripe the west leg third westbound through lane to a shared westbound through/right-turn lane. Modify the existing traffic signal.

**Project Fair Share Analysis**

Year 2024 With Project Traffic Conditions

➤ The Project fair share percentage (worse time period impacted) for the four (4) intersections forecast to operate at adverse levels of service for the Year 2024 With Project traffic conditions are shown below:

- |  |        |
|--|--------|
| ▪ 1. Archibald Avenue at Ontario Ranch Road                  | 10.04% |
| ▪ 5. Haven Avenue at Riverside Drive                         | 20.57% |
| ▪ 12. Hamner Ave at Ontario Ranch Rd/Cantu Galleano Ranch Rd | 52.36% |
| ▪ 16. I-15 NB Ramps at Cantu Galleano Ranch Road             | 46.68% |

Year 2040 With Project Traffic Conditions

➤ The Project fair share percentages (worse time period impacted) for the ten (10) intersections forecast to operate at adverse levels of service for the Year 2040 With Project traffic conditions are shown below:

- |  |        |
|--|--------|
| ▪ 1. Archibald Avenue at Ontario Ranch Road                  | 3.40%  |
| ▪ 4. Haven Avenue at SR-60 EB Ramps                          | 2.07%  |
| ▪ 5. Haven Avenue at Riverside Drive                         | 4.92%  |
| ▪ 6. Haven Avenue at Ontario Ranch Road                      | 3.97%  |
| ▪ 10. Hamner Avenue at SR-60 EB Ramps                        | 11.06% |
| ▪ 11. Hamner Avenue at Riverside Drive                       | 9.49%  |
| ▪ 12. Hamner Ave at Ontario Ranch Rd/Cantu Galleano Ranch Rd | 18.06% |
| ▪ 14. Goodman Road at Cantu Galleano Ranch Road              | 19.90% |
| ▪ 15. I-15 SB Ramps at Cantu Galleano Ranch Road             | 19.52% |
| ▪ 16. I-15 NB Ramps at Cantu Galleano Ranch Road             | 16.29% |

**Site Access Evaluation**

➤ The eight (8) Project driveways are forecast to operate at acceptable levels of service LOS C or better during the AM and PM peak hours under the Existing With Project traffic conditions.

- The eight (8) Project driveways are forecast to operate at acceptable levels of service LOS D or better during the AM and PM peak hours under the Year 2024 With Project traffic conditions.
- The eight (8) Project driveways are forecast to operate at acceptable levels of service LOS E or better during the AM and PM peak hours under the Year 2040 With Project traffic conditions.

## **Caltrans Facilities Analysis**

### **Existing Traffic Conditions**

- All six (6) basic freeway segments currently operate at acceptable LOS D or better during the AM and PM peak hours under the Existing traffic conditions.
- All six (6) freeway merge and diverge segments currently operate at an acceptable LOS D or better during the AM and PM peak hours under the Existing traffic conditions.

### **Existing With Project Traffic Conditions**

- All six (6) basic freeway segments are forecast to operate at acceptable LOS D or better during the AM and PM peak hours under the Existing With Project traffic conditions.
- All six (6) freeway merge and diverge segments are forecast to operate at an acceptable LOS D or better during the AM and PM peak hours under the Existing With Project traffic conditions.

### **Year 2024 With Project Traffic Conditions**

- All six (6) basic freeway segments are forecast to operate at acceptable LOS D or better during the AM and PM peak hours under the Year 2024 With Project traffic conditions.
- All six (6) freeway merge and diverge segments are forecast to operate at an acceptable LOS D or better during the AM and PM peak hours under the Year 2024 With Project traffic conditions.

### **Year 2040 With Project Traffic Conditions**

- One (1) of the six (6) basic freeway segments is forecast to operate at an unacceptable level of service under the Year 2040 With Project traffic conditions based on the LOS standards defined in this report. The remaining five (5) basic freeway segments are forecast to operate at acceptable levels of service during the AM and PM peak hours.

One (1) of the six (6) basic freeway segments will operate at an unacceptable service level under the Year 2040 With Project traffic conditions when compared to the LOS criteria defined in this report. However, the implementation of recommended improvements at the

adverse segment improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

- One (1) of the six (6) freeway merge and diverge segments is forecast to operate at an unacceptable level of service under the Year 2040 With Project traffic conditions based on the LOS standards defined in this report. The remaining five (5) freeway merge and diverge segments are forecast to operate at an acceptable LOS D during the AM and PM peak hours under the Year 2040 With Project traffic conditions.

One (1) of the six (6) freeway merge and diverge segments will operate at an unacceptable service level under the Year 2040 With Project traffic conditions when compared to the LOS criteria defined in this report. However, the implementation of recommended improvements at the adverse segment improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

### **Recommended Improvements (Caltrans Facilities)**

#### *Existing With Project Traffic Conditions*

- The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will not impact any of the six (6) basic freeway segments and therefore there are no recommended improvements.
- The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will not impact any of the six (6) freeway merge and diverge segments and therefore there are no recommended improvements.

#### *Year 2024 With Project Traffic Conditions*

- The results of the Year 2024 With Project traffic conditions level of service analyses indicate that the proposed Project will not impact any of the six (6) basic freeway segments and therefore there are no recommended improvements.
- The results of the Year 2024 With Project traffic conditions level of service analyses indicate that the proposed Project will not impact any of the six (6) freeway merge and diverge segments and therefore there are no recommended improvements.

#### *Year 2040 With Project Traffic Conditions*

- The results of the Year 2040 With Project traffic conditions level of service analyses indicate that the one (1) of the six (6) basic freeway segments will operate at an unacceptable service level. The remaining five (5) basic freeway segments are forecast to operate at acceptable LOS D or better under the Year 2040 With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:



- 4. I-15 SB south of Cantu Galleano Ranch Road: Provide a fourth general purpose lane.

➤ The results of the Year 2040 With Project traffic conditions level of service analyses indicate that the one (1) of the six (6) freeway merge and diverge segments will operate at an unacceptable service level. The remaining five (5) freeway merge and diverge segments are forecast to operate at acceptable LOS D or better under the Year 2040 With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:

- 3. I-15 SB Off-Ramp to Cantu Galleano Ranch Road: Provide a second ramp lane.

TRAFFIC IMPACT ANALYSIS REPORT  
**RICH HAVEN SPECIFIC PLAN PA 1 & PA 7 AMENDMENT**

Ontario, California

January 22, 2021

## 1.0 INTRODUCTION

This traffic impact analysis evaluates the potential traffic impacts of the proposed Rich Haven Specific Plan PA 1 & PA 7 Amendment, with a specific focus to PA 7 (herein after referred to as Project) and its potential traffic impacts on the area traffic circulation. The PA 7 Project site is a rectangular-shaped 81.1-acre vacant parcel of land that is located north of Ontario Ranch Road, west of Hamner Avenue/Milliken Avenue, and east of Mill Creek/Southern California Edison easement within the Rich Haven Specific Plan in the City of Ontario, San Bernardino County, California. The proposed Project includes an amendment to the adopted Specific Plan that would allow for the development of a mix of industrial, office, and retail/commercial uses with the establishment of a new Light Industrial Land Use and a maximum development of 1,183,525 SF of Light Industrial floor area and a maximum of 300,000 SF of commercial/office space. As currently proposed, the Project development within PA 7 includes the development of 1,175,000 SF of floor area that consists of 525,000 SF of high-cube warehouse/distribution facilities, 262,500 SF of high cube fulfillment center, 262,500 SF of high cube cold storage warehouse, 93,750 SF of retail space, 18,750 SF of high turnover sit down restaurant space, and 12,500 SF of fast food restaurant with drive-through space, which is well within the maximum proposed to be allowed in the amended Specific Plan for PA 7. The proposed development within PA 7 is anticipated to be completed by Year 2024.

With the establishment of the new Light Industrial Land Use for PA 7, the previously entitled residential used planned for PA 7 are expected to be relocated primarily to PA 1, which would result in an amendment to allow for increase in density and unit count for PA 1. For this analysis, the modifications/amendment to PA 1 are considered in the cumulative assessment.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential traffic impacts that the Project may have on the local and regional transportation network in the vicinity of the Project site. The traffic impact analysis evaluates the operating conditions at seventeen (17) existing key study intersections and three (3) future key study intersections within the Project vicinity, estimates the trip generation potential of the Project and forecasts future (near-term and long-term) operating conditions without and with the Project.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing (i.e. baseline) peak hours traffic information has been collected at seventeen (17) existing key study intersections on a “typical” weekday for use in the preparation of intersection

level of service calculations. This traffic report analyzes existing (i.e. baseline) and future (near-term and long-term) weekday AM and PM peak hour traffic conditions for Existing (i.e. baseline), Year 2024, and Year 2040 traffic conditions without and with the proposed Project. Peak hour traffic forecasts for the Year 2024 traffic conditions have been projected by interpolating between existing Year 2020 and Year 2040 traffic volumes. Peak hour forecasts for the Buildout (Year 2040) traffic conditions have been projected based on the San Bernardino Traffic Demand Model. The Rich Haven Specific Plan, not including PA 7, was manually assigned to the Year 2040 traffic volumes after these volumes were post-processed from the model runs.

## 1.1 Study Area

Seventeen (17) existing key study intersections and three (3) future key study intersections were designated for evaluation. The key intersections selected for evaluation in this report provide local and regional access to the study area and are listed as follows:

1. Archibald Avenue at Ontario Ranch Road (Ontario)
2. Turner Avenue at Ontario Ranch Road (Ontario)
3. Haven Avenue at SR-60 WB Ramps (Ontario/Caltrans)
4. Haven Avenue at SR-60 EB Ramps (Ontario/Caltrans)
5. Haven Avenue at Riverside Drive (Ontario)
6. Haven Avenue at Ontario Ranch Road (Ontario)
7. Mill Creek Avenue at Riverside Drive (Ontario)
8. Mill Creek Avenue at Chino Avenue (Ontario)
9. Hamner Avenue at SR-60 WB Ramps (Ontario/Caltrans)
10. Hamner Avenue at SR-60 EB Ramps (Ontario/Caltrans)
11. Hamner Avenue at Riverside Drive (Ontario)
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road (Ontario)
13. Hamner Avenue at Bellegrave Avenue (Ontario)
14. Goodman Road at Cantu Galleano Ranch Road (Eastvale)
15. I-15 SB Ramps at Cantu Galleano Ranch Road (Eastvale/Caltrans)
16. I-15 NB Ramps at Cantu Galleano Ranch Road (Jurupa Valley/Caltrans)
17. Wineville Avenue at Cantu Galleano Ranch Road (Jurupa Valley)
18. Haven Avenue at Chino Avenue (Ontario) [*Future Intersection*]
19. Hamner Avenue at Chino Avenue (Ontario) [*Future Intersection*]
20. Mill Creek Avenue at Ontario Ranch Road (Ontario) [*Future Intersection*]

## 1.2 Traffic Impact Analysis Components

The Highway Capacity Manual (HCM) Delay and corresponding Level of Service (LOS) calculations at the key study locations were used to evaluate the potential traffic-related impacts associated with area growth and the Project. When necessary, this report recommends intersection

improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service.

Included in this Traffic Impact Analysis are:

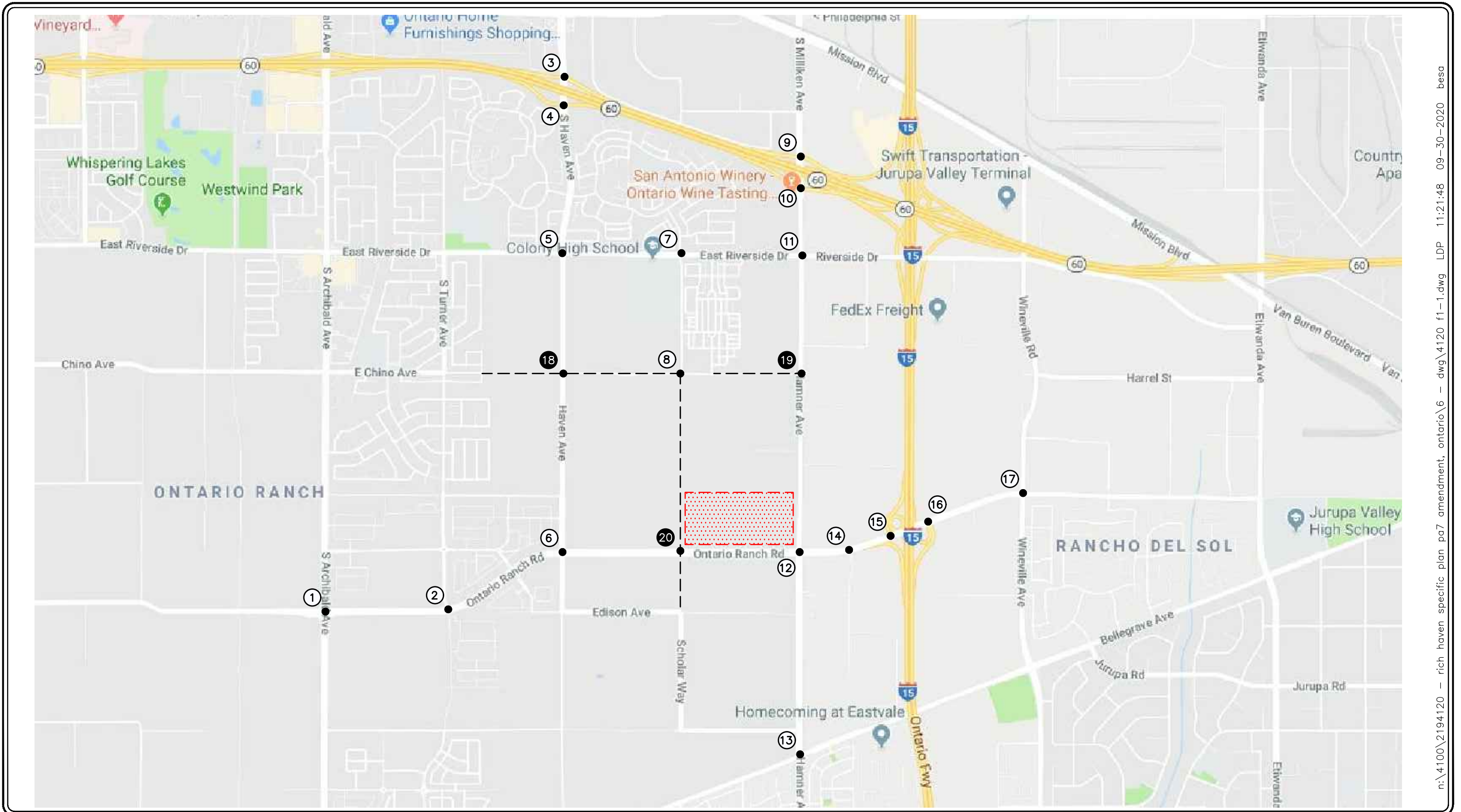
- Existing Traffic Counts,
- Estimated Project trip generation/distribution/assignment,
- Estimated Cumulative projects trip generation/distribution/assignment,
- AM and PM peak hour LOS analyses for Existing (i.e. Baseline) Conditions,
- AM and PM peak hour LOS analyses for Existing (i.e. Baseline) Conditions with Project traffic,
- AM and PM peak hour LOS analyses for Near-Term (Year 2024) Conditions without and with Project traffic,
- AM and PM peak hour LOS analyses for Long-Term (Year 2040) Conditions without and with Project traffic,
- Planned and Recommended Improvements,
- Site Access Evaluation, and
- Caltrans Facilities Analysis.

*Figure 1-1* presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system.

### 1.3 Traffic Impact Analysis Scenarios

The following scenarios are those for which Delay and corresponding LOS calculations have been performed at the key intersections for existing, near-term, and long-term traffic conditions:

- A. Existing Traffic Conditions,
- B. Existing With Project Traffic Conditions,
- C. Scenario (B) with Mitigation (if necessary),
- D. Year 2024 Without Project Traffic Conditions,
- E. Year 2024 With Project Traffic Conditions,
- F. Scenario (E) With Mitigation (if necessary),
- G. Year 2040 Without Project Traffic Conditions,
- H. Year 2040 With Project Traffic Conditions, and
- I. Scenario (H) With Mitigation (if necessary).



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SOURCE: GOOGLE

KEY

- ⊕ = STUDY INTERSECTION
- = FUTURE INTERSECTION
- ▨ = PROJECT SITE
- = FUTURE ROAD

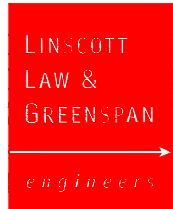


FIGURE 1

VICINITY MAP

RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

## 2.0 PROJECT DESCRIPTION AND LOCATION

The Project site is a rectangular-shaped 81.1-acre vacant parcel of land that is located north of Ontario Ranch Road, west of Hamner Avenue/Milliken Avenue, and east of Mill Creek/Southern California Edison easement within the Rich Haven Specific Plan in the City of Ontario, San Bernardino County, California.

According to the Specific Plan, PA 7 carries the Mixed-Use District designation that would allow the development of a mix of residential and commercial land uses. Up to 725 residential dwelling units, 220,400 square feet (SF) commercial retail, and 220,400 SF office uses is entitled (Entitled Land Use).

The proposed Project includes an amendment to the adopted Specific Plan that would allow for the development of a mix of industrial, office, and retail/commercial uses with the establishment of a new Light Industrial Land Use and a maximum development of 1,183,525 SF of Light Industrial floor area and a maximum of 300,000 SF of commercial/office space. As currently envisioned, the Project includes the development of 1,175,000 SF of floor area that consists of 525,000 SF of high-cube warehouse/distribution facilities, 262,500 SF of high cube fulfillment center, 262,500 SF of high cube cold storage warehouse, 93,750 SF of retail space, 18,750 SF of high turnover sit down restaurant space, and 12,500 SF of fast food restaurant with drive-through space, which is well within the maximum proposed to be allowed in the amended Specific Plan for PA 7. This development mix is assessed in this traffic analysis.

**Table 2-1** presents the land use breakdown for the entitled and proposed PA 7. **Figure 2-1** presents the existing site for the proposed Project. **Figure 2-2** presents a conceptual site plan for the development of PA 7.

It should be noted that the 725 residential dwelling units in the Entitled PA 7 will be reallocated to other planning areas within the Rich Haven Specific Plan. 518 residential dwelling units will be reallocated to PA 1. PA 1 will have a residential density increase with implementation of PA 7. The remaining 207 residential dwelling units will be reallocated to PA 8. However, the potential impacts of this analysis are associated with the proposed PA 7 land uses only, while the changes to PA 1 and PA 8 are assessed as a part of the cumulative analysis. It is noted that currently, the adopted Specific Plan identifies PA 1 as Low Density and with the proposed amendment, the land use for PA 1 would be modified to allow for Low Density, Low-Medium Density and Medium Density residential development.

### 2.1 Site Access

Access to the proposed Project site will be provided via one (1) full access driveway on the future Mill Creek Avenue, two (2) full access signalized driveways and four (4) right-in/right-out only driveways on Ontario Ranch Road, and one (1) full access signalized driveway and one (1) right-in/right-out only driveway on Hamner Avenue. Generally, the Project's proposed access locations are consistent with that which was adopted for the Project site in the Specific Plan.



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SOURCE: GOOGLE

KEY


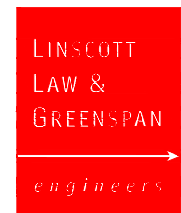
 = PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL

RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO





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SOURCE: THE GALLOWAY GROUP

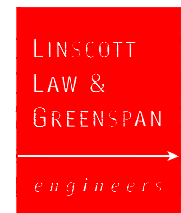


FIGURE 2-2

CONCEPTUAL SITE PLAN  
RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO



TABLE 2-1  
PROJECT DEVELOPMENT SUMMARY

Project Description	Project Development Totals
<b><u>Entitled Planning Area 7</u></b>	
<input type="checkbox"/> Single Family Housing	725 DU
<input type="checkbox"/> General Office Building	220,400 SF
<input type="checkbox"/> Shopping Center	220,400 SF
<b>Total Entitled Floor Area/Uses</b>	<b>725 DU 440,800 SF</b>
<b><u>Proposed Planning Area 7</u></b>	
<input type="checkbox"/> High Cube Transload and Short-Term Storage Warehouse	525,000 SF
<input type="checkbox"/> High Cube Fulfillment Center Warehouse	262,500 SF
<input type="checkbox"/> High Cube Cold Storage Warehouse	262,500 SF
<input type="checkbox"/> Retail Center/Shops	93,750 SF
<input type="checkbox"/> High Turnover Sit-Down Restaurant	18,750 SF
<input type="checkbox"/> Fast Food Restaurant with Drive Through	12,500 SF
<b>Total Project Floor Area</b>	<b>1,175,000 SF</b>

**Notes:**

- DU = Dwelling Unit
- SF = Square Feet of Development

## 3.0 ANALYSIS CONDITIONS AND METHODOLOGY

### 3.1 Existing Street Network

The SR-60 Freeway and I-15 Freeway provides regional access to the Project site. The SR-60 is located north of the Project site and the I-15 is located east of the Project site. The principal local network of streets serving the site consists of Ontario Ranch Road, Cantu Galleano Ranch Road, Riverside Drive, Haven Avenue, and Hamner Avenue. The following discussion provides a brief synopsis of the key area streets.

**Ontario Ranch Road** is a two-lane undivided roadway west of Archi and a four-lane divided roadway between Archibald Avenue and Hamner Avenue. It is located along the Project's southern frontage. Parking is restricted on both sides of the roadway within the vicinity of the Project. Ontario Ranch Road has a posted speed limit of 50 miles per hour (mph) and becomes Cantu Galleano Ranch Road at Hamner Avenue. The intersections of Ontario Ranch Road at Archibald Avenue, Turner Avenue, Haven Avenue, and Hamner Avenue are controlled by a traffic signal.

**Cantu Galleano Ranch Road** is a seven-lane divided roadway between Hamner Avenue and the I-15 Freeway and a six-lane divided roadway east of the I-15 Freeway. Parking is restricted on both sides of the roadway within the vicinity of the Project. Cantu Galleano Ranch Road has a posted speed limit of 50 mph. The intersections of Cantu Galleano Ranch Road at Goodman Avenue, I-15 SB Ramps, I-15 NB Ramps, and Wineville are controlled by a traffic signal.

**Riverside Drive** is a four-lane divided roadway. Parking is restricted on both sides of the roadway. Riverside Drive has a speed limit of 50 mph. The intersections of Riverside Drive at Haven Avenue, Mill Creek Avenue, and Hamner Avenue are controlled by a traffic signal.

**Haven Avenue** is a four-lane divided roadway north of Riverside Drive and south of Ontario Ranch Road and a two-lane undivided roadway between Riverside Drive and Ontario Ranch Road. Parking is not permitted on either side of the roadway. The posted speed limit on Haven Avenue is 45 mph. The intersections of Haven Avenue at SR-60 WB Ramps and SR-60 EB Ramps are controlled by a traffic signal.

**Hamner Avenue** is a four-lane divided roadway north of Ontario Ranch Road/Cantu Galleano Ranch Road and a five-lane divided roadway south of Ontario Ranch Road/Cantu Galleano Ranch Road. It is located along the Project's eastern frontage. Parking is not permitted on either side of the roadway. The posted speed limit on Hamner Avenue is 50 mph. The intersections of Hamner Avenue at SR-60 WB Ramps, SR-60 EB Ramps, and Bellegrave Avenue are controlled by a traffic signal.

**Figure 3-1** presents an inventory of the existing roadway conditions within the study area evaluated in this report. The number of travel lanes and intersection controls for the key area study intersections are identified.

## 3.2 Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for fifteen (15) of the seventeen (17) existing key study intersections evaluated in this report were collected by *National Data and Surveying Services* in May 2019 and adjusted with two percent (2%) per year growth to get baseline Year 2020.

The AM and PM peak hour traffic volumes for the remaining two (2) intersections were collected by *National Data and Surveying Services* in September 2020. Given that the traffic counts at these intersections were conducted during the COVID-19 pandemic, historical data was utilized in the area. Recent AM and PM peak period traffic count data was acquired (May 22, 2019) for the nearby intersection of Haven Avenue at Riverside Drive and current AM and PM peak period traffic counts (September 9, 2020) were conducted to create a growth factor to be applied to the key study locations of Mill Creek Avenue at Riverside Drive and Mill Creek Avenue at Chino Avenue. Based on the AM and PM peak hour traffic count comparison by movement and averaged for the entire intersection, the AM peak hour growth factor is 2.5905 (259.05%) and the PM peak hour growth factor is 1.4901 (149.01%).

*Appendix A* contains the existing intersection turning movement count data and the growth factor calculation table for the intersection of Haven Avenue at Riverside Drive.

*Figures 3-3* and *3-4* present the existing AM and PM peak hour traffic volumes, respectively, for the seventeen (17) existing key study intersections.

## 3.3 Level Of Service (LOS) Analysis Methodologies

AM and PM peak hour operating conditions for the twenty (20) key study intersections were evaluated using the methodology outlined in *Chapter 19 of the Highway Capacity Manual 6 (HCM 6)* for signalized intersections and the methodology outlined in *Chapter 20 of the HCM 6* for two-way stop-controlled intersections.

### 3.3.1 Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)

In conformance with City of Ontario requirements, AM and PM peak hour operating conditions for the key study intersections were evaluated using the HCM operations method of analysis. Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort, and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in *Table 3-1*.

### 3.3.2 Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria

for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value range for two-way stop-controlled intersections is shown in *Table 3-2*.

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach, and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value range for all-way stop-controlled intersections is shown in *Table 3-2*.

### 3.4 Impact Criteria and Thresholds

#### 3.4.1 *City of Ontario*

According to the City of Ontario General Plan Infrastructure Element indicates that Level of Service (LOS) D is to be used for the sizing of roadway segments, while LOS E should be maintained at intersections.

#### 3.4.2 *City of Eastvale*

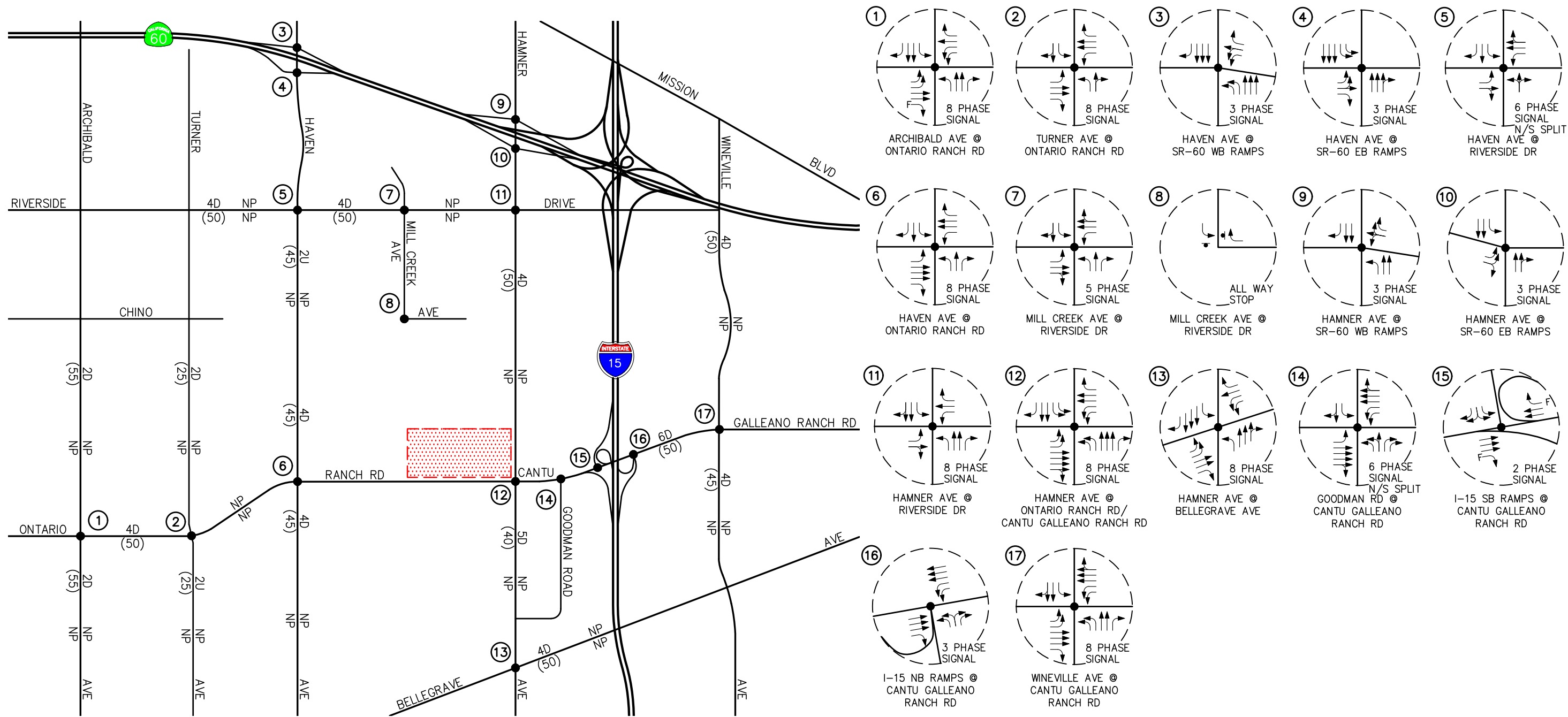
According to the City of Eastvale General Plan, Policy C-10; seek to maintain the following target levels of service: "C" along all City-maintained roads. A peak hour level of service of "D" may be allowed in commercial and employment areas, and at intersections of any combination of major highways, urban arterials, secondary highways, or freeway ramp intersections.

#### 3.4.3 *City of Jurupa Valley*

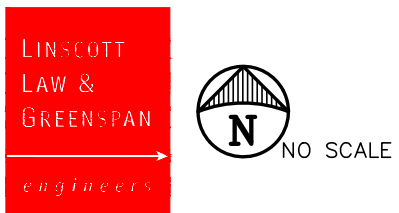
According to the City of Ontario General Plan Mobility Element endeavors to maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.

### 3.4.4 Caltrans

Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Caltrans has established that LOS D is the operating standard for all Caltrans facilities. Caltrans has determined that all state-owned facilities that operate below LOS D should be identified and improved to an acceptable LOS. The *Caltrans Traffic Impact Study Guidelines dated December 2002* states that if an existing State-owned facility operates at less than the target LOS (i.e. LOS D); the existing service level should be maintained.



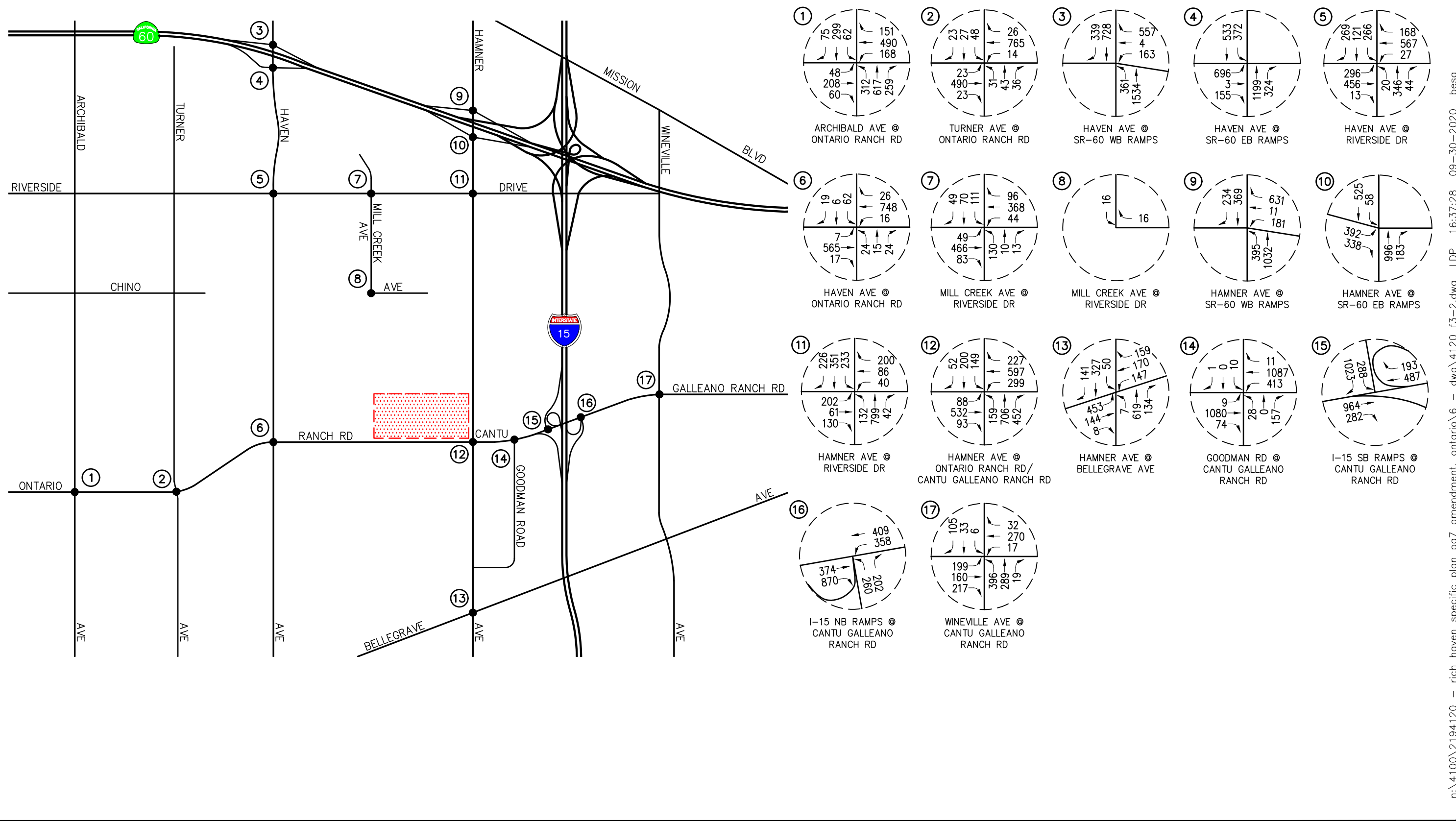
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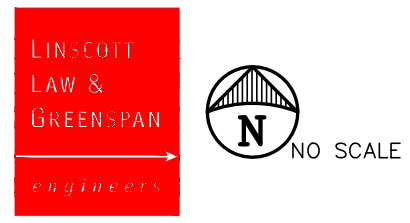
NO SCALE

- KEY**
- = APPROACH LANE ASSIGNMENT
  - = TRAFFIC SIGNAL, = STOP SIGN
  - P = PARKING, NP = NO PARKING
  - U = UNDIVIDED, D = DIVIDED
  - 2 = NUMBER OF TRAVEL LANES
  - (XX) = POSTED SPEED LIMIT (MPH)
  - F = FREE-RIGHT
  - = PROJECT SITE

**FIGURE 3-1**  
**EXISTING INTERSECTION CONTROLS**  
**ROADWAY AND CONDITIONS**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO



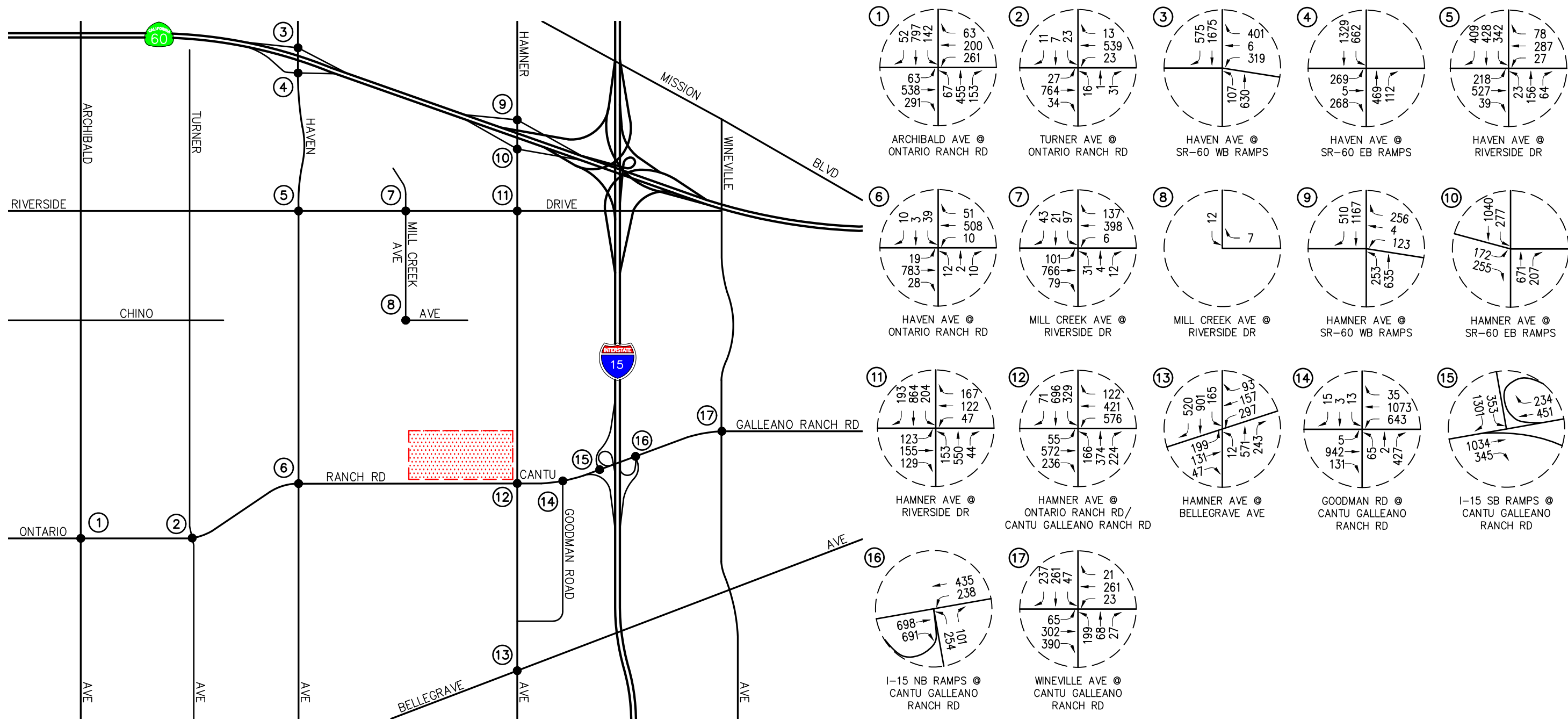
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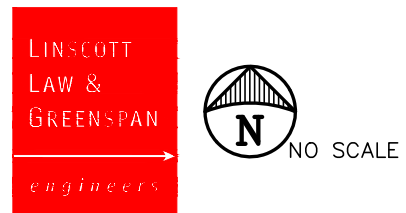
**KEY**  
 # = STUDY INTERSECTION  
 [Red Hatched Box] = PROJECT SITE

**FIGURE 3-2**

**EXISTING AM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO



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**KEY**  
 # = STUDY INTERSECTION  
 [Red Hatched Box] = PROJECT SITE

**FIGURE 3-3**

**EXISTING PM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO



**TABLE 3-1**  
**LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM METHODOLOGY)<sup>1</sup>**

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq 10.0$	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	$> 10.0$ and $\leq 20.0$	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	$> 20.0$ and $\leq 35.0$	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	$> 35.0$ and $\leq 55.0$	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	$> 55.0$ and $\leq 80.0$	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.
F	$\geq 80.0$	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

<sup>1</sup> Source: *Highway Capacity Manual 6*, Chapter 19: Signalized Intersections.

**TABLE 3-2**  
**LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM METHODOLOGY)<sup>2,3</sup>**

<b>Level of Service (LOS)</b>	<b>Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)</b>	<b>Level of Service Description</b>
A	$\leq 10.0$	Little or no delay
B	$> 10.0$ and $\leq 15.0$	Short traffic delays
C	$> 15.0$ and $\leq 25.0$	Average traffic delays
D	$> 25.0$ and $\leq 35.0$	Long traffic delays
E	$> 35.0$ and $\leq 50.0$	Very long traffic delays
F	$> 50.0$	Severe congestion

<sup>2</sup> Source: *Highway Capacity Manual 6*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

<sup>3</sup> Source: *Highway Capacity Manual 6*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

## 4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and cumulative local area improvements can then be evaluated.

## 5.0 PROJECT TRAFFIC CHARACTERISTICS

### 5.1 Project Trip Generation Forecast

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and rates used in the traffic forecasting procedure are found in the 10<sup>th</sup> Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017].

**Table 5-1** summarizes the trip generation rates used in forecasting the vehicular trips generated by both the entitled land uses and the proposed Project. As shown in *Table 5-1*, the trip generation potential for the both the entitled land uses and the proposed Project were estimated using the ITE Land Use 154: High-Cube Transload and Short-Term Storage Warehousing, ITE Land Use 155: High Cube Fulfillment Center Warehouse, ITE Land Use 157: High Cube Cold Storage Warehouse, ITE Land Use 210: Single Family Housing, ITE Land Use 710: General Office Building, ITE Land Use 820: Shopping Center, ITE Land Use 932: High Turnover Sit Down Restaurant, and ITE Land Use 934: Fast Food Restaurant with Drive Through Window average rates.

For ITE Land Use 154: High-Cube Transload and Short-Term Storage Warehousing, ITE Land Use 155: High Cube Fulfillment Center Warehouse, ITE Land Use 157: High Cube Cold Storage Warehouse, the trip generation potential used in forecasting the vehicular trips, both autos and trucks, uses recommended factors published in the *Truck Trip Generation Study – City of Fontana, August 2003*. Consistent with standard traffic engineering practice, passenger car equivalent (PCE) factors have been utilized due to the expected heavy truck component of the Project uses. A PCE factor of 1.5, 2.0, and 3.0 has been applied to large 2-axle, 3-axle, and 4+-axle trucks, respectively.

**Table 5-2** presents the forecast daily and peak hour traffic volumes for a “typical” weekday for the entitled land uses. Review of the *Table 5-2* shows that the entitled land uses are forecast to generate 15,656 net daily trips, 930 (446 inbound, 484 outbound) net AM peak hour trips, and 1,560 (774 inbound, 786 outbound) net PM peak hour trips.

**Table 5-3** presents the forecast daily and peak hour traffic volumes for a “typical” weekday for the proposed Project. Review of *Table 5-3* shows that the proposed Project is forecast to generate 14,811 net daily trips, 940 (624 inbound, 316 outbound) net AM peak hour trips, and 1,084 (486 inbound, 598 outbound) net PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE). When compared to the entitled land uses, the proposed Project is forecast to generate 845 less daily trips, 10 more AM peak hour trips, and 476 less PM peak hour trips.

**Table 5-4** presents the forecast daily and peak hour traffic volumes for a “typical” weekday for the entirety of the Rich Haven Specific Plan with the changes to PA 1 and PA 8 with implementation of PA 7, which are assessed as a part of the cumulative analysis. Review of *Table 5-4* shows that the proposed Project is forecast to generate 91,993 net daily trips, 6,372 (2,302 inbound, 4,070 outbound) net AM peak hour trips, and 8,774 (5,005 inbound, 3,769 outbound) net PM peak hour

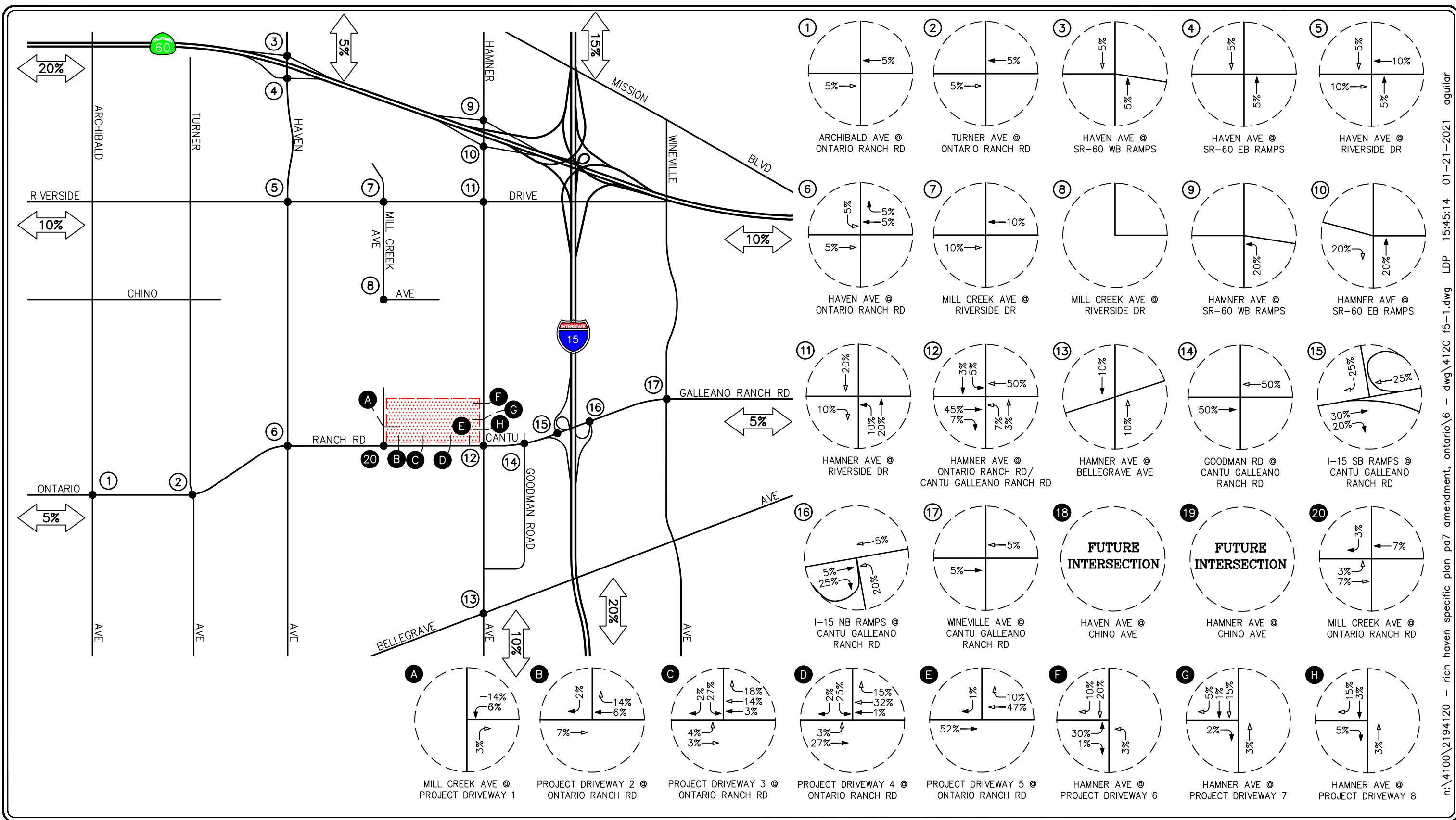
trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE).

## 5.2 Project Trip Distribution and Assignment

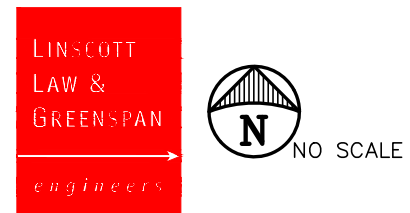
The Project directional trip distribution pattern for passenger cars and truck components for the Project is presented in *Figures 5-1* and *5-2*, respectively, for the existing roadway network. The Project directional trip distribution pattern for passenger cars for the Project is presented in *Figure 5-3* for the future roadway network. It should be noted that there is no change for the distribution pattern for truck components with the future roadway network. Project traffic volumes, both entering and existing the site, have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. I-15 Freeway, SR-60 Freeway, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- the traffic-carrying capacity and travel speed available on roadways serving the Project site, and
- ingress/egress availability at the Project site.

The anticipated AM and PM peak hour Project traffic volumes at the twenty (20) key study intersections are presented in *Figures 5-4* and *5-5*, respectively. The traffic volume assignment presented in the above-mentioned figures reflect the Project trip distribution characteristics shown in *Figures 5-1* and *5-2* and the Project trip generation forecast presented in the *Table 5-1*.

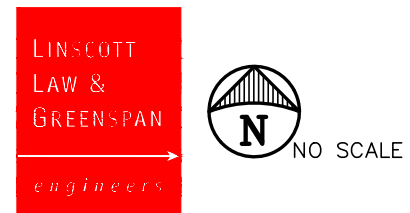
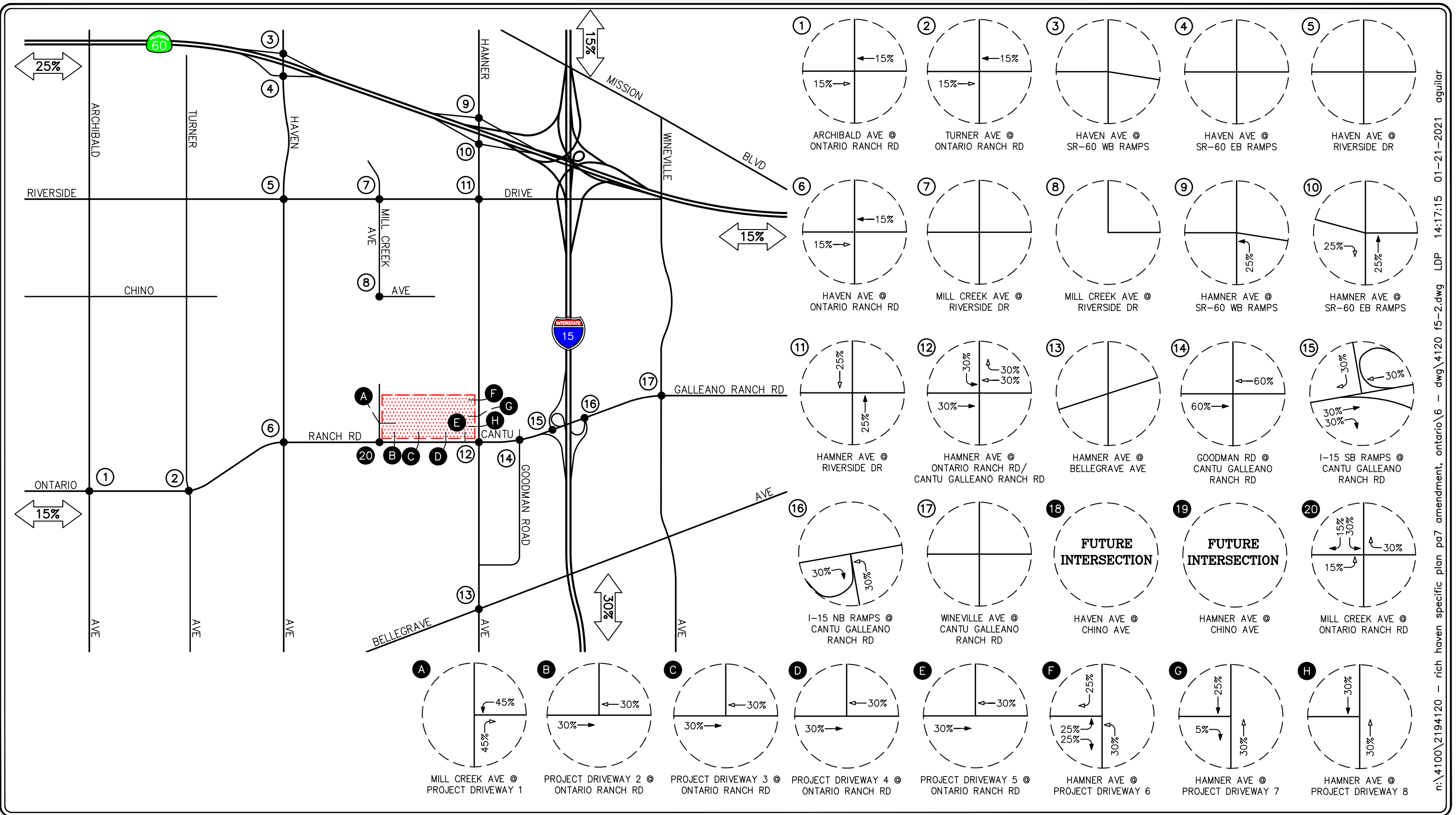


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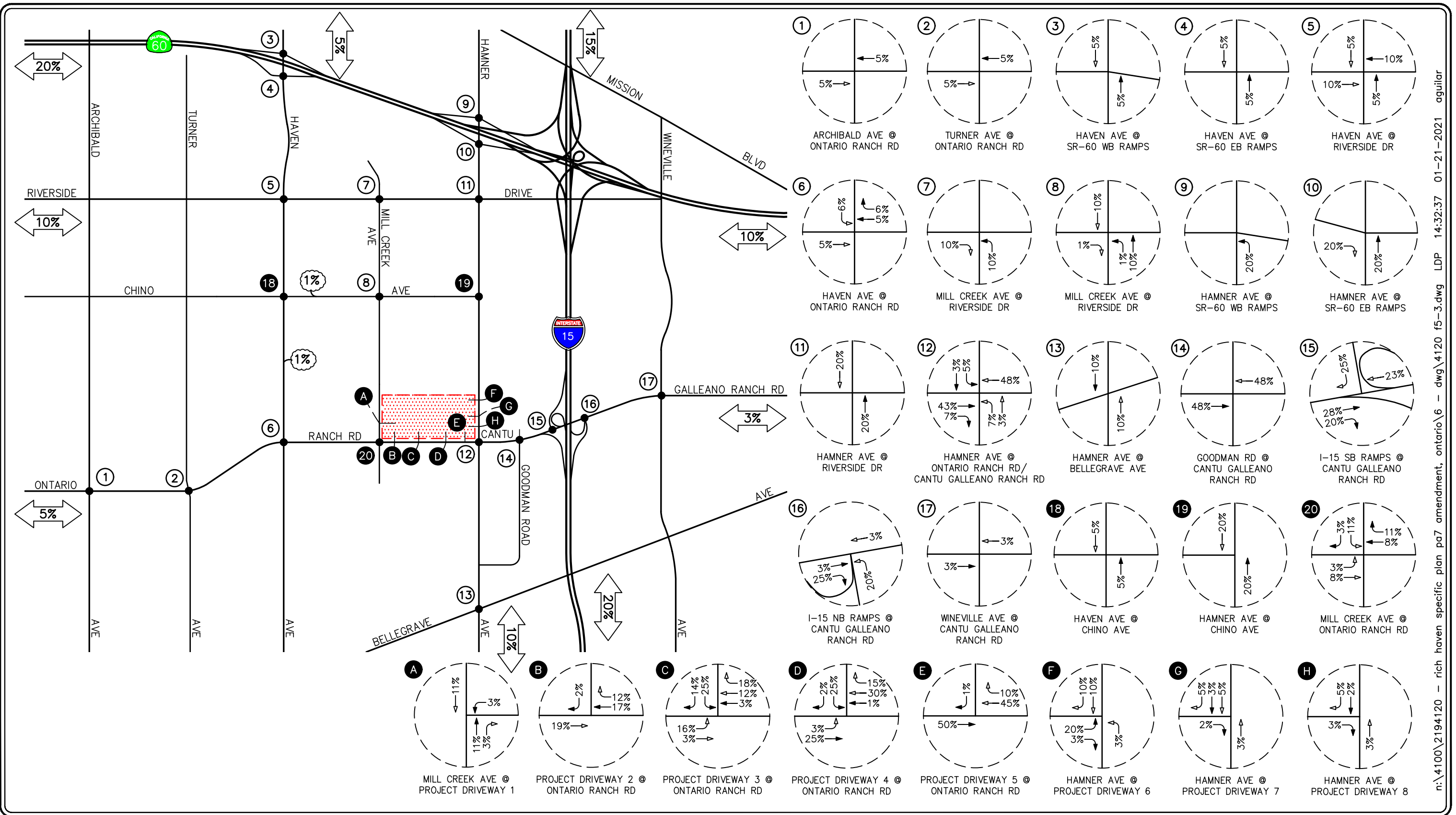
**KEY**  
 # = STUDY INTERSECTION  
 # = FUTURE INTERSECTION  
 ← = INBOUND PERCENTAGE  
 → = OUTBOUND PERCENTAGE  
 [Red Hatched Box] = PROJECT SITE

**FIGURE 5-1**  
**PROJECT TRAFFIC DISTRIBUTION - AUTOS (EXISTING NETWORK)**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

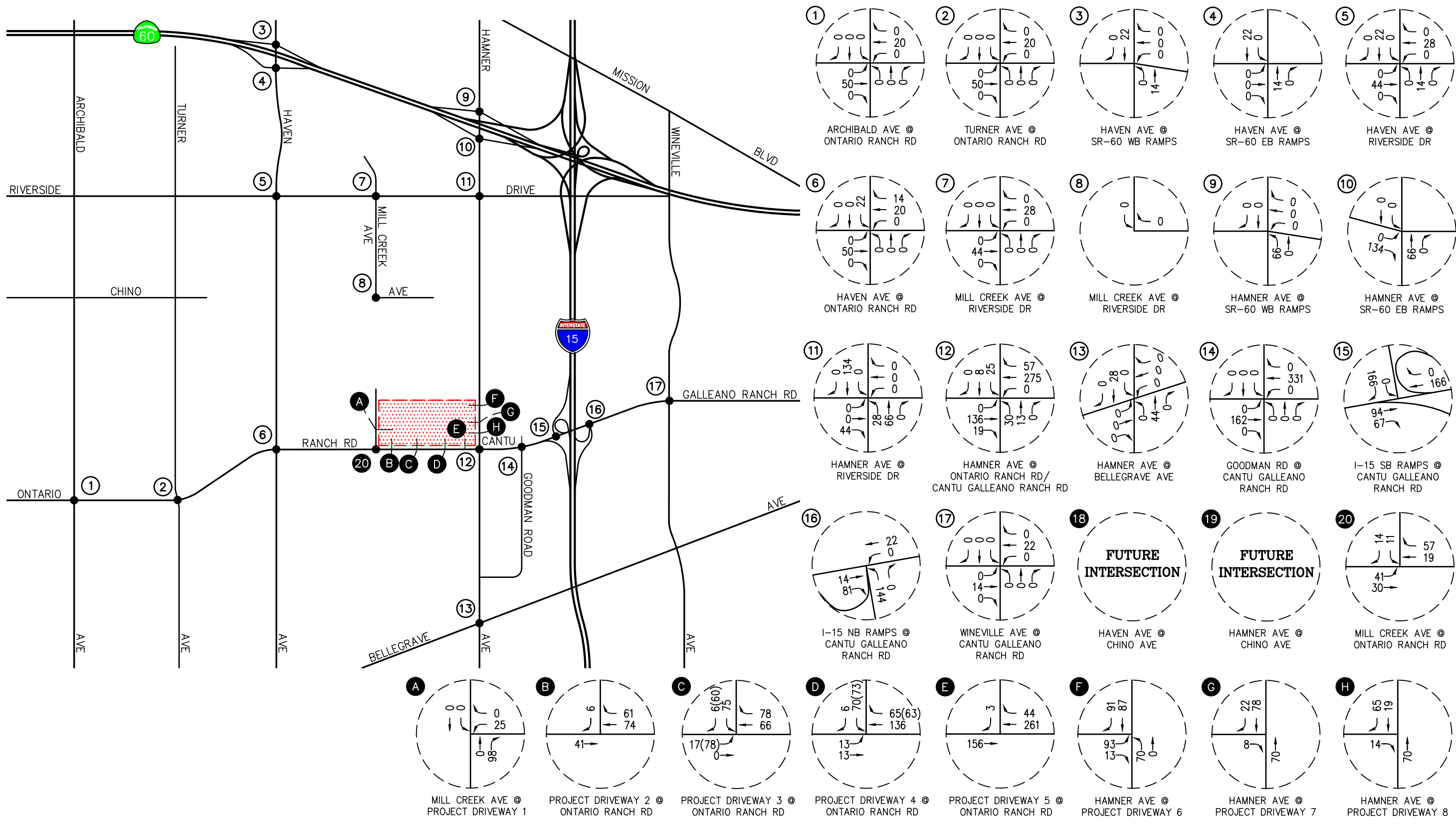


**FIGURE 5-2**

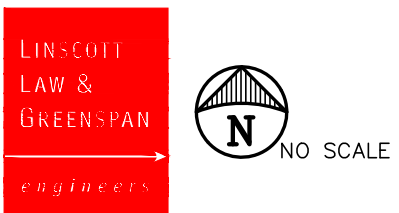
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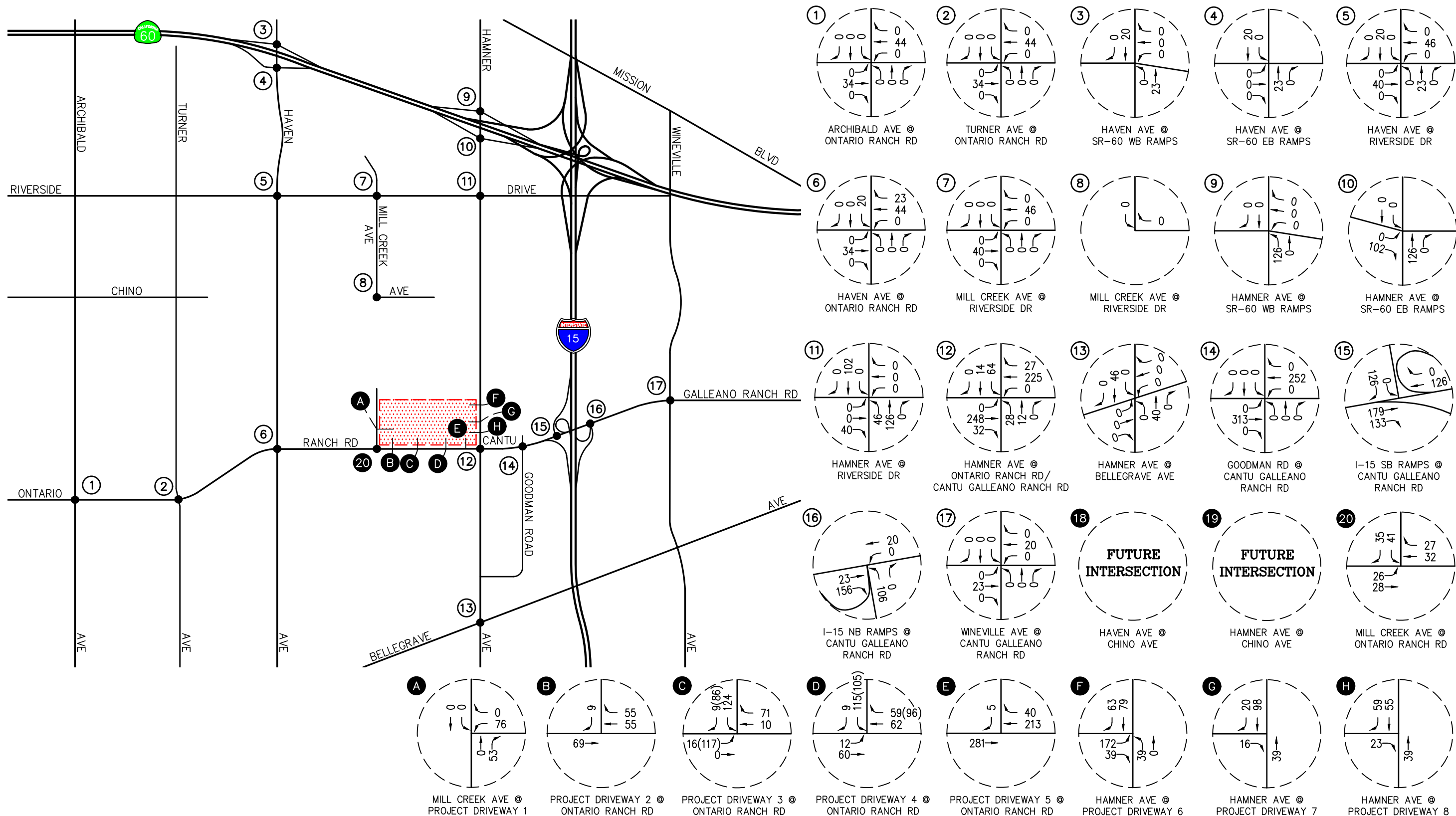


**KEY**

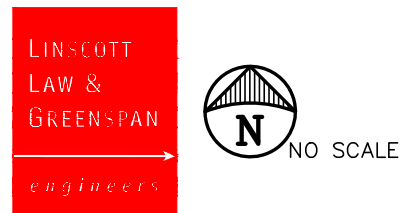
- # = STUDY INTERSECTION
- # = FUTURE INTERSECTION
- XX(X) = PROJECT TRIPS (PASS-BY TRIPS)
- [Red Hatched Box] = PROJECT SITE

**FIGURE 5-4**

**AM PEAK HOUR PROJECT TRAFFIC VOLUMES**  
RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO



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**KEY**

- # = STUDY INTERSECTION
- # = FUTURE INTERSECTION
- XX(XX) = PROJECT TRIPS (PASS-BY TRIPS)
- [Red Dotted Box] = PROJECT SITE

**FIGURE 5-5**  
**PM PEAK HOUR PROJECT TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

**TABLE 5-1  
TRIP GENERATION RATES WITH PCE CONVERSION FACTORS<sup>4</sup>**

ITE Land Use Code	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Trip Generation Rates:</u></b>							
▪ <b>154: High-Cube Transload and Short-Term Storage Warehousing – Total (TE/1000 SF)<sup>5</sup></b>	<b>1.40</b>	<b>0.06</b>	<b>0.02</b>	<b>0.08</b>	<b>0.03</b>	<b>0.07</b>	<b>0.10</b>
❑ Passenger Cars – 67.8% Daily/69.2% AM/78.3% PM (TE/1000 SF)	0.95	0.04	0.02	0.06	0.02	0.06	0.08
❑ 2 Axle Trucks – 5.5% Daily/5.2% AM/3.7% PM (TE/1000 SF)	0.08	0.00	0.00	0.00	0.00	0.00	0.00
❑ 3 Axle Trucks – 7.3% Daily/7.0% AM/4.9% PM (TE/1000 SF)	0.10	0.00	0.00	0.00	0.00	0.00	0.00
❑ 4+ Axle Trucks – 19.4% Daily/18.6% AM/13.1% PM (TE/1000 SF)	0.27	0.02	0.00	0.02	0.01	0.01	0.02
▪ <b>155: High Cube Fulfillment Center Warehouse – Total (TE/1000 SF)</b>	<b>6.44</b>	<b>0.70</b>	<b>0.17</b>	<b>0.87</b>	<b>0.47</b>	<b>0.73</b>	<b>1.20</b>
❑ Passenger Cars – 67.8% Daily/69.2% AM/78.3% PM (TE/1000 SF)	4.37	0.48	0.12	0.60	0.37	0.57	0.94
❑ 2 Axle Trucks – 5.5% Daily/5.2% AM/3.7% PM (TE/1000 SF)	0.35	0.04	0.01	0.05	0.02	0.02	0.04
❑ 3 Axle Trucks – 7.3% Daily/7.0% AM/4.9% PM (TE/1000 SF)	0.47	0.05	0.01	0.06	0.02	0.04	0.06
❑ 4+ Axle Trucks – 19.4% Daily/18.6% AM/13.1% PM (TE/1000 SF)	1.25	0.13	0.03	0.16	0.06	0.1	0.16
▪ <b>157: High Cube Cold Storage Warehouse – Total (TE/1000 SF)</b>	<b>2.12</b>	<b>0.08</b>	<b>0.03</b>	<b>0.11</b>	<b>0.03</b>	<b>0.09</b>	<b>0.12</b>
❑ Passenger Cars – 67.8% Daily/69.2% AM/78.3% PM (TE/1000 SF)	1.44	0.06	0.02	0.08	0.02	0.07	0.09
❑ 2 Axle Trucks – 5.5% Daily/5.2% AM/3.7% PM (TE/1000 SF)	0.12	0.00	0.01	0.01	0.00	0.00	0.00
❑ 3 Axle Trucks – 7.3% Daily/7.0% AM/4.9% PM (TE/1000 SF)	0.15	0.01	0.00	0.01	0.00	0.01	0.01
❑ 4+ Axle Trucks – 19.4% Daily/18.6% AM/13.1% PM (TE/1000 SF)	0.41	0.01	0.00	0.01	0.01	0.01	0.02
▪ 210: Single Family Detached Housing (TE/DU)	9.44	0.19	0.55	0.74	0.62	0.37	0.99
▪ 710: General Office Building (TE/1000 SF)	9.74	1.00	0.16	1.16	0.18	0.97	1.15
▪ 820: Shopping Center (TE/1000 SF)	37.75	0.58	0.36	0.94	1.83	1.98	3.81
▪ 932: High Turnover Sit Down Restaurant (TE/1000 SF)	112.18	5.47	4.47	9.94	6.06	3.71	9.77
▪ 934: Fast Food Restaurant with Drive Through Window (TE/1000 SF)	470.95	20.5	19.69	40.19	16.99	15.68	32.67

**Notes:**

- PCE = Passenger Car Equivalents
- TE/1000 SF = Trip End per 1,000 Square Feet
- TE/DU = Trip End per Dwelling Unit

<sup>4</sup> Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

<sup>5</sup> Truck splits are based on the *High-Cube Warehouse Vehicle Trip Generation Analysis*, prepared by ITE, dated October 2016. Recommended mix of truck traffic is based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

TABLE 5-2  
ENTITLED LAND USE TRIP GENERATION FORECAST<sup>6</sup>

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><i>Trip Generation Forecast Entitled Land Use:</i></b>							
▪ 210: Single Family Detached (725 DU)	6,844	134	403	537	452	266	718
Internal Capture (ADT: 5%, AM: 5%, PM: 5%) <sup>7</sup>	<u>-342</u>	<u>-7</u>	<u>-20</u>	<u>-27</u>	<u>-23</u>	<u>-13</u>	<u>-36</u>
<b>Residential Net Trip Generation</b>	<b>6,502</b>	<b>127</b>	<b>383</b>	<b>510</b>	<b>429</b>	<b>253</b>	<b>682</b>
▪ 710: General Office Building (220,400 SF)	2,147	220	36	256	41	212	253
Internal Capture (ADT: 5%, AM: 5%, PM: 5%) <sup>19</sup>	<u>-107</u>	<u>-11</u>	<u>-2</u>	<u>-13</u>	<u>-2</u>	<u>-11</u>	<u>-13</u>
<b>Office Net Trip Generation</b>	<b>2,040</b>	<b>209</b>	<b>34</b>	<b>243</b>	<b>39</b>	<b>201</b>	<b>240</b>
▪ 820: Shopping Center (220,400 SF)	8,320	128	79	207	403	437	840
Internal Capture (ADT: 5%, AM: 5%, PM: 5%) <sup>19</sup>	<u>-416</u>	<u>-6</u>	<u>-4</u>	<u>-10</u>	<u>-20</u>	<u>-22</u>	<u>-42</u>
Shopping Center Subtotal	7,904	122	75	197	383	415	798
Pass-by Trips (ADT: 10%, AM: 10%, PM: 20%) <sup>8</sup>	<u>-790</u>	<u>-12</u>	<u>-8</u>	<u>-20</u>	<u>-77</u>	<u>-83</u>	<u>-160</u>
<b>Shopping Center Net Trip Generation</b>	<b>7,114</b>	<b>110</b>	<b>67</b>	<b>177</b>	<b>306</b>	<b>332</b>	<b>638</b>
<b>Total Entitled Land Use Net Trip Generation</b>	<b>15,656</b>	<b>446</b>	<b>484</b>	<b>930</b>	<b>774</b>	<b>786</b>	<b>1,560</b>

<sup>6</sup> Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).*

<sup>7</sup> To account for trip interaction between the residential, office and retail uses, an internal capture reduction factor was assumed and applied to the trip generation forecast.

<sup>8</sup> Source: *Trip Generation Handbook, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).* The Daily and AM peak hour pass-by rate was assumed to be 10%, whereas 20% was used for the PM rate, although the average rate is 34% per the ITE handbook.

TABLE 5-3  
PROJECT TRIP GENERATION FORECAST<sup>9</sup>

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><i>Trip Generation Project:</i></b>							
▪ 154: High Cube Transload and Short-Term Storage Warehouse (525,000 SF)							
☐ Passenger Cars	499	21	11	32	11	31	42
☐ 2 Axle Trucks	63	0	0	0	0	0	0
☐ 3 Axle Trucks	105	0	0	0	0	0	0
☐ 4+ Axle Trucks	<u>425</u>	<u>32</u>	<u>0</u>	<u>32</u>	<u>16</u>	<u>16</u>	<u>32</u>
<b>High Cube Warehouse Total</b>	<b>1,092</b>	<b>53</b>	<b>11</b>	<b>64</b>	<b>27</b>	<b>47</b>	<b>74</b>
▪ 155: High Cube Fulfillment Center Warehouse (262,500 SF)							
☐ Passenger Cars	1,147	126	32	158	97	150	247
☐ 2 Axle Trucks	138	16	4	20	8	8	16
☐ 3 Axle Trucks	247	26	6	32	11	21	32
☐ 4+ Axle Trucks	<u>984</u>	<u>102</u>	<u>24</u>	<u>126</u>	<u>47</u>	<u>79</u>	<u>126</u>
<b>High Cube Fulfillment Center Total</b>	<b>2,516</b>	<b>270</b>	<b>66</b>	<b>336</b>	<b>163</b>	<b>258</b>	<b>421</b>
▪ 157: High Cube Cold Storage Warehouse (262,500 SF)							
☐ Passenger Cars	378	16	5	21	5	19	24
☐ 2 Axle Trucks	47	0	4	4	0	0	0
☐ 3 Axle Trucks	79	5	0	5	0	5	5
☐ 4+ Axle Trucks	<u>323</u>	<u>8</u>	<u>0</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>16</u>
<b>High Cube Cold Storage Total</b>	<b>827</b>	<b>29</b>	<b>9</b>	<b>38</b>	<b>13</b>	<b>32</b>	<b>45</b>
▪ 820: Shopping Center (93,750 SF)	3,539	55	33	88	171	186	357
Pass-by Trips (Daily: 10%; AM: 10%; PM: 34%) <sup>10</sup>	<u>-354</u>	<u>-6</u>	<u>-3</u>	<u>-9</u>	<u>-58</u>	<u>-63</u>	<u>-121</u>
<b>Shopping Center Subtotal</b>	<b>3,185</b>	<b>49</b>	<b>30</b>	<b>79</b>	<b>113</b>	<b>123</b>	<b>236</b>
▪ 932: High Turnover Sit Down Restaurant (18,750 SF)	2,103	102	84	186	113	70	183
Pass-by Trips (Daily: 10%; AM: 10%; PM: 43%) <sup>Error!</sup> Bookmark not defined.	<u>-210</u>	<u>-10</u>	<u>-9</u>	<u>-19</u>	<u>-49</u>	<u>-30</u>	<u>-79</u>
<b>High Turnover Sit Down Restaurant Subtotal</b>	<b>1,893</b>	<b>92</b>	<b>75</b>	<b>167</b>	<b>64</b>	<b>40</b>	<b>104</b>
▪ 934: Fast Food Restaurant with Drive Through (12,500 SF)	5,887	256	246	502	212	196	408
Pass-by Trips (Daily: 10%; AM: 49%; PM: 50%) <sup>11</sup>	<u>-589</u>	<u>-125</u>	<u>-121</u>	<u>-246</u>	<u>-106</u>	<u>-98</u>	<u>-204</u>
<b>Fast Food Restaurant Subtotal</b>	<b>5,298</b>	<b>131</b>	<b>125</b>	<b>256</b>	<b>106</b>	<b>98</b>	<b>204</b>
<b>Total Passenger Car Traffic</b>	<b>12,400</b>	<b>435</b>	<b>278</b>	<b>713</b>	<b>396</b>	<b>461</b>	<b>857</b>
<b>Total Truck PCE Traffic</b>	<b><u>2,411</u></b>	<b><u>189</u></b>	<b><u>38</u></b>	<b><u>227</u></b>	<b><u>90</u></b>	<b><u>137</u></b>	<b><u>227</u></b>
<b>Total Project Trip Generation</b>	<b>14,811</b>	<b>624</b>	<b>316</b>	<b>940</b>	<b>486</b>	<b>598</b>	<b>1,084</b>
<b>Total Net Trip Generation (Project vs. Existing Land Use)</b>	<b>-845</b>	<b>178</b>	<b>-168</b>	<b>10</b>	<b>-288</b>	<b>-188</b>	<b>-476</b>

<sup>9</sup> Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

<sup>10</sup> Source: *Trip Generation Handbook, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. The Daily and AM peak hour pass-by rate was assumed to be 10%, whereas the PM rate is based on the ITE handbook.

<sup>11</sup> Source: *Trip Generation Handbook, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. The Daily pass-by rate was assumed to be 10%, whereas the AM and PM rate is based on the ITE handbook.

TABLE 5-4  
RICH HAVEN SPECIFIC PLAN WITH PA 1 & PA 7 AMENDMENT TRIP GENERATION FORECAST<sup>12</sup>

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Planning Area 1</u></b>							
• PA 1A: Single Family Detached (115 DU)	1,086	21	64	85	72	42	114
• PA 1B: Single Family Detached (175 DU)	1,652	32	98	130	109	64	173
• PA 1C: Single Family Detached (170 DU)	1,605	31	95	126	106	62	168
• PA 1C: Multifamily (Low-Rise) (561 DU)	4,107	59	199	258	198	116	314
<b>Planning Area 1 Total</b>	<b>8,450</b>	<b>143</b>	<b>456</b>	<b>599</b>	<b>485</b>	<b>284</b>	<b>769</b>
<b><u>Planning Area 3</u></b>							
• PA 3: Public Park (27 Acres)	21	1	0	1	2	1	3
<b>Planning Area 3 Total</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>
<b><u>Planning Area 4</u></b>							
• PA 4A: Single Family Detached (154 DU)	1,454	28	86	114	96	56	152
• PA 4B: Single Family Detached (101 DU)	953	19	56	75	63	37	100
• PA 4C: Single Family Detached (108 DU)	1,020	20	60	80	67	40	107
<b>Planning Area 4 Total</b>	<b>3,427</b>	<b>67</b>	<b>202</b>	<b>269</b>	<b>226</b>	<b>133</b>	<b>359</b>
<b><u>Planning Area 5</u></b>							
• PA 5A: Single Family Detached (109 DU)	1,029	20	61	81	68	40	108
• PA 5B: Single Family Detached (65 DU)	614	12	36	48	41	23	64
• PA 5B: Multifamily (Low-Rise) (100 DU)	732	11	35	46	35	21	56
• PA 5C: Single Family Detached (332 DU)	3,134	61	185	246	207	122	329
• PA 5D: Single Family Detached (81 DU)	765	15	45	60	51	29	80
• PA 5D: Multifamily (Low-Rise) (280 DU)	2,050	30	99	129	99	58	157
<b>Planning Area 5 Total</b>	<b>8,324</b>	<b>149</b>	<b>461</b>	<b>610</b>	<b>501</b>	<b>293</b>	<b>794</b>
<b><u>Planning Area 6</u></b>							
• PA 6A: Single Family Detached (1089 DU)	10,280	201	605	806	679	399	1,078
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-514</u>	<u>-10</u>	<u>-30</u>	<u>-40</u>	<u>-34</u>	<u>-20</u>	<u>-54</u>
PA 6A: Single Family Detached (1089 DU) Total	9,766	191	575	766	645	379	1,024
• PA 6A: General Office (41.545 TSF)	405	41	7	48	8	40	48
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-20</u>	<u>-2</u>	<u>0</u>	<u>-2</u>	<u>0</u>	<u>-2</u>	<u>-2</u>
PA 6A: General Office (41.545 TSF) Total	385	39	7	46	8	38	46
• PA 6A: Retail (41.546 TSF)	1,568	24	15	39	76	82	158
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-78</u>	<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-4</u>	<u>-4</u>	<u>-8</u>
PA 6A: Retail (41.546 TSF) Subtotal	1,490	23	14	37	72	78	150
Pass-by (10% Daily, 10% AM, 20% PM)	<u>-149</u>	<u>-2</u>	<u>-2</u>	<u>-4</u>	<u>-14</u>	<u>-16</u>	<u>-30</u>
PA 6A: Retail (41.546 TSF) Total	1,341	21	12	33	58	62	120
• PA 6B: Single Family Detached (703 DU)	6,636	130	390	520	438	258	696
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-332</u>	<u>-7</u>	<u>-19</u>	<u>-26</u>	<u>-22</u>	<u>-13</u>	<u>-35</u>
PA 6B: Single Family Detached (703 DU) Total	6,304	123	371	494	416	245	661
• PA 6B: General Office (19.08 TSF)	186	19	3	22	4	18	22
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-9</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>-1</u>
PA 6B: General Office (19.08 TSF) Total	177	18	3	21	4	17	21
• PA 6B: Retail (19.08 TSF)	720	11	7	18	35	38	73
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-36</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>-2</u>	<u>-2</u>	<u>-4</u>
PA 6B: Retail (19.08 TSF) Subtotal	684	10	7	17	33	36	69
Pass-by (10% Daily, 10% AM, 20% PM)	<u>-68</u>	<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-7</u>	<u>-7</u>	<u>-14</u>
PA 6B: Retail (19.08 TSF) Total	616	9	6	15	26	29	55
<b>Planning Area 6 Total</b>	<b>18,589</b>	<b>401</b>	<b>974</b>	<b>1,375</b>	<b>1,157</b>	<b>770</b>	<b>1,927</b>

**Notes:**

- To account for trip interaction between the residential, office, and retail uses, an internal capture reduction factor was assumed and applied to the trip generation forecast.
- To account for trips that come from the everyday traffic stream, a pass-by reduction was incorporated into the Daily, AM, and PM peak hour trips for the retail land uses.

<sup>12</sup> Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

**TABLE 5-4 (CONTINUED)**  
**RICH HAVEN SPECIFIC PLAN WITH PA 1 & PA 7 AMENDMENT TRIP GENERATION FORECAST<sup>13</sup>**

<b><u>Planning Area 7</u></b>								
• PA 7A: High Cube Transload (525 TSF)								
Passenger Cars	499	21	11	32	11	31	42	
2 Axle Trucks	63	0	0	0	0	0	0	
3 Axle Trucks	105	0	0	0	0	0	0	
4+ Axle Trucks	<u>425</u>	<u>32</u>	<u>0</u>	<u>32</u>	<u>16</u>	<u>16</u>	<u>32</u>	
<i>PA 7A: High Cube Transload (525 TSF) Total</i>	<i>1,092</i>	<i>53</i>	<i>11</i>	<i>64</i>	<i>27</i>	<i>47</i>	<i>74</i>	
-								
• PA 7A: High Cube Fulfillment Center (262.5 TSF)								
Passenger Cars	1,147	126	32	158	97	150	247	
2 Axle Trucks	138	16	4	20	8	8	16	
3 Axle Trucks	247	26	6	32	11	21	32	
4+ Axle Trucks	<u>984</u>	<u>102</u>	<u>24</u>	<u>126</u>	<u>47</u>	<u>79</u>	<u>126</u>	
<i>PA 7A: High Cube Fulfillment Center (262.5 TSF) Total</i>	<i>2,516</i>	<i>270</i>	<i>66</i>	<i>336</i>	<i>163</i>	<i>258</i>	<i>421</i>	
• PA 7A: High Cube Cold Storage (262.5 TSF)								
Passenger Cars	378	16	5	21	5	19	24	
2 Axle Trucks	47	0	4	4	0	0	0	
3 Axle Trucks	79	5	0	5	0	5	5	
4+ Axle Trucks	<u>323</u>	<u>8</u>	<u>0</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>16</u>	
<i>PA 7A: High Cube Cold Storage (262.5 TSF) Total</i>	<i>827</i>	<i>29</i>	<i>9</i>	<i>38</i>	<i>13</i>	<i>32</i>	<i>45</i>	
• PA 7B: Retail (93.75 TSF)								
Pass-by (10% Daily, 10% AM, 34% PM)	<u>-354</u>	<u>-6</u>	<u>-3</u>	<u>-9</u>	<u>-58</u>	<u>-63</u>	<u>-121</u>	
<i>PA 7B: Retail (93.75 TSF) Total</i>	<i>3,185</i>	<i>49</i>	<i>30</i>	<i>79</i>	<i>113</i>	<i>123</i>	<i>236</i>	
• PA 7B: High Turnover Restaurant (18.75 TSF)								
Pass-by (10% Daily, 10% AM, 43% PM)	<u>-210</u>	<u>-10</u>	<u>-9</u>	<u>-19</u>	<u>-49</u>	<u>-30</u>	<u>-79</u>	
<i>PA 7B: High Turnover Restaurant (18.75 TSF) Total</i>	<i>1,893</i>	<i>92</i>	<i>75</i>	<i>167</i>	<i>64</i>	<i>40</i>	<i>104</i>	
• PA 7B: Fast Food Restaurant with Drive Through (12.5 TSF)								
Pass-by (10% Daily, 10% AM, 43% PM)	<u>-589</u>	<u>-125</u>	<u>-121</u>	<u>-246</u>	<u>-106</u>	<u>-98</u>	<u>-204</u>	
<i>PA 7B: Fast Food Restaurant with Drive Through (12.5 TSF) Total</i>	<i>5,298</i>	<i>131</i>	<i>125</i>	<i>256</i>	<i>106</i>	<i>98</i>	<i>204</i>	
<b><i>Planning Area 7 Total</i></b>	<b><i>14,811</i></b>	<b><i>624</i></b>	<b><i>316</i></b>	<b><i>940</i></b>	<b><i>486</i></b>	<b><i>598</i></b>	<b><i>1,084</i></b>	
<b><u>Planning Area 8</u></b>								
• PA 8A: Single Family Detached (852 DU)								
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-402</u>	<u>-8</u>	<u>-24</u>	<u>-32</u>	<u>-27</u>	<u>-15</u>	<u>-42</u>	
<i>PA 8A: Single Family Detached (852 DU) Total</i>	<i>7,641</i>	<i>150</i>	<i>448</i>	<i>598</i>	<i>504</i>	<i>297</i>	<i>801</i>	
• PA 8A: General Office (162.5 TSF)								
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-79</u>	<u>-8</u>	<u>-1</u>	<u>-9</u>	<u>-2</u>	<u>-7</u>	<u>-9</u>	
<i>PA 8A: General Office (162.5 TSF) Total</i>	<i>1,504</i>	<i>154</i>	<i>26</i>	<i>180</i>	<i>28</i>	<i>150</i>	<i>178</i>	
• PA 8A: Retail (162.5 TSF)								
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-307</u>	<u>-5</u>	<u>-3</u>	<u>-8</u>	<u>-15</u>	<u>-16</u>	<u>-31</u>	
<i>PA 8A: Retail (162.5 TSF) Subtotal</i>	<i>5,827</i>	<i>90</i>	<i>55</i>	<i>145</i>	<i>282</i>	<i>306</i>	<i>588</i>	
Pass-by (10% Daily, 10% AM, 20% PM)	<u>-583</u>	<u>-9</u>	<u>-6</u>	<u>-15</u>	<u>-56</u>	<u>-62</u>	<u>-118</u>	
<i>PA 8A: Retail (162.5 TSF) Total</i>	<i>5,244</i>	<i>81</i>	<i>49</i>	<i>130</i>	<i>226</i>	<i>244</i>	<i>470</i>	
• PA 8B: Multifamily (Low-Rise) (407 DU)								
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-149</u>	<u>-2</u>	<u>-7</u>	<u>-9</u>	<u>-7</u>	<u>-4</u>	<u>-11</u>	
<i>PA 8B: Multifamily (Low-Rise) (407 DU) Total</i>	<i>2,830</i>	<i>41</i>	<i>137</i>	<i>178</i>	<i>137</i>	<i>80</i>	<i>217</i>	
• PA 8B: General Office (61.7 TSF)								
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-30</u>	<u>-3</u>	<u>-1</u>	<u>-4</u>	<u>-1</u>	<u>-3</u>	<u>-4</u>	
<i>PA 8B: General Office (61.7 TSF) Total</i>	<i>571</i>	<i>59</i>	<i>9</i>	<i>68</i>	<i>10</i>	<i>57</i>	<i>67</i>	
• PA 8B: Retail (61.7 TSF)								
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-116</u>	<u>-2</u>	<u>-1</u>	<u>-3</u>	<u>-6</u>	<u>-6</u>	<u>-12</u>	
<i>PA 8B: Retail (61.7 TSF) Subtotal</i>	<i>2,213</i>	<i>34</i>	<i>21</i>	<i>55</i>	<i>107</i>	<i>116</i>	<i>223</i>	
Pass-by (10% Daily, 10% AM, 20% PM)	<u>-221</u>	<u>-3</u>	<u>-3</u>	<u>-6</u>	<u>-21</u>	<u>-24</u>	<u>-45</u>	
<i>PA 8B: Retail (61.7 TSF) Total</i>	<i>1,992</i>	<i>31</i>	<i>18</i>	<i>49</i>	<i>86</i>	<i>92</i>	<i>178</i>	
<b><i>Planning Area 8 Total</i></b>	<b><i>19,782</i></b>	<b><i>516</i></b>	<b><i>687</i></b>	<b><i>1,203</i></b>	<b><i>991</i></b>	<b><i>920</i></b>	<b><i>1,911</i></b>	

**Notes:**

- To account for trip interaction between the residential, office, and retail uses, an internal capture reduction factor was assumed and applied to the trip generation forecast.
- To account for trips that come from the everyday traffic stream, a pass-by reduction was incorporated into the Daily, AM, and PM peak hour trips for the retail land uses.

<sup>13</sup> Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

**TABLE 5-4 (CONTINUED)**  
**RICH HAVEN SPECIFIC PLAN WITH PA 1 & PA 7 AMENDMENT TRIP GENERATION FORECAST<sup>14</sup>**

<b><i>Planning Area 9</i></b>							
• PA 9A: Single Family Detached (1089 DU)	10,280	201	605	806	679	399	1,078
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-514</u>	<u>-10</u>	<u>-30</u>	<u>-40</u>	<u>-34</u>	<u>-20</u>	<u>-54</u>
<i>PA 9A: Single Family Detached (1089 DU) Total</i>	<i>9,766</i>	<i>191</i>	<i>575</i>	<i>766</i>	<i>645</i>	<i>379</i>	<i>1,024</i>
• PA 9A: General Office (41.545 TSF)	405	41	7	48	8	40	48
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-20</u>	<u>-2</u>	<u>0</u>	<u>-2</u>	<u>0</u>	<u>-2</u>	<u>-2</u>
<i>PA 9A: General Office (41.545 TSF) Total</i>	<i>385</i>	<i>39</i>	<i>7</i>	<i>46</i>	<i>8</i>	<i>38</i>	<i>46</i>
• PA 9A: Retail (41.546 TSF)	1,568	24	15	39	76	82	158
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-78</u>	<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-4</u>	<u>-4</u>	<u>-8</u>
<i>PA 9A: Retail (41.546 TSF) Subtotal</i>	<i>1,490</i>	<i>23</i>	<i>14</i>	<i>37</i>	<i>72</i>	<i>78</i>	<i>150</i>
Pass-by (10% Daily, 10% AM, 20% PM)	<u>-149</u>	<u>-2</u>	<u>-2</u>	<u>-4</u>	<u>-14</u>	<u>-16</u>	<u>-30</u>
<i>PA 9A: Retail (41.546 TSF) Total</i>	<i>1,341</i>	<i>21</i>	<i>12</i>	<i>33</i>	<i>58</i>	<i>62</i>	<i>120</i>
• PA 9B: Single Family Detached (703 DU)	6,636	130	390	520	438	258	696
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-332</u>	<u>-7</u>	<u>-19</u>	<u>-26</u>	<u>-22</u>	<u>-13</u>	<u>-35</u>
<i>PA 9B: Single Family Detached (703 DU) Total</i>	<i>6,304</i>	<i>123</i>	<i>371</i>	<i>494</i>	<i>416</i>	<i>245</i>	<i>661</i>
• PA 9B: General Office (19.08 TSF)	186	19	3	22	4	18	22
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-9</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>-1</u>
<i>PA 9B: General Office (19.08 TSF) Total</i>	<i>177</i>	<i>18</i>	<i>3</i>	<i>21</i>	<i>4</i>	<i>17</i>	<i>21</i>
• PA 9B: Retail (19.08 TSF)	720	11	7	18	35	38	73
Internal Capture (5% Daily, 5% AM, 5% PM)	<u>-36</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>-2</u>	<u>-2</u>	<u>-4</u>
<i>PA 9B: Retail (19.08 TSF) Subtotal</i>	<i>684</i>	<i>10</i>	<i>7</i>	<i>17</i>	<i>33</i>	<i>36</i>	<i>69</i>
Pass-by (10% Daily, 10% AM, 20% PM)	<u>-68</u>	<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-7</u>	<u>-7</u>	<u>-14</u>
<i>PA 9B: Retail (19.08 TSF) Total</i>	<i>616</i>	<i>9</i>	<i>6</i>	<i>15</i>	<i>26</i>	<i>29</i>	<i>55</i>
<i>Planning Area 9 Total</i>	<i>18,589</i>	<i>401</i>	<i>974</i>	<i>1,375</i>	<i>1,157</i>	<i>770</i>	<i>1,927</i>
<b>Total Gross Trip Generation Forecast (A)</b>	<b>97,445</b>	<b>2,533</b>	<b>4,355</b>	<b>6,888</b>	<b>5,519</b>	<b>4,227</b>	<b>9,746</b>
<b>Total Internal Capture Trips (B)</b>	<b>-3,061</b>	<b>-72</b>	<b>-137</b>	<b>-209</b>	<b>-182</b>	<b>-135</b>	<b>-317</b>
<b>Total Pass-by Trips (C)</b>	<b>-2,391</b>	<b>-159</b>	<b>-148</b>	<b>-307</b>	<b>-332</b>	<b>-323</b>	<b>-655</b>
<b>Net Trip Generation Forecast (D) = (A) - (B) - (C)</b>	<b>91,993</b>	<b>2,302</b>	<b>4,070</b>	<b>6,372</b>	<b>5,005</b>	<b>3,769</b>	<b>8,774</b>

**Notes:**

- To account for trip interaction between the residential, office, and retail uses, an internal capture reduction factor was assumed and applied to the trip generation forecast.
- To account for trips that come from the everyday traffic stream, a pass-by reduction was incorporated into the Daily, AM, and PM peak hour trips for the retail land uses.

<sup>14</sup> Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.



## 6.0 FUTURE TRAFFIC CONDITIONS

### 6.1 Existing With Project Traffic Volumes

The estimates of Project generated traffic volumes were added to the Existing traffic conditions to develop traffic projections for the Existing With Project traffic conditions. *Figures 6-1* and *6-2* present the anticipated AM and PM peak hour Existing With Project traffic volumes, respectively, at the key study intersections.

### 6.2 Travel Demand Model Methodology

The Year 2040 General Plan Buildout traffic volume forecasts were obtained by LSA Associates, Inc. through utilization of the San Bernardino Traffic Analysis Model (SBTAM).

#### 6.2.1 Volume Adjustment

Using the SBTAM model, projected traffic volumes were obtained for each intersection. The model produces peak period and off-peak period volumes (6 AM – 9 AM, 9 AM – 3 PM, 3 PM – 7 PM and 7 PM – 6 AM). Before converting the model peak period link volumes to future turning movement volumes for analysis, the model volumes must be reviewed and adjusted.

The first step is to obtain the approach and departure volumes from the model for each leg of the analyzed intersections. The next step converts the model approach and departure volumes from AM and PM peak period volumes to peak hour volumes. The AM peak hour volumes are calculated by multiplying the AM peak period volumes by 38%. Similarly, the PM peak hour volumes are calculated by multiplying the PM period volumes by 28%. These are the percentages of vehicles that are assumed to occur in the peak hour of the peak period. These factors are derived from SCAG research. The next step is to determine the difference between the base year (2012) peak hour model volumes and the Buildout peak hour model volumes. This “difference” represents the projected growth in traffic on each approach to the Buildout of the General Plan model.

#### 6.2.2 B-turn Methodology

The base year turning movement counts (Year 2020) for each intersection must be converted to approach and departure volumes for each leg of the intersection. Once the base counts are in this format, the difference between the Buildout model and base model are then added to the base year counts for each corresponding approach and departure volume. This step provides the adjusted volumes that will be used to determine the Buildout turning movement volumes. The next process in the forecasting of future turning volumes applies the B-turn methodology. The B-turn methodology is generally described in the “*National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design*”, Chapter 8. The B-turn method uses the base year turning percentages (from traffic counts) and proceeds through an iterative computational technique to produce a final set of future year turning volumes. The computations involve alternatively balancing the rows (approaches) and the columns (departures) of a turning movement matrix until an acceptable convergence is obtained. Future year link volumes are fixed using this method and the turning movements are adjusted to match. The results must be checked for reasonableness, and manual adjustments are sometimes necessary.

Finally, it should be noted that all provided volumes are from a countywide General Plan level model that was not specifically developed for analysis of individual intersection turning movements. Therefore each projected volume was reviewed carefully and adjustments were applied as warranted based on local conditions, discussions with City staff, and professional judgment. The Rich Haven Specific Plan, not including PA 7, was manually assigned to the Year 2040 traffic volumes after these volumes were post-processed from the model runs.

Copies of the traffic model post-processing worksheets derivation are contained in *Appendix B*.

### 6.3 Year 2024 Without Project Traffic Volumes

Year 2024 Without Project traffic volumes were developed by interpolating between existing Year 2020 and Year 2040 traffic volumes. *Figures 6-3* and *6-4* present Year 2024 Without Project AM and PM peak hour traffic volumes at the twenty (20) key study intersections, respectively.

### 6.4 Year 2024 With Project Traffic Volumes

The estimates of Project generated traffic volumes were added to the Year 2024 Without Project traffic conditions to develop traffic projections for the Year 2024 With Project traffic conditions. *Figures 6-5* and *6-6* present the anticipated AM and PM peak hour Year 2024 With Project traffic volumes, respectively, at the twenty (20) key study intersections.

### 6.5 Year 2040 Without Project Traffic Volumes

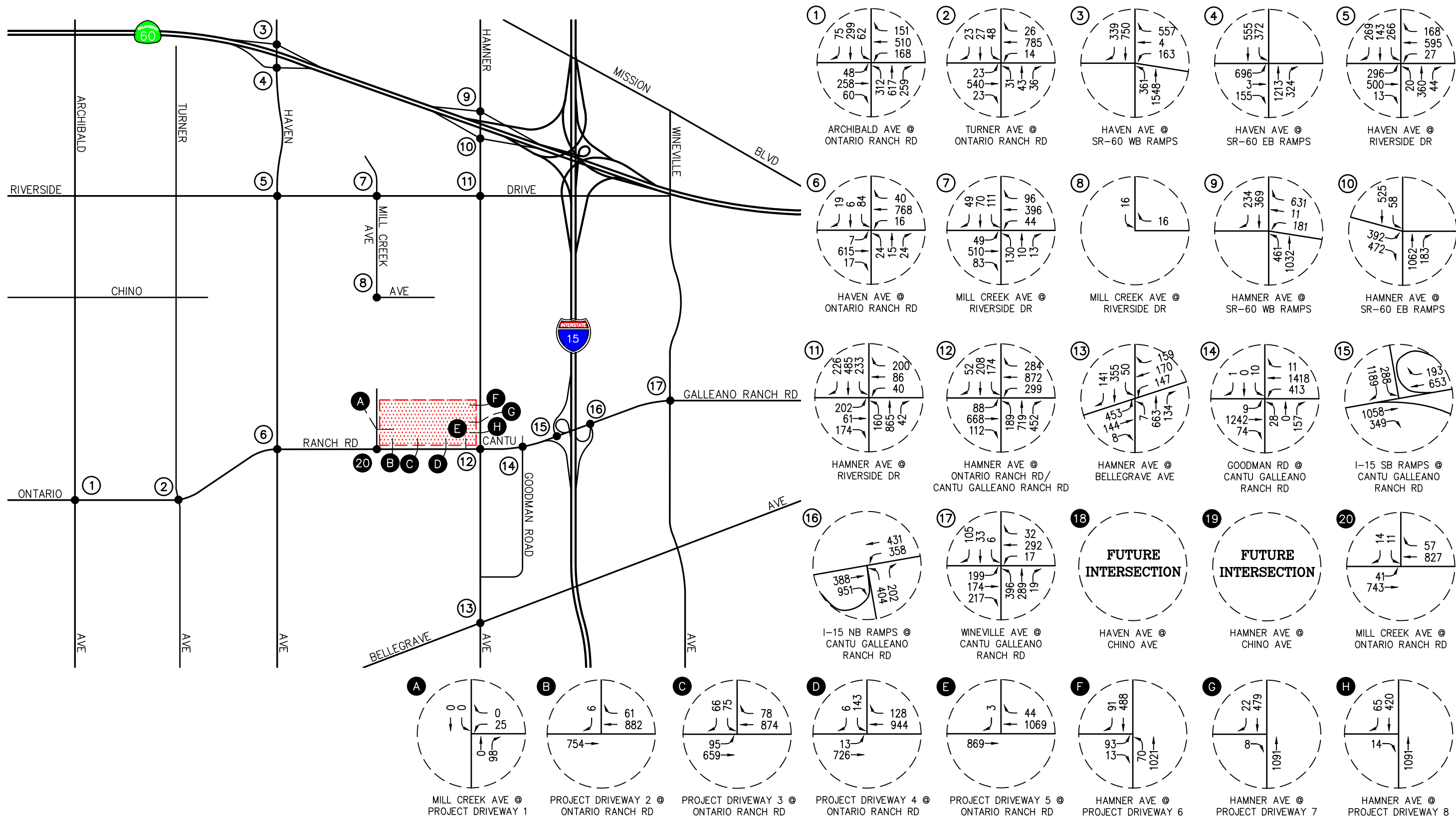
The Year 2040 Without Project traffic volumes were obtained by post-processing the peak hour approach and departure traffic volumes based on the relationship of the base year validation model run output to the base year ground traffic counts and represent the General Plan Buildout traffic conditions. The Rich Haven Specific Plan, not including PA 7, was manually assigned to the Year 2040 traffic volumes after these volumes were post-processed from the model runs.

The anticipated Year 2040 Without Project traffic conditions AM and PM peak hour traffic volumes at the twenty (20) key study intersections are presented in *Figures 6-7* and *6-8*, respectively.

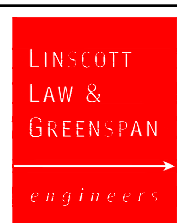
### 6.6 Year 2040 With Project Traffic Volumes

Since the SBTAM does not include the proposed Project, the Year 2040 forecast volumes from the are considered to be the Year 2040 Without Project volumes. Therefore, to obtain the “With” Project volumes, the Project trips were manually superimposed on the Year 2040 Without Project volumes to obtain the Year 2040 With Project volumes.

*Figures 6-9* and *6-10* present the anticipated AM and PM peak hour Year 2040 With Project traffic volumes, respectively, at the twenty (20) key study intersections.

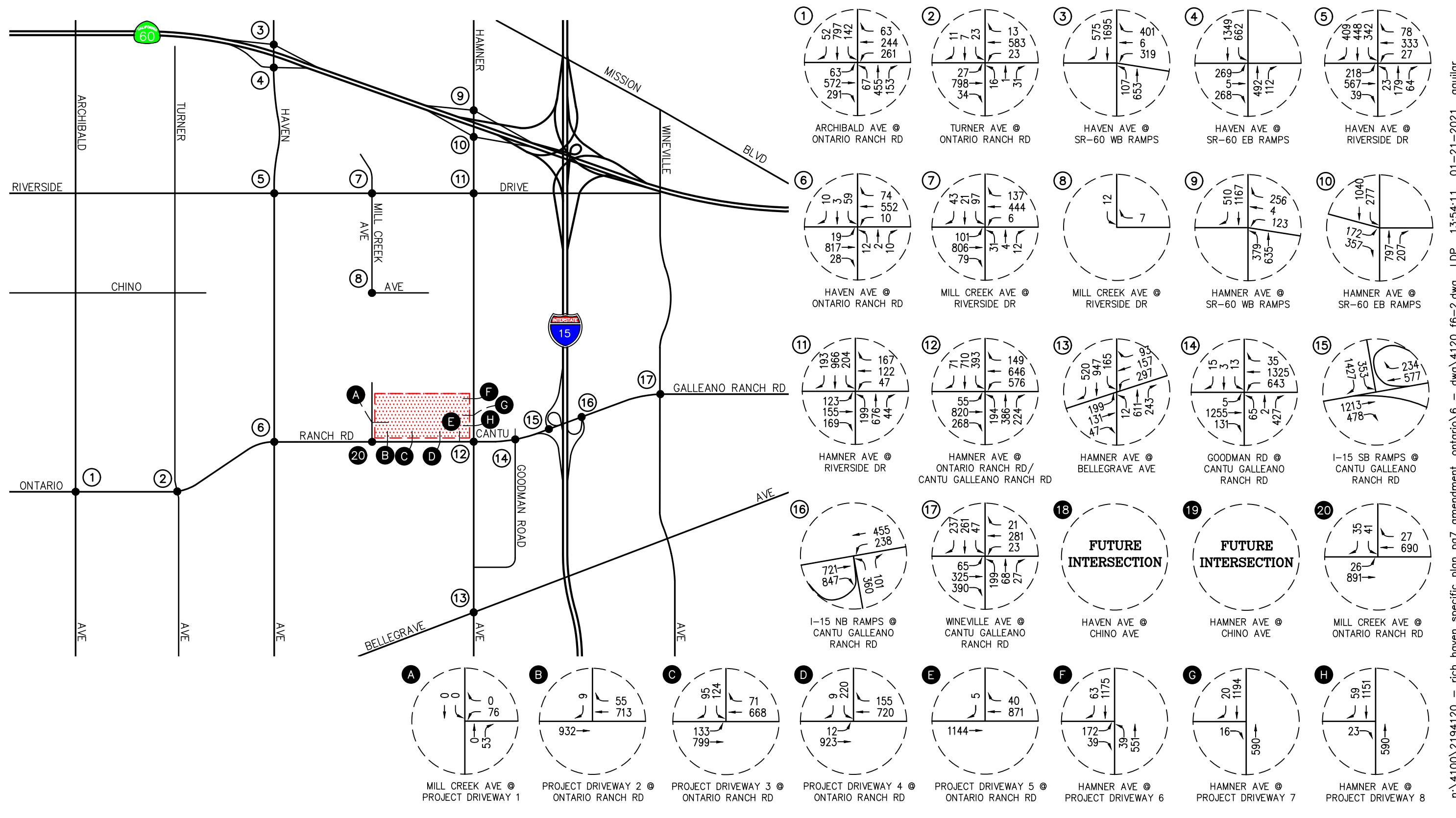


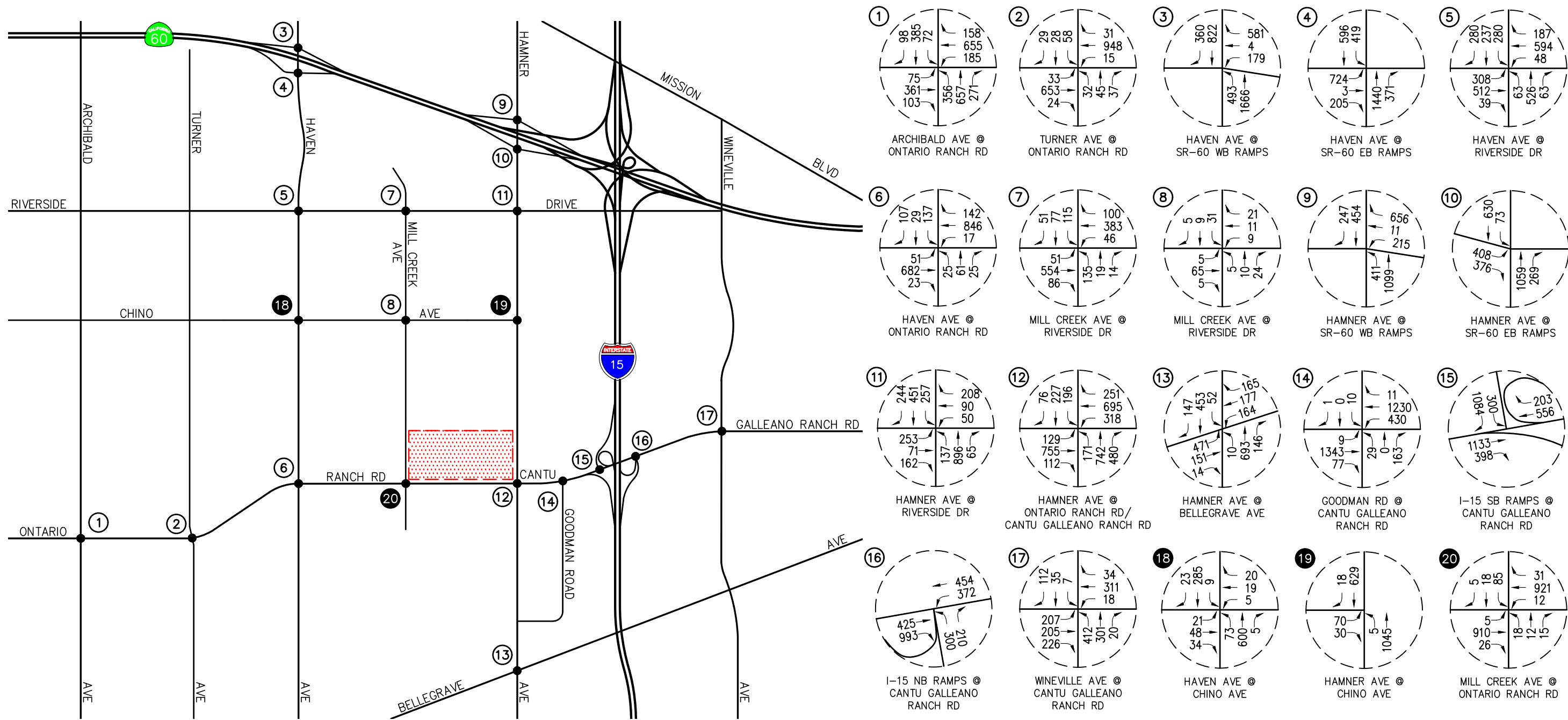
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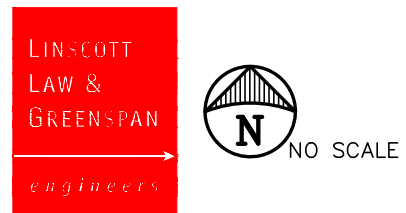
- KEY**
- ⊕ = STUDY INTERSECTION
  - ⦿ = FUTURE INTERSECTION
  - ▨ = PROJECT SITE

**FIGURE 6-1**  
**EXISTING WITH PROJECT**  
**AM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO



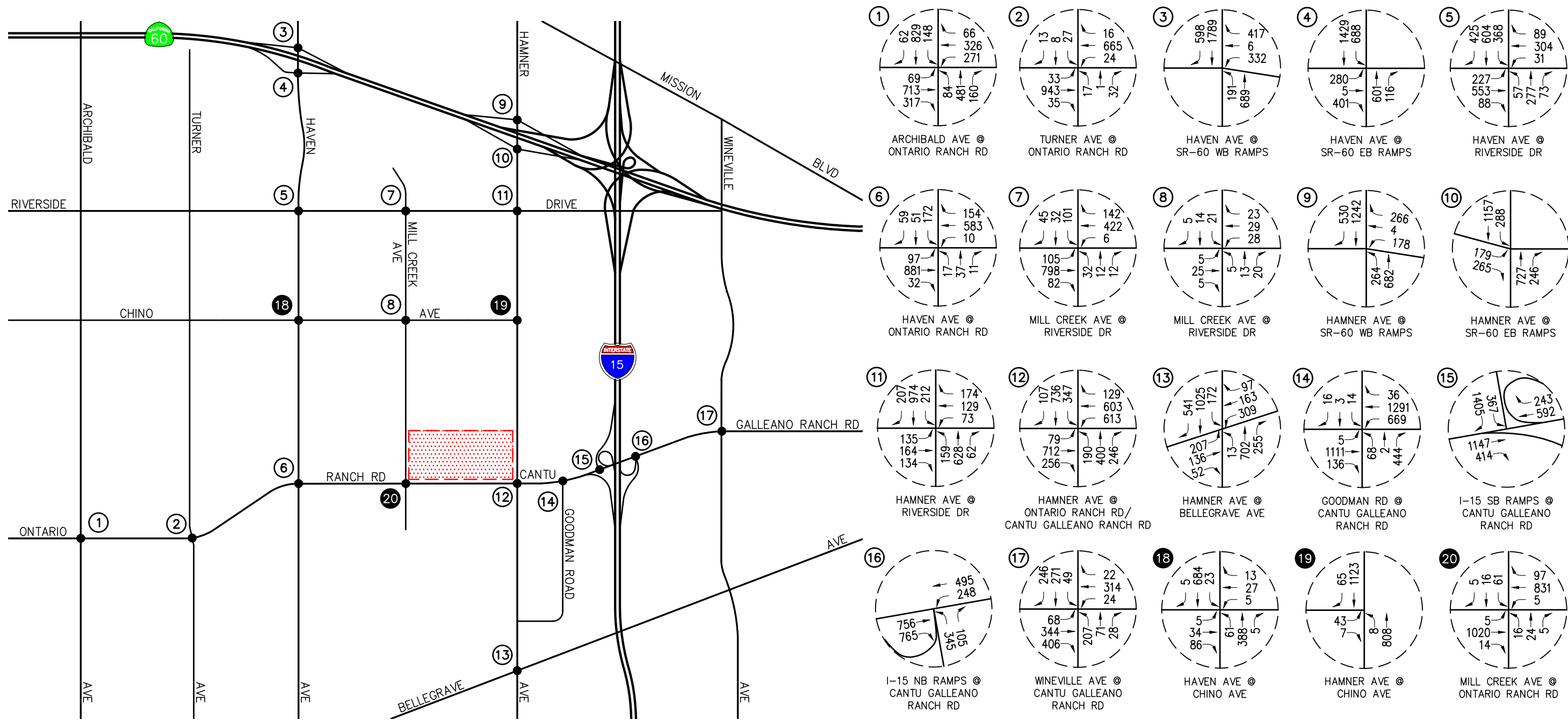


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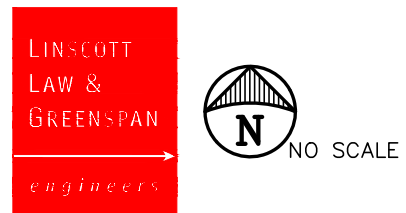


**KEY**  
 # = STUDY INTERSECTION  
 # = FUTURE INTERSECTION  
 [Red Hatched Box] = PROJECT SITE

**FIGURE 6-3**  
**YEAR 2024 WITHOUT PROJECT**  
**AM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

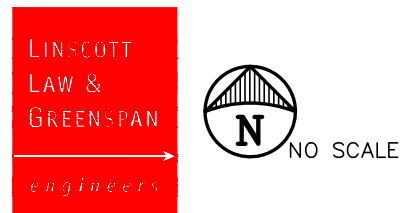
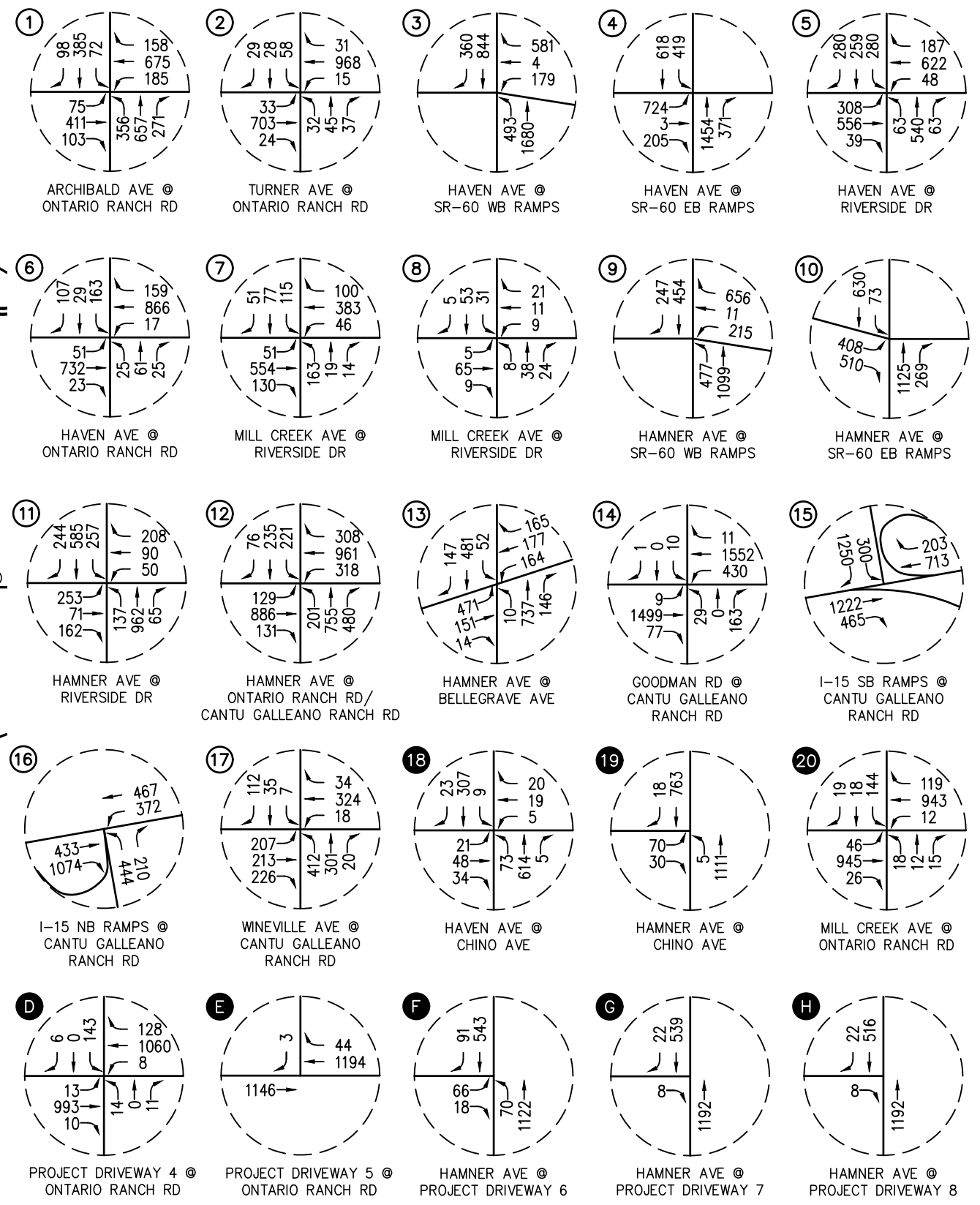


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**KEY**  
 # = STUDY INTERSECTION  
 # = FUTURE INTERSECTION  
 [Red Hatched Box] = PROJECT SITE

**FIGURE 6-4**  
**YEAR 2024 WITHOUT PROJECT**  
**PM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

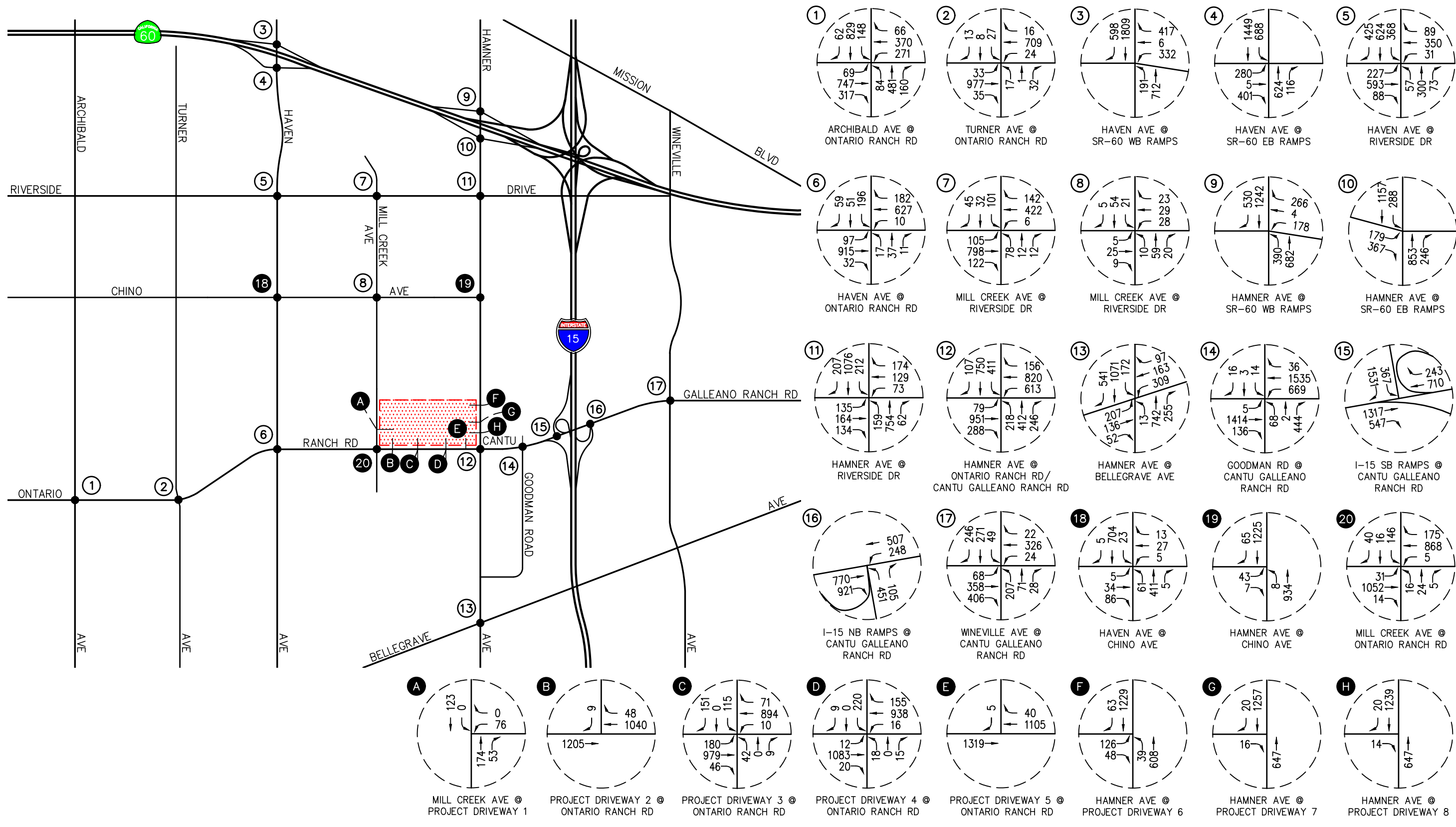


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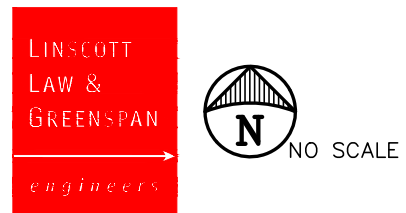
- ⊙ = STUDY INTERSECTION
- = FUTURE INTERSECTION
- ▨ = PROJECT SITE

**FIGURE 6-5**  
**YEAR 2024 WITH PROJECT**  
**AM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

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n:\4100\2194120 - rich haven specific plan pa7 amendment, ontario\6 - dwg\4120 f6-6.dwg LDP 13:57:17 01-21-2021 agular

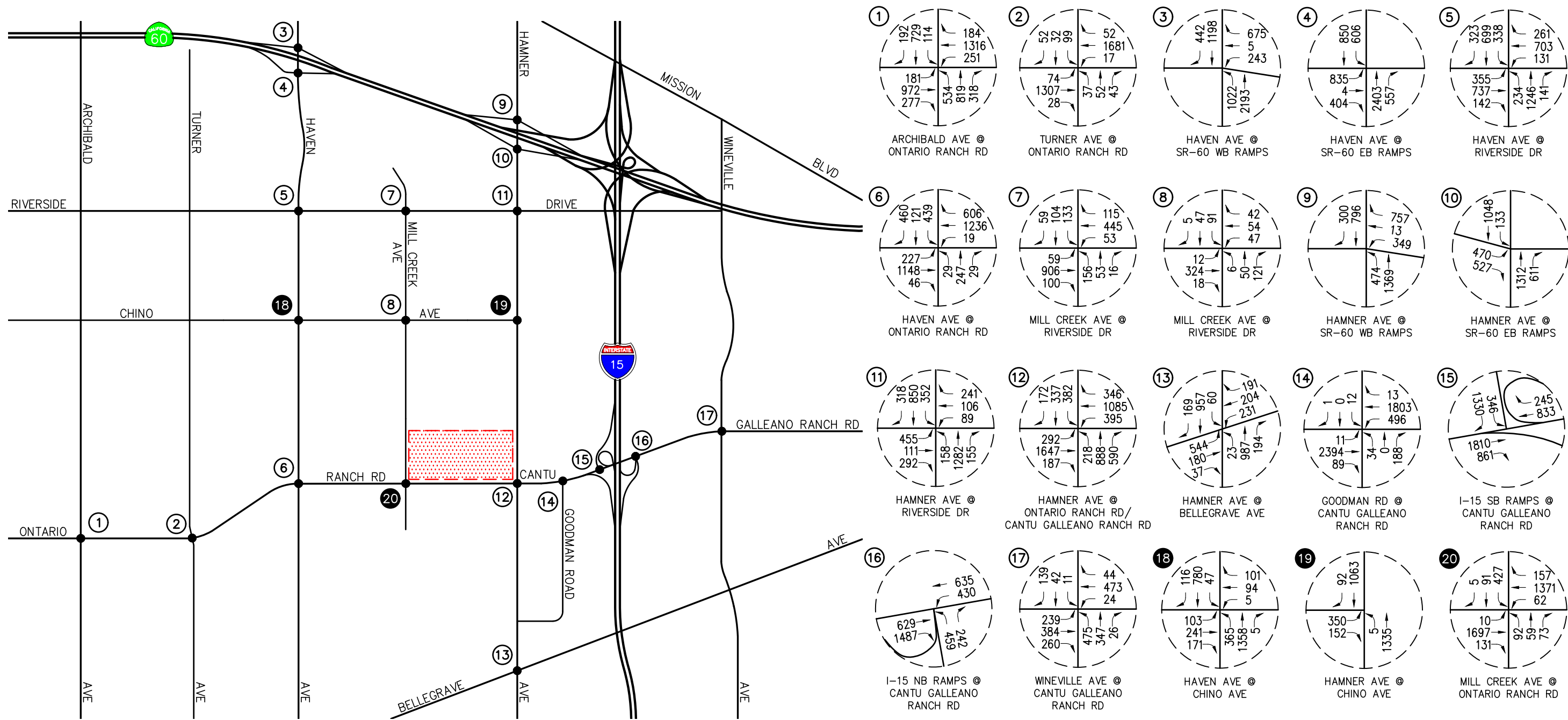


**KEY**

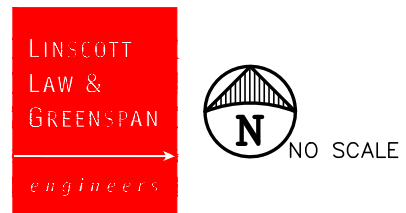
- ⊙ = STUDY INTERSECTION
- = FUTURE INTERSECTION
- ▨ = PROJECT SITE

**FIGURE 6-6**  
**YEAR 2024 WITH PROJECT**  
**PM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO





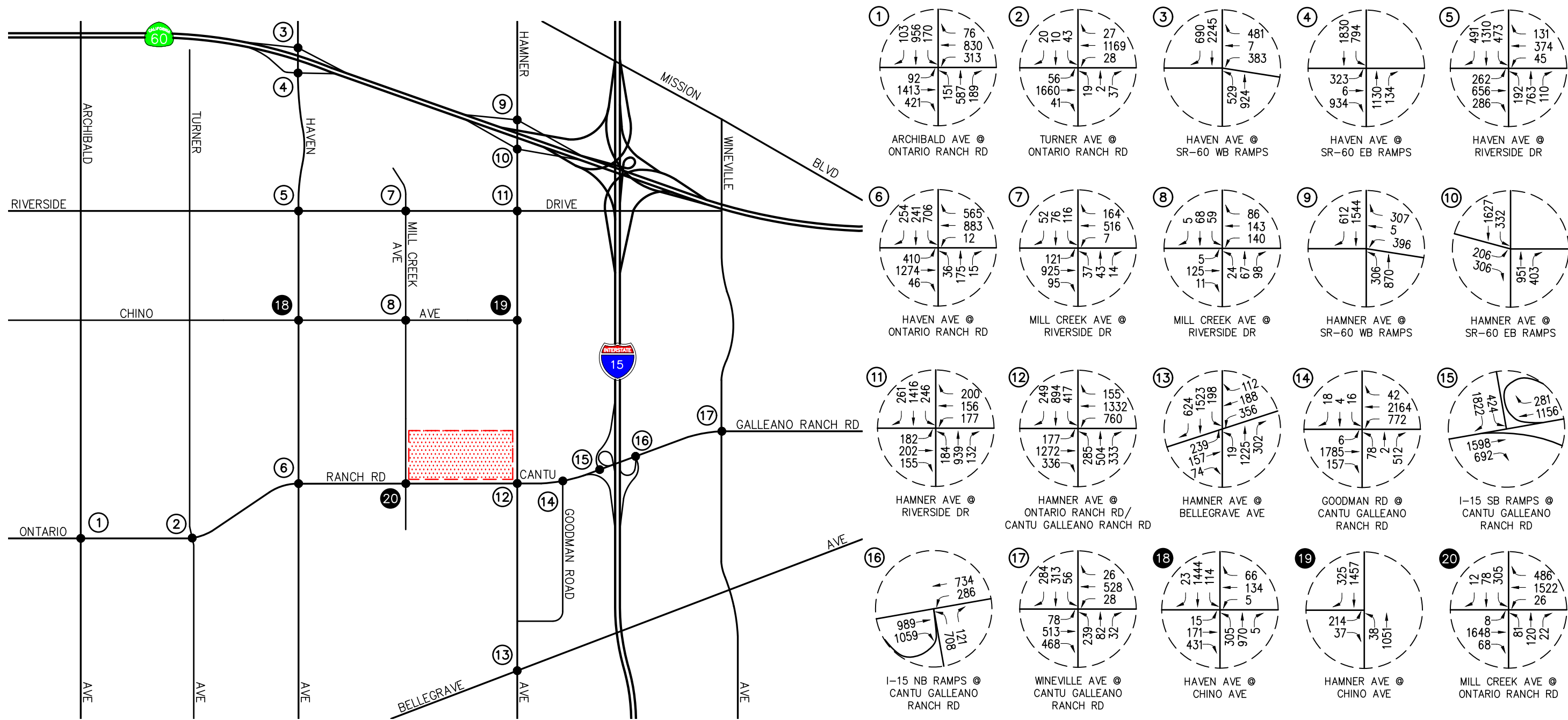
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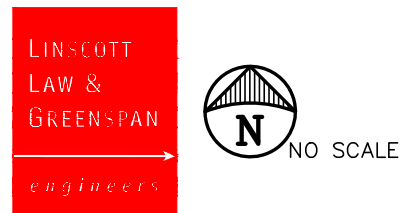
**KEY**

- # = STUDY INTERSECTION
- # = FUTURE INTERSECTION
- [Red Hatched Box] = PROJECT SITE

**FIGURE 6-7**  
**YEAR 2040 WITHOUT PROJECT**  
**AM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO



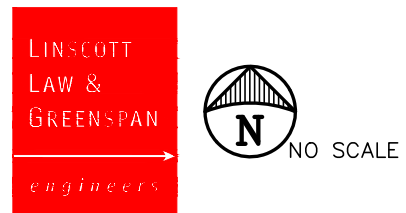
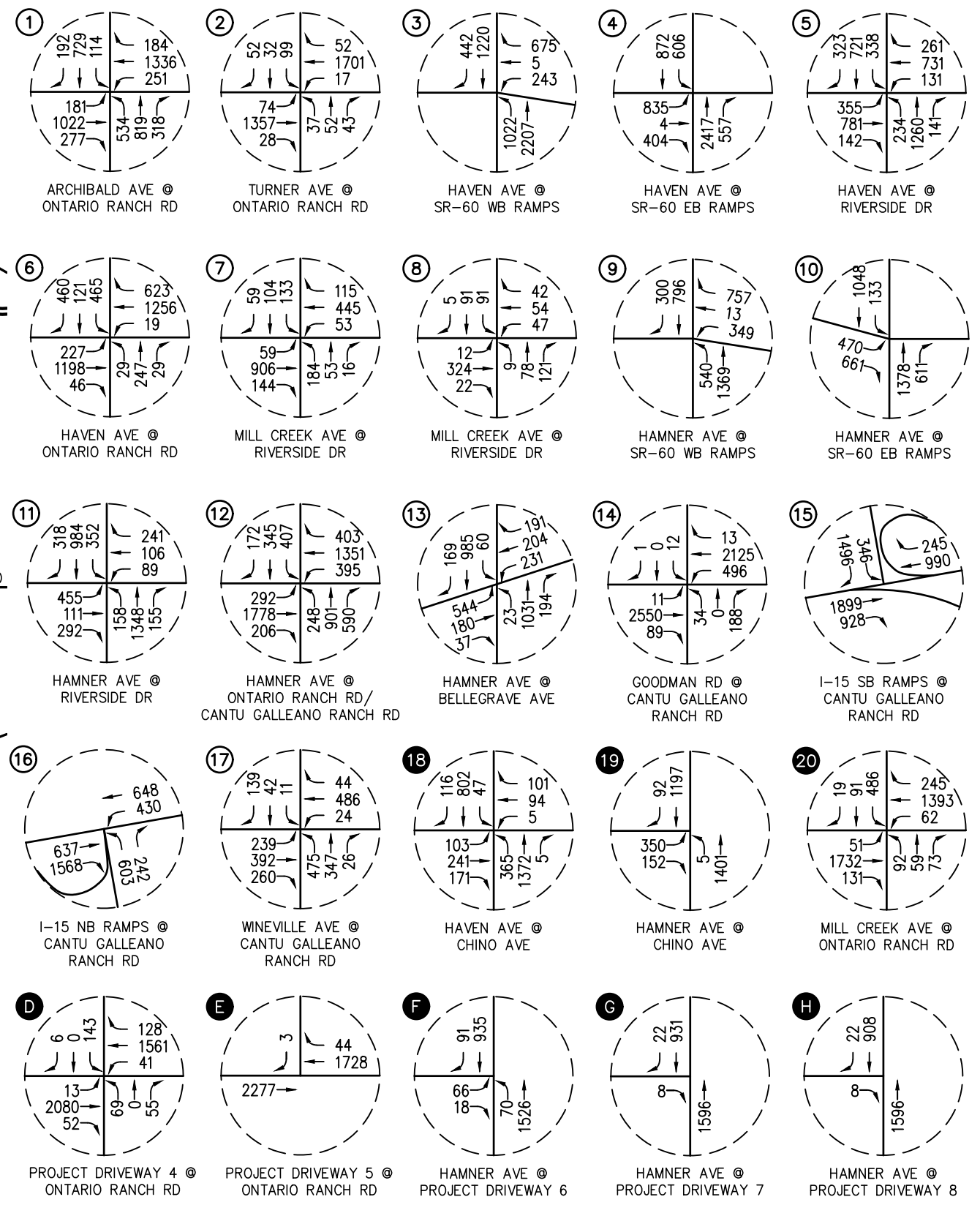
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**KEY**

- # = STUDY INTERSECTION
- # = FUTURE INTERSECTION
- [Red Hatched Box] = PROJECT SITE

**FIGURE 6-8**  
**YEAR 2040 WITHOUT PROJECT**  
**PM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

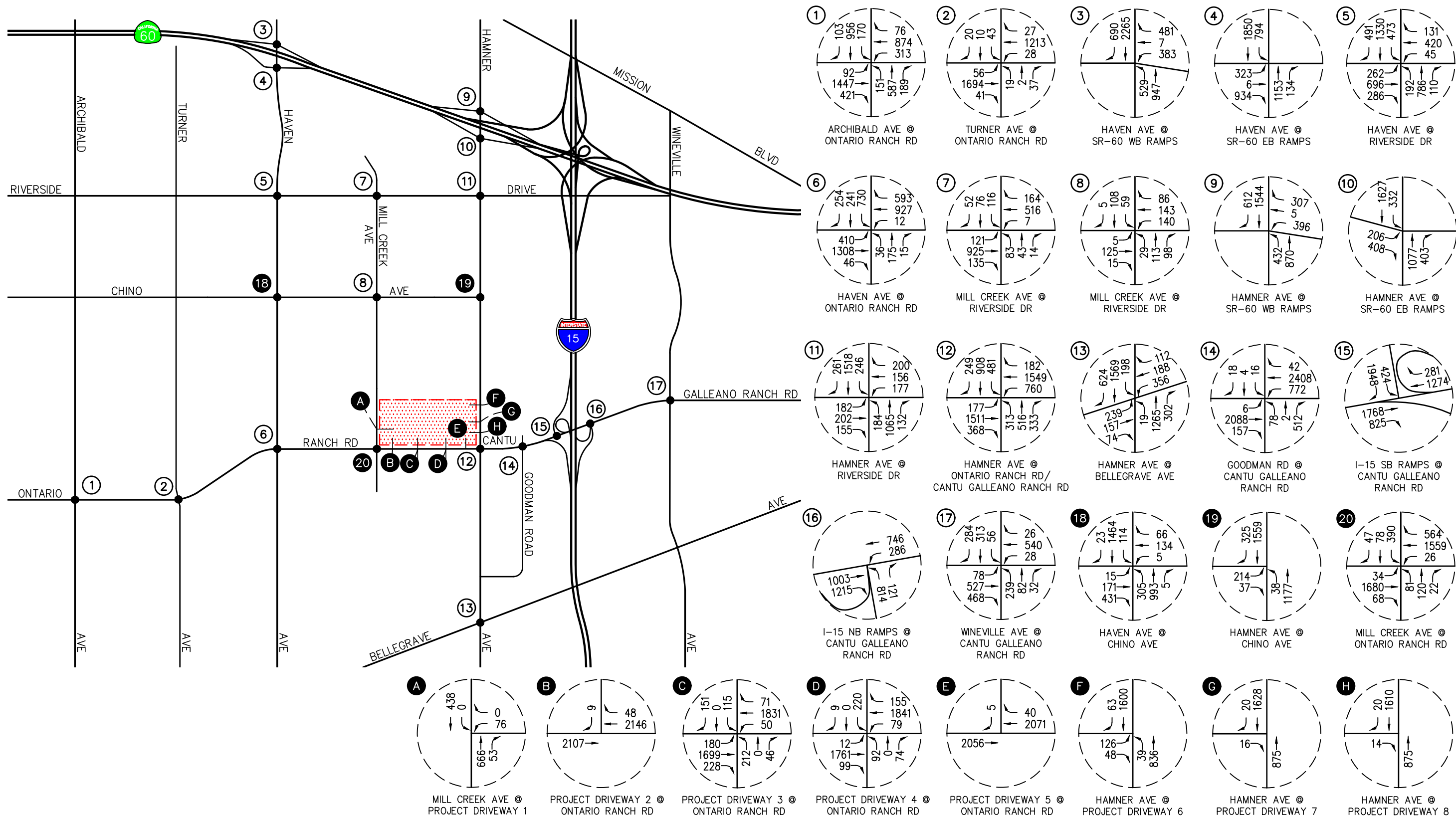


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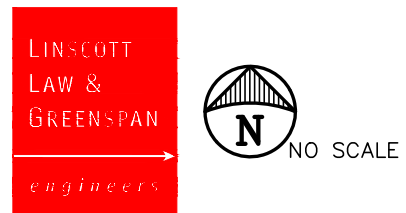
- # = STUDY INTERSECTION
- # = FUTURE INTERSECTION
- [Red Hatched Box] = PROJECT SITE

**FIGURE 6-9**  
**YEAR 2040 WITH PROJECT**  
**AM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

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**KEY**

- ⊕ = STUDY INTERSECTION
- ⊙ = FUTURE INTERSECTION
- ▨ = PROJECT SITE

**FIGURE 6-10**  
**YEAR 2040 WITH PROJECT**  
**PM PEAK HOUR TRAFFIC VOLUMES**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

## 7.0 EXISTING CONDITIONS TRAFFIC IMPACT ANALYSIS

The existing conditions traffic analysis establishes the basis for the future forecasts for the Project. The existing conditions analysis reflects the existing intersection counts as well as existing lane configurations for all analyzed intersections.

### 7.1 Existing Conditions Intersection Capacity Analysis

**Table 7-1** summarizes the peak hour Level of Service results at the seventeen (17) existing key study intersections for existing traffic conditions, with and without the Project. The first column (1) of Delay/LOS values in *Table 7-1* presents a summary of Existing AM and PM peak hour traffic conditions. The second column (2) in *Table 7-1* presents forecast Existing With Project traffic conditions. The third column (3) of *Table 7-1* shows whether the traffic associated with the Project will have a significant impact based on the LOS standards and the impact criteria defined in this report. The fourth column (4) of *Table 7-1* presents the Level of Service with the implementation of traffic mitigation improvements, if necessary.

Planned improvements, which are discussed in more detail in *Section 10.0* of this report, have been assumed for the “Existing With Project” scenario for the intersection listed below:

- 20. Mill Creek Avenue at Ontario Ranch Road

#### 7.1.1 Existing Traffic Conditions

Review of column (1) of *Table 7-1* indicates that for the Existing traffic conditions, two (2) of the existing seventeen (17) key study intersections currently operate at an unacceptable level of service during the AM and/or PM peak hour when compared to the LOS standards defined in this report. The remaining fifteen (15) existing key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay (s/v)</u>	<u>LOS</u>	<u>Delay (s/v)</u>	<u>LOS</u>
5. Haven Avenue at Riverside Drive	86.2	F	--	--
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Road	--	--	88.7	F

#### 7.1.2 Existing With Project Traffic Conditions

Review of column (2) of *Table 7-1* indicates that for the Existing With Project traffic conditions, two (2) of the eighteen (18) key study intersections are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining sixteen (16) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay (s/v)</u>	<u>LOS</u>	<u>Delay (s/v)</u>	<u>LOS</u>
5. Haven Avenue at Riverside Drive	91.2	F	--	--
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Road	--	--	92.7	F

Review of column (3) of *Table 7-1* indicates that two (2) of the eighteen (18) key study intersections will operate at an unacceptable service level under the Existing With Project traffic conditions when compared to the LOS criteria defined in this report. However, as shown in column (4) of *Table 7-1*, the implementation of recommended improvements at the adverse intersections improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

*Appendix C* contains the Delay/LOS calculation worksheets for the Existing Traffic Conditions.

**TABLE 7-1**  
**EXISTING CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>15</sup>**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Impact	(4) Existing With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. Archibald Avenue at Ontario Ranch Road	E	AM	54.2	D	54.6	D	No	--	--
		PM	34.7	C	35.3	D	No	--	--
2. Turner Avenue at Ontario Ranch Road	E	AM	13.2	B	12.9	B	No	--	--
		PM	8.9	A	8.7	A	No	--	--
3. Haven Avenue at SR-60 WB Ramps	D	AM	22.7	C	22.7	C	No	--	--
		PM	18.1	B	18.1	B	No	--	--
4. Haven Avenue at SR-60 EB Ramps	D	AM	24.5	C	24.4	C	No	--	--
		PM	19.2	B	19.1	B	No	--	--
5. Haven Avenue at Riverside Drive	E	AM	<b>86.2</b>	<b>F</b>	<b>91.2</b>	<b>F</b>	<b>Yes</b>	75.4	E
		PM	52.2	D	55.1	E	No	43.5	D
6. Haven Avenue at Ontario Ranch Road	E	AM	11.0	B	11.5	B	No	--	--
		PM	7.1	A	7.9	A	No	--	--
7. Mill Creek Avenue at Riverside Drive	E	AM	37.6	D	36.2	D	No	--	--
		PM	11.6	B	11.3	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>15</sup> Appendix C contains the Delay/LOS calculation worksheets for all study intersections.

TABLE 7-1 (CONTINUED)  
EXISTING CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>16</sup>

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Impact	(4) Existing With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
8. Mill Creek Avenue at Chino Avenue	E	AM	7.5	A	7.5	A	No	--	--
		PM	7.5	A	7.5	A	No	--	--
9. Hamner Avenue at SR-60 WB Ramps	D	AM	26.2	C	27.9	C	No	--	--
		PM	19.5	B	24.6	C	No	--	--
10. Hamner Avenue at SR-60 EB Ramps	D	AM	22.4	C	27.1	C	No	--	--
		PM	19.3	B	23.4	C	No	--	--
11. Hamner Avenue at Riverside Drive	E	AM	38.4	D	38.1	D	No	--	--
		PM	31.2	C	34.6	C	No	--	--
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	E	AM	46.2	D	50.2	D	No	37.4	D
		PM	<b>88.7</b>	<b>F</b>	<b>92.7</b>	<b>F</b>	<b>Yes</b>	41.9	D
13. Hamner Avenue at Bellegrave Avenue	E	AM	36.2	D	35.6	D	No	--	--
		PM	35.5	D	34.8	C	No	--	--
14. Goodman Road at Cantu Galleano Ranch Road	D	AM	18.8	B	17.6	B	No	--	--
		PM	51.9	D	47.9	D	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>16</sup> Appendix C contains the Delay/LOS calculation worksheets for all study intersections.



TABLE 7-1 (CONTINUED)  
EXISTING CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>17</sup>

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Impact	(4) Existing With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
15. I-15 SB Ramps at Cantu Galleano Ranch Road	D	AM	19.5	B	21.4	C	No	--	--
		PM	21.7	C	24.1	C	No	--	--
16. I-15 NB Ramps at Cantu Galleano Ranch Road	D	AM	33.2	C	46.7	D	No	--	--
		PM	18.4	B	25.4	C	No	--	--
17. Wineville Avenue at Cantu Galleano Ranch Road	D	AM	38.3	D	37.8	D	No	--	--
		PM	31.2	C	30.8	C	No	--	--
18. Haven Avenue at Chino Avenue	E	AM	Does Not Exist		Does Not Exist		--	--	--
		PM	Does Not Exist		Does Not Exist		--	--	--
19. Hamner Avenue at Chino Avenue	E	AM	Does Not Exist		Does Not Exist		--	--	--
		PM	Does Not Exist		Does Not Exist		--	--	--
20. Mill Creek Avenue at Ontario Ranch Road	E	AM	Does Not Exist		4.1	A	No	--	--
		PM	Does Not Exist		4.9	A	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>17</sup> Appendix C contains the Delay/LOS calculation worksheets for all study intersections.

## 8.0 YEAR 2024 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the added Project traffic volumes generated by proposed Project during the AM and PM peak hours conditions were evaluated based on analysis of future Year 2024 operating conditions at the twenty (20) key study intersections, with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future Delay and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria mentioned in this report.

### 8.1 Year 2024 Conditions Intersection Capacity Analysis

**Table 8-1** summarizes the AM and PM peak hour Level of Service results at the twenty (20) key study intersections for the Year 2024 traffic conditions. The first column (1) of Delay/LOS values in **Table 8-1** presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in **Table 7-1**). The second column (2) presents forecast Year 2024 Without Project traffic conditions and the third column (3) identifies forecast Year 2024 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended improvements, where needed, to achieve an acceptable level of service.

Planned improvements, which are discussed in more detail in *Section 10.0* of this report, have been assumed for the “Year 2024 Without and With Project” scenarios for the intersections listed below:

- 8. Mill Creek Avenue at Chino Avenue
- 18. Haven Avenue at Chino Avenue
- 19. Hamner Avenue at Chino Avenue
- 20. Mill Creek Avenue at Ontario Ranch Road

#### 8.1.1 Year 2024 Without Project Traffic Conditions

Review of column (2) of **Table 8-1** indicates that for the Year 2024 Without Project traffic conditions, three (3) of the twenty (20) key study intersection are forecast to operate at an unacceptable level of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining seventeen (17) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service area:

<b>Key Intersection</b>	<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
	<b>Delay (s/v)</b>	<b>LOS</b>	<b>Delay (s/v)</b>	<b>LOS</b>
1. Archibald Avenue at Ontario Ranch Road	80.8	F	--	--
5. Haven Avenue at Riverside Drive	116.7	F	106.0	F
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	--	--	97.7	F

**8.1.2** Year 2024 With Project Traffic Conditions

Review of column (3) of *Table 8-1* indicates that for the Year 2024 With Project traffic conditions, four (4) of the twenty (20) key study intersections are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining sixteen (16) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay (s/v)</u>	<u>LOS</u>	<u>Delay (s/v)</u>	<u>LOS</u>
1. Archibald Avenue at Ontario Ranch Road	83.8	F	--	--
5. Haven Avenue at Riverside Drive	122.9	F	118.9	F
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	--	--	102.8	F
16. I-15 NB Ramps at Cantu Galleano Ranch Road	58.6	E	--	--

Review of column (4) of *Table 8-1* indicates that four (4) of the twenty (20) key study intersections will operate at an unacceptable service level under the Year 2024 With Project traffic conditions when compared to the LOS criteria defined in this report. However, as shown in column (5) of *Table 8-1*, the implementation of recommended improvements at the adverse intersections improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

**Appendix D** contains the Delay/LOS calculation worksheets for the Year 2024 Traffic Conditions.

TABLE 8-1  
YEAR 2024 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>18</sup>

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Without Project Traffic Conditions		(3) Year 2024 With Project Traffic Conditions		(4) Impact	(5) Year 2024 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. Archibald Avenue at Ontario Ranch Road	E	AM	54.2	D	<b>80.8</b>	<b>F</b>	<b>83.8</b>	<b>F</b>	<b>Yes</b>	52.9	D
		PM	34.7	C	37.7	D	38.2	D	No	37.5	D
2. Turner Avenue at Ontario Ranch Road	E	AM	13.2	B	13.3	B	13.1	B	No	--	--
		PM	8.9	A	9.0	A	9.0	A	No	--	--
3. Haven Avenue at SR-60 WB Ramps	D	AM	22.7	C	25.6	C	25.6	C	No	--	--
		PM	18.1	B	20.7	C	20.7	C	No	--	--
4. Haven Avenue at SR-60 EB Ramps	D	AM	24.5	C	28.0	C	27.4	C	No	--	--
		PM	19.2	B	22.1	C	22.1	C	No	--	--
5. Haven Avenue at Riverside Drive	E	AM	<b>86.2</b>	<b>F</b>	<b>116.7</b>	<b>F</b>	<b>122.9</b>	<b>F</b>	<b>Yes</b>	53.0	D
		PM	52.2	D	<b>106.0</b>	<b>F</b>	<b>118.9</b>	<b>F</b>	<b>Yes</b>	54.9	D
6. Haven Avenue at Ontario Ranch Road	E	AM	11.0	B	18.4	B	19.5	B	No	--	--
		PM	7.1	A	19.5	B	20.0	B	No	--	--
7. Mill Creek Avenue at Riverside Drive	E	AM	37.6	D	35.9	D	51.4	D	No	--	--
		PM	11.6	B	12.2	B	12.9	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>18</sup> *Appendices C and D* contain the Delay/LOS calculation worksheets for all study intersections.

**TABLE 8-1 (CONTINUED)**  
**YEAR 2024 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>19</sup>**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Without Project Traffic Conditions		(3) Year 2024 With Project Traffic Conditions		(4) Impact	(5) Year 2024 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
8. Mill Creek Avenue at Chino Avenue	E	AM	7.5	A	19.0	B	26.1	C	No	--	--
		PM	7.5	A	18.4	B	27.8	C	No	--	--
9. Hamner Avenue at SR-60 WB Ramps	D	AM	26.2	C	27.7	C	28.7	C	No	--	--
		PM	19.5	B	21.0	C	27.3	C	No	--	--
10. Hamner Avenue at SR-60 EB Ramps	D	AM	22.4	C	23.3	C	29.8	C	No	--	--
		PM	19.3	B	19.7	B	24.8	C	No	--	--
11. Hamner Avenue at Riverside Drive	E	AM	38.4	D	38.7	D	37.9	D	No	--	--
		PM	31.2	C	33.1	C	34.0	C	No	--	--
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	E	AM	46.2	D	53.8	D	56.4	E	No	39.7	D
		PM	<b>88.7</b>	<b>F</b>	<b>97.7</b>	<b>F</b>	<b>102.8</b>	<b>F</b>	<b>Yes</b>	48.6	D
13. Hamner Avenue at Bellegrave Avenue	E	AM	36.2	D	36.2	D	35.7	D	No	--	--
		PM	35.5	D	37.4	D	36.8	D	No	--	--
14. Goodman Road at Cantu Galleano Ranch Road	D	AM	18.8	B	18.0	B	17.1	B	No	--	--
		PM	51.9	D	45.7	D	43.1	D	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>19</sup> *Appendices C and D* contain the Delay/LOS calculation worksheets for all study intersections.

**TABLE 8-1 (CONTINUED)**  
**YEAR 2024 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>20</sup>**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Without Project Traffic Conditions		(3) Year 2024 With Project Traffic Conditions		(4) Impact	(5) Year 2024 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
15. I-15 SB Ramps at Cantu Galleano Ranch Road	D	AM	19.5	B	20.1	C	21.3	C	No	--	--
		PM	21.7	C	22.2	C	24.8	C	No	--	--
16. I-15 NB Ramps at Cantu Galleano Ranch Road	D	AM	33.2	C	39.6	D	<b>58.6</b>	<b>E</b>	<b>Yes</b>	25.4	C
		PM	18.4	B	19.1	B	28.0	C	No	18.4	B
17. Wineville Avenue at Cantu Galleano Ranch Road	D	AM	38.3	D	37.2	D	36.9	D	No	--	--
		PM	31.2	C	30.9	C	30.7	C	No	--	--
18. Haven Avenue at Chino Avenue	E	AM	Does Not Exist		7.2	A	7.0	A	No	--	--
		PM	Does Not Exist		7.5	A	7.3	A	No	--	--
19. Hamner Avenue at Chino Avenue	E	AM	Does Not Exist		4.3	A	4.1	A	No	--	--
		PM	Does Not Exist		2.9	A	2.9	A	No	--	--
20. Mill Creek Avenue at Ontario Ranch Road	E	AM	Does Not Exist		9.6	A	13.8	B	No	--	--
		PM	Does Not Exist		8.3	A	13.4	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>20</sup> *Appendices C and D* contain the Delay/LOS calculation worksheets for all study intersections.

## 9.0 YEAR 2040 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the added Project traffic volumes generated by proposed Project during the AM and PM peak hour conditions were evaluated based on analysis of future Year 2040 operating conditions at the twenty (20) key study intersections, with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future Delay and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria mentioned in this report.

### 9.1 Year 2040 Conditions Intersection Capacity Analysis

**Table 9-1** summarizes the AM and PM peak hour Level of Service results at the twenty (20) key study intersections for the Year 2040 traffic conditions. The first column (1) of Delay/LOS values in **Table 9-1** presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in **Tables 7-1** and **8-1**). The second column (2) presents forecast Year 2040 Without Project traffic conditions and the third column (3) identifies forecast Year 2040 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended improvements, where needed, to achieve an acceptable level of service.

Planned improvements, which are discussed in more detail in *Section 10.0* of this report, have been assumed for the “Year 2040 Without and With Project” scenarios for the intersections listed below:

- 8. Mill Creek Avenue at Chino Avenue
- 18. Haven Avenue at Chino Avenue
- 19. Hamner Avenue at Chino Avenue
- 20. Mill Creek Avenue at Ontario Ranch Road

#### 9.1.1 Year 2040 Without Project Traffic Conditions

Review of column (2) of **Table 9-1** indicates that for the Year 2040 Without Project traffic conditions, eight (8) of the twenty (20) key study intersections are forecast to operate at an unacceptable level of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining twelve (12) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

<b>Key Intersection</b>	<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
	<b>Delay (s/v)</b>	<b>LOS</b>	<b>Delay (s/v)</b>	<b>LOS</b>
1. Archibald Avenue at Ontario Ranch Road	225.9	F	--	--
4. Haven Avenue at SR-60 EB Ramps	77.1	E	72.4	E
5. Haven Avenue at Riverside Drive	480.3	F	459.7	F
6. Haven Avenue at Ontario Ranch Road	--	--	177.4	F

11. Hamner Avenue at Riverside Drive	80.2	F	--	--
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	--	--	111.4	F
14. Goodman Road at Cantu Galleano Ranch Road	--	--	56.7	E
16. I-15 NB Ramps at Cantu Galleano Ranch Road	147.6	F	57.8	E

### 9.1.2 Year 2040 With Project Traffic Conditions

Review of column (3) of *Table 9-1* indicates that for the Year 2040 With Project traffic conditions, ten (10) of the twenty (20) key study intersections are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining ten (10) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay (s/v)</u>	<u>LOS</u>	<u>Delay (s/v)</u>	<u>LOS</u>
1. Archibald Avenue at Ontario Ranch Road	229.9	F	84.5	F
4. Haven Avenue at SR-60 EB Ramps	77.9	E	71.8	E
5. Haven Avenue at Riverside Drive	493.7	F	475.7	F
6. Haven Avenue at Ontario Ranch Road	--	--	181.8	F
10. Hamner Avenue at SR-60 EB Ramps	79.3	E	--	--
11. Hamner Avenue at Riverside Drive	83.0	F	--	--
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	--	--	119.3	F
14. Goodman Road at Cantu Galleano Ranch Road	--	--	56.3	E
15. I-15 SB Ramps at Cantu Galleano Ranch Road	--	--	80.1	F
16. I-15 NB Ramps at Cantu Galleano Ranch Road	178.4	F	94.6	E

Review of column (4) of *Table 9-1* indicates that ten (10) of the twenty (20) key study intersections will operate at an unacceptable service level under the Year 2040 With Project traffic conditions when compared to the LOS criteria defined in this report. However, as shown in column (5) of *Table 9-1*, the implementation of recommended improvements at the adverse intersections improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

*Appendix E* contains the Delay/LOS calculation worksheets for the Year 2040 Traffic Conditions.



TABLE 9-1  
YEAR 2040 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>21</sup>

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Without Project Traffic Conditions		(3) Year 2040 With Project Traffic Conditions		(4) Impact	(5) Year 2040 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. Archibald Avenue at Ontario Ranch Road	E	AM	54.2	D	<b>225.9</b>	<b>F</b>	<b>229.9</b>	<b>F</b>	<b>Yes</b>	77.3	E
		PM	34.7	C	76.6	E	<b>84.5</b>	<b>F</b>	<b>Yes</b>	64.3	E
2. Turner Avenue at Ontario Ranch Road	E	AM	13.2	B	16.8	B	16.9	B	No	--	--
		PM	8.9	A	10.8	B	10.9	B	No	--	--
3. Haven Avenue at SR-60 WB Ramps	D	AM	22.7	C	49.6	D	50.2	D	No	--	--
		PM	18.1	B	38.5	D	38.6	D	No	--	--
4. Haven Avenue at SR-60 EB Ramps	D	AM	24.5	C	<b>77.1</b>	<b>E</b>	<b>77.9</b>	<b>E</b>	<b>Yes</b>	44.9	D
		PM	19.2	B	<b>72.4</b>	<b>E</b>	<b>71.8</b>	<b>E</b>	<b>Yes</b>	28.8	C
5. Haven Avenue at Riverside Drive	E	AM	<b>86.2</b>	<b>F</b>	<b>480.3</b>	<b>F</b>	<b>493.7</b>	<b>F</b>	<b>Yes</b>	74.4	E
		PM	52.2	D	<b>459.7</b>	<b>F</b>	<b>475.7</b>	<b>F</b>	<b>Yes</b>	50.1	D
6. Haven Avenue at Ontario Ranch Road	E	AM	11.0	B	66.3	E	67.1	E	No	34.6	C
		PM	7.1	A	<b>177.4</b>	<b>F</b>	<b>181.8</b>	<b>F</b>	<b>Yes</b>	61.2	E
7. Mill Creek Avenue at Riverside Drive	E	AM	37.6	D	38.1	D	51.3	D	No	--	--
		PM	11.6	B	13.6	B	14.8	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>21</sup> *Appendices C and E* contain the Delay/LOS calculation worksheets for all study intersections. h

**TABLE 9-1 (CONTINUED)**  
**YEAR 2040 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>22</sup>**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Without Project Traffic Conditions		(3) Year 2040 With Project Traffic Conditions		(4) Impact	(5) Year 2040 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
8. Mill Creek Avenue at Chino Avenue	E	AM	7.5	A	21.9	C	22.9	C	No	--	--
		PM	7.5	A	17.7	B	19.6	B	No	--	--
9. Hamner Avenue at SR-60 WB Ramps	D	AM	26.2	C	39.1	D	46.9	D	No	--	--
		PM	19.5	B	37.8	D	52.4	D	No	--	--
10. Hamner Avenue at SR-60 EB Ramps	D	AM	22.4	C	53.0	D	<b>79.3</b>	<b>E</b>	<b>Yes</b>	39.4	D
		PM	19.3	B	23.6	C	38.0	D	No	23.9	C
11. Hamner Avenue at Riverside Drive	E	AM	38.4	D	<b>80.2</b>	<b>F</b>	<b>83.0</b>	<b>F</b>	<b>Yes</b>	78.8	E
		PM	31.2	C	59.4	E	63.5	E	No	47.9	D
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	E	AM	46.2	D	61.4	E	69.0	E	No	60.6	E
		PM	<b>88.7</b>	<b>F</b>	<b>111.4</b>	<b>F</b>	<b>119.3</b>	<b>F</b>	<b>Yes</b>	70.7	E
13. Hamner Avenue at Bellegrave Avenue	E	AM	36.2	D	37.0	D	36.8	D	No	--	--
		PM	35.5	D	40.5	D	40.2	D	No	--	--
14. Goodman Road at Cantu Galleano Ranch Road	D	AM	18.8	B	19.7	B	19.8	B	No	17.0	B
		PM	51.9	D	<b>56.7</b>	<b>E</b>	<b>56.3</b>	<b>E</b>	<b>Yes</b>	45.4	D

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>22</sup> *Appendices C and E* contain the Delay/LOS calculation worksheets for all study intersections.

**TABLE 9-1 (CONTINUED)**  
**YEAR 2040 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>23</sup>**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Without Project Traffic Conditions		(3) Year 2040 With Project Traffic Conditions		(4) Impact	(5) Year 2040 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
15. I-15 SB Ramps at Cantu Galleano Ranch Road	D	AM	19.5	B	26.5	C	40.7	D	No	26.9	C
		PM	21.7	C	54.7	D	<b>80.1</b>	<b>F</b>	<b>Yes</b>	35.6	D
16. I-15 NB Ramps at Cantu Galleano Ranch Road	D	AM	33.2	C	<b>147.6</b>	<b>F</b>	<b>178.4</b>	<b>F</b>	<b>Yes</b>	37.1	D
		PM	18.4	B	<b>57.8</b>	<b>E</b>	<b>94.6</b>	<b>F</b>	<b>Yes</b>	28.8	C
17. Wineville Avenue at Cantu Galleano Ranch Road	D	AM	38.3	D	43.3	D	43.0	D	No	--	--
		PM	31.2	C	31.4	C	31.3	C	No	--	--
18. Haven Avenue at Chino Avenue	E	AM	Does Not Exist		14.4	B	14.4	B	No	--	--
		PM	Does Not Exist		20.2	C	20.5	C	No	--	--
19. Hamner Avenue at Chino Avenue	E	AM	Does Not Exist		12.9	B	13.0	B	No	--	--
		PM	Does Not Exist		9.0	A	9.2	A	No	--	--
20. Mill Creek Avenue at Ontario Ranch Road	E	AM	Does Not Exist		47.6	D	66.2	E	No	--	--
		PM	Does Not Exist		40.2	D	68.5	E	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>23</sup> *Appendices C and E* contain the Delay/LOS calculation worksheets for all study intersections.

## 10.0 RECOMMENDED IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in adverse service levels, this report recommends improvements that change the intersection geometry to increase capacity. These capacity improvements involve roadway widening and re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative projects) traffic, and
- Improve Levels of Service to an acceptable range and to pre-project conditions.

*Figures 10-1, 10-2, and 10-3* presents the planned and recommended improvements and intersection controls at the key study intersections for Existing With Project, Year 2024 With Project, and Year 2040 With Project, respectively, traffic conditions. These are discussed in more detail in the sections below.

### 10.1 Project-Specific Improvements

The Project-specific improvements listed below are anticipated to be completed in conjunction with the Project and have been assumed in the Existing With Project traffic conditions. The Project-specific improvements for intersections are as follows:

- Intersection 20. Mill Creek Avenue at Ontario Ranch Road: Construct north leg and provide an exclusive southbound left-turn lane and an exclusive southbound right-turn lane. Stripe west leg to provide an exclusive eastbound left-turn lane. Restripe the east leg to provide a shared westbound through/right-turn lane. Stripe crosswalks on the north and east legs. Install a traffic signal and design for three-phase operation.

### 10.2 Planned Improvements

The planned improvements listed below are anticipated to be completed in Year 2024 and have been assumed in the Year 2024 Without Project, Year 2024 With Project, Year 2040 Without Project, and Year 2040 With Project traffic conditions. The Year 2024 network planned improvements for intersections are as follows:

- Intersection 8. Mill Creek Avenue at Chino Avenue: Construct south leg and provide an exclusive northbound left-turn lane, a shared northbound through/right-turn lane, and a southbound departure lane. Widen and/or restripe the north leg to provide a shared southbound through/right-turn lane. Construct west leg and provide an exclusive eastbound left-turn lane, a shared eastbound through/right-turn lane, and a westbound departure lane. Widen and/or restripe the east leg to provide an exclusive westbound left-turn lane and a shared westbound through/right-turn lane. Stripe crosswalks on all legs. Install a traffic signal and design for two-phase operation. These improvements are in conjunction with the Rich Haven Specific Plan.

- Intersection 18. Haven Avenue at Chino Avenue: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane, a shared northbound through/right-turn lane, and a second southbound departure lane. Widen and/or restripe the north leg to provide an exclusive southbound left-turn lane, a shared southbound through/right-turn lane, and a second northbound departure lane. Construct west leg and provide an exclusive eastbound left-turn lane, a shared eastbound through/right-turn lane, and a westbound departure lane. Construct east leg and provide an exclusive westbound left-turn lane, a shared westbound through/right-turn lane, and an eastbound departure lane. Stripe crosswalks on all legs. Install a traffic signal and design for two-phase operation. These improvements are in conjunction with the Rich Haven Specific Plan.
- Intersection 19. Hamner Avenue at Chino Avenue: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane and a second southbound departure lane. Widen and/or restripe the north leg to provide a shared southbound through/right-turn lane. Construct west leg and provide an exclusive eastbound left-turn lane, an exclusive eastbound right-turn lane, and a westbound departure lane. Stripe crosswalks on the south and east legs. Install a traffic signal and design for three-phase operation. These improvements are in conjunction with the Rich Haven Specific Plan.
- Intersection 20. Mill Creek Avenue at Ontario Ranch Road: Construct south leg and provide an exclusive northbound left-turn lane, a shared northbound through/right-turn lane, and a southbound departure lane. Restripe the south leg to provide a shared southbound through/right-turn lane. Restripe the west leg to provide an exclusive eastbound left-turn lane. Restripe the east leg to provide an exclusive westbound left-turn lane. Stripe crosswalks on the north and west legs. Modify proposed traffic signal for eight-phase operation. These improvements are in conjunction with the Rich Haven Specific Plan.

## 10.3 Recommended Improvements

### 10.3.1 Existing With Project Traffic Conditions

The results of the Existing With Project traffic conditions level of service analyses indicate that two (2) of the eighteen (18) key study intersections will operate at an unacceptable service level. The remaining sixteen (16) key study intersections are forecast to operate at acceptable levels of service under the Existing With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:

- Intersection 5. Haven Avenue at Riverside Drive: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane. Modify the existing traffic signal for eight-phase operation.

- Intersection 12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road: Install pedestrian refuges across the east and west legs. Modify the existing traffic signal.

### 10.3.2 Year 2024 With Project Traffic Conditions

The results of the Year 2024 With Project traffic conditions level of service analyses indicate that four (4) of the twenty (20) key study intersections will operate at an unacceptable service level. The remaining sixteen (16) key study intersections are forecast to operate at acceptable levels of service under the Year 2024 With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:

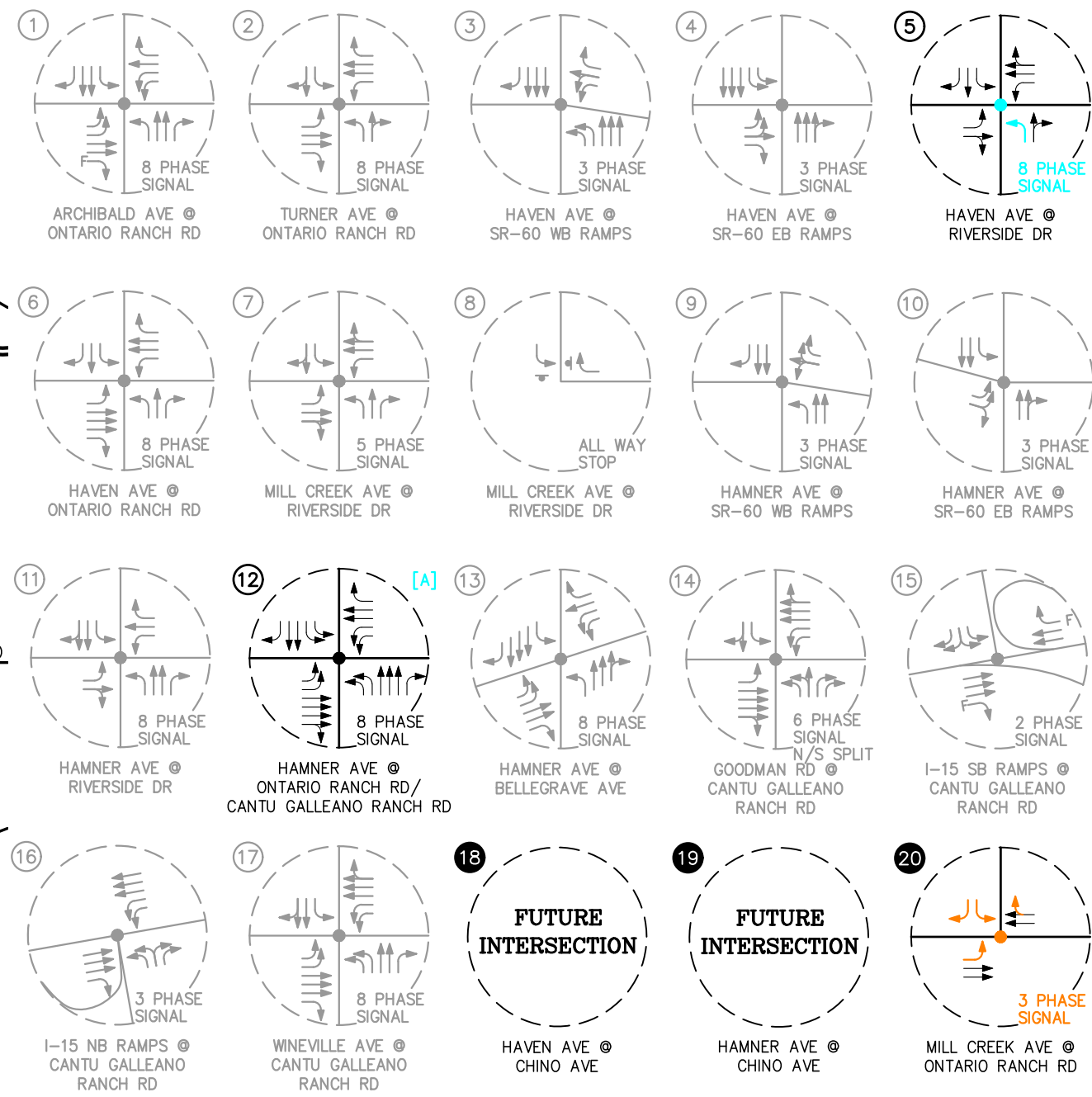
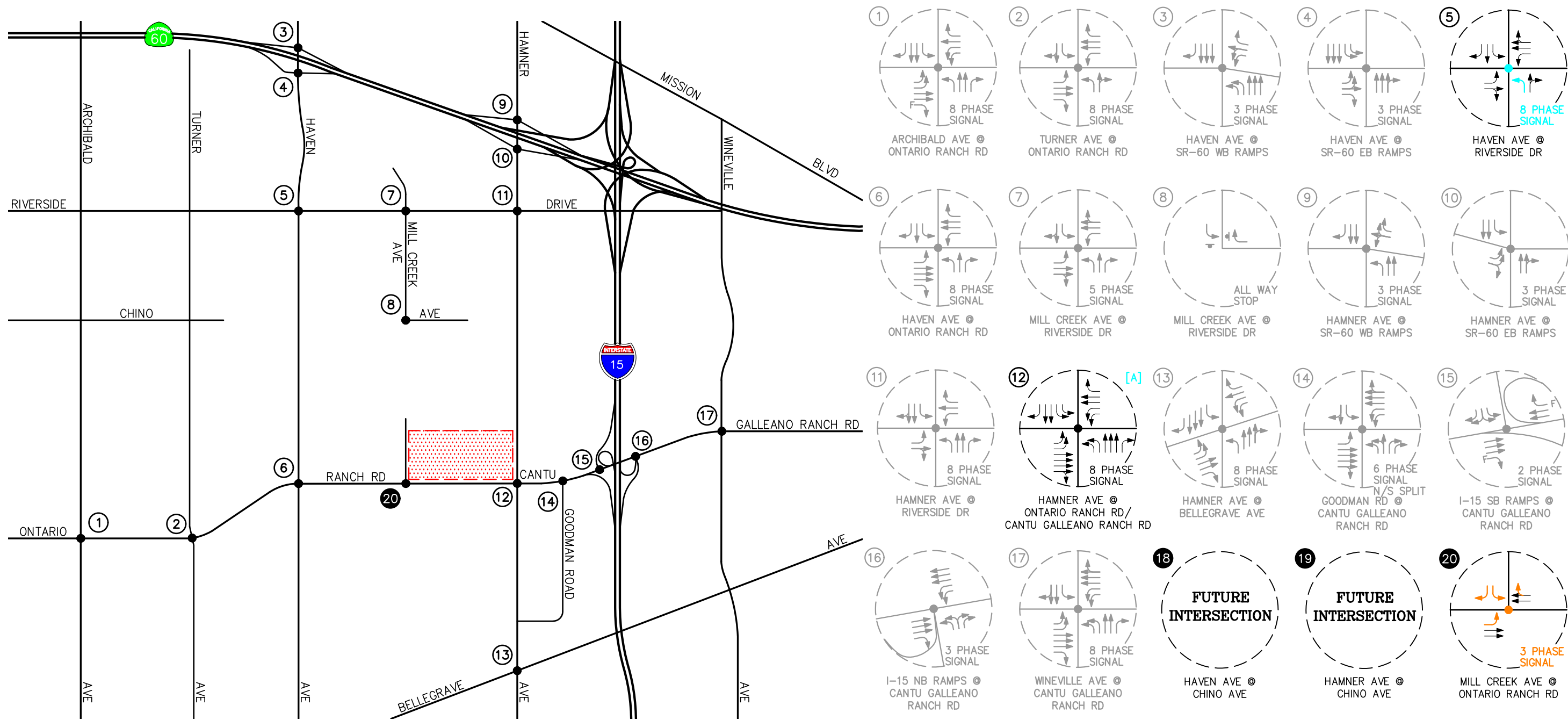
- Intersection 1. Archibald Avenue at Ontario Ranch Road: Restripe the south leg to provide a second exclusive northbound left-turn lane. Widen and/or restripe the west leg to provide a second westbound departure lane. Modify the existing traffic signal.
- Intersection 5. Haven Avenue at Riverside Drive: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane and a northbound through lane. Modify the existing traffic signal for eight-phase operation.
- Intersection 12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road: Install pedestrian refuges across the east and west legs. Modify the existing traffic signal.
- Intersection 16. I-15 NB Ramps at Cantu Galleano Ranch Road: Restripe the west leg third westbound through lane to a shared westbound through/right-turn lane. Modify the existing traffic signal.

### 10.3.3 Year 2040 With Project Traffic Conditions

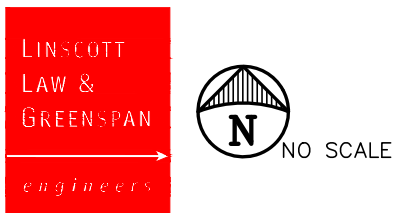
The results of the Year 2040 With Project traffic conditions level of service analyses indicate that ten (10) of the twenty (20) key study intersections will operate at an unacceptable service level. The remaining ten (10) key study intersections are forecast to operate at acceptable levels of service under the Year 2040 With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:

- Intersection 1. Archibald Avenue at Ontario Ranch Road: Restripe the south leg to provide a second exclusive northbound left-turn lane. Widen and/or restripe the west leg to provide a second westbound departure lane. Restripe the east leg to provide a second westbound through lane. Modify the existing traffic signal.
- Intersection 4. Haven Avenue at SR-60 EB Ramps: Widen and/or restripe the south leg to provide an exclusive northbound right-turn lane. Restripe the west leg shared eastbound left-turn/through lane to a shared eastbound left-turn/through/right-turn lane. Modify the existing traffic signal.

- Intersection 5. Haven Avenue at Riverside Drive: Widen and/or restripe the south leg to provide an exclusive northbound left-turn lane, a northbound through lane, an exclusive northbound right-turn lane, and a second southbound departure lane. Restripe the north leg to provide a second southbound through lane. Widen and/or restripe the west leg to provide a second exclusive eastbound left-turn lane and an eastbound through lane. Widen and/or restripe the west leg to provide a second westbound departure lane. Modify the existing traffic signal for eight-phase operation.
- Intersection 6. Haven Avenue at Ontario Ranch Road: Widen and/or restripe the north leg to provide a second exclusive southbound left-turn lane. Restripe the west leg to provide a second exclusive eastbound left-turn lane. Modify the existing traffic signal.
- Intersection 10. Hamner Avenue at SR-60 EB Ramps: Widen and/or restripe the south leg to provide an exclusive northbound right-turn lane. Modify the existing traffic signal.
- Intersection 11. Hamner Avenue at Riverside Drive: Widen and/or restripe the north leg to provide an exclusive southbound right-turn lane. Modify the existing traffic signal.
- Intersection 12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road: Install pedestrian refuges across the east and west legs. Modify the existing traffic signal.
- Intersection 14. Goodman Road at Cantu Galleano Ranch Road: Modify the existing traffic signal to provide northbound overlap phasing.
- Intersection 15. I-15 SB Ramps at Cantu Galleano Ranch Road: Widen and/or restripe the north leg to provide a second southbound right-turn lane. Modify the existing traffic signal.
- Intersection 16. I-15 NB Ramps at Cantu Galleano Ranch Road: Restripe the west leg third westbound through lane to a shared westbound through/right-turn lane. Modify the existing traffic signal.



**NOTE:**  
 [A] INSTALL PEDESTRIAN REFUGES ON ONTARIO RANCH ROAD/CANTU GALLEANO RANCH ROAD.

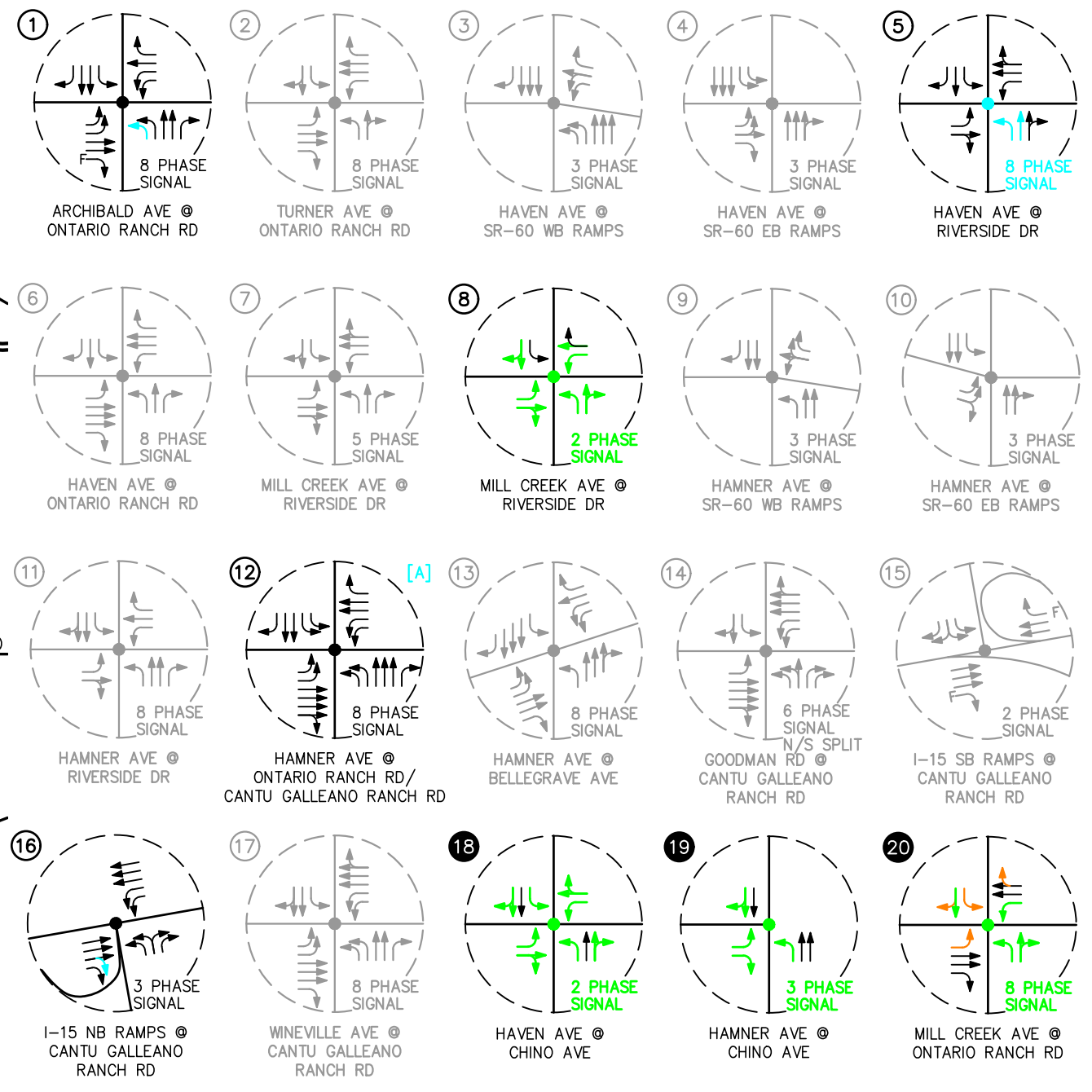
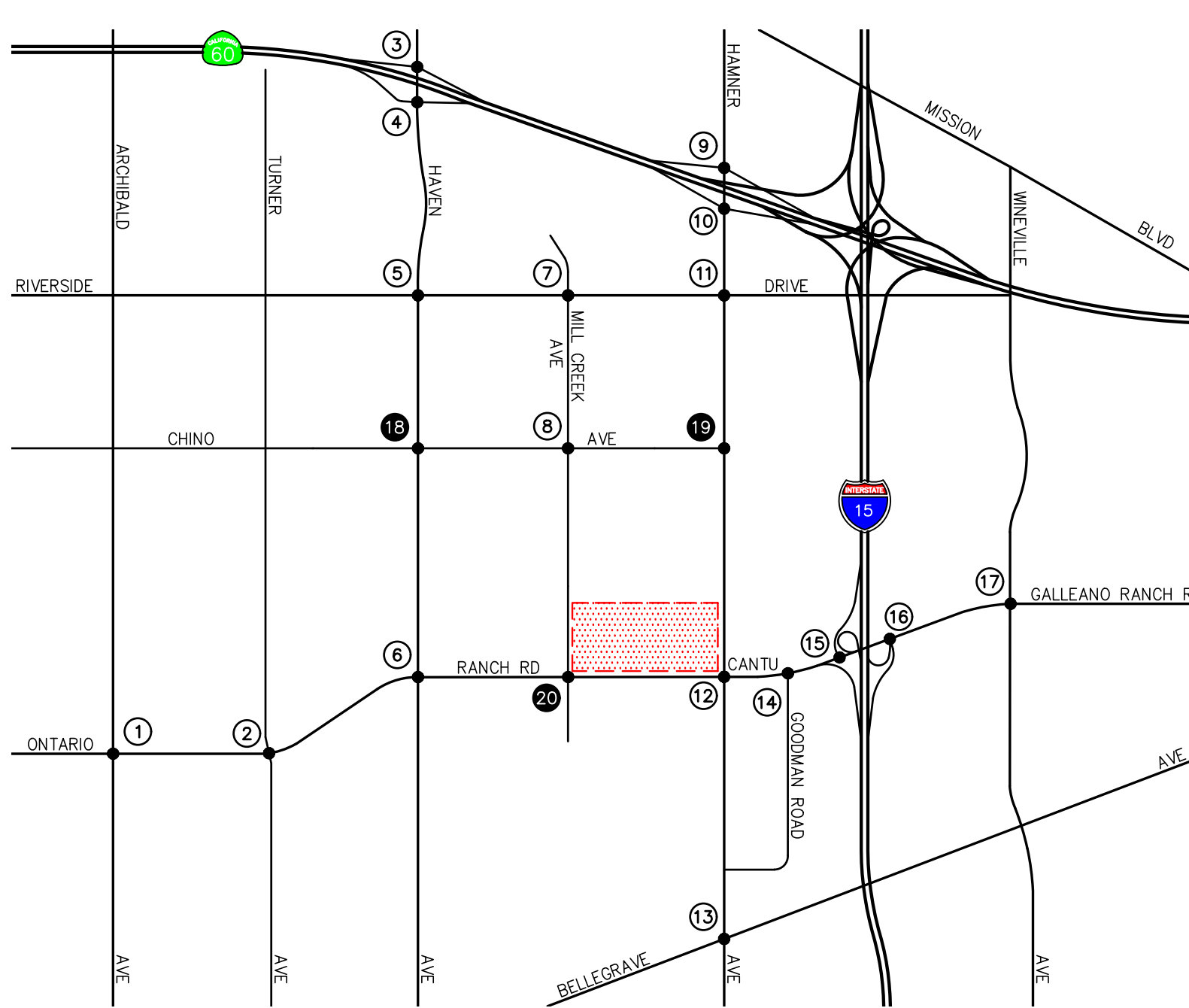


- KEY**
- ← = APPROACH LANE ASSIGNMENT
  - = PROJECT-SPECIFIC IMPROVEMENT
  - ↔ = EXISTING WITH PROJECT RECOMMENDED IMPROVEMENTS
  - = TRAFFIC SIGNAL
  - ▨ = PROJECT SITE

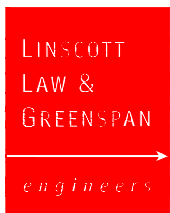
**FIGURE 10-1**  
**EXISTING WITH PROJECT**  
**PLANNED AND RECOMMENDED IMPROVEMENTS**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

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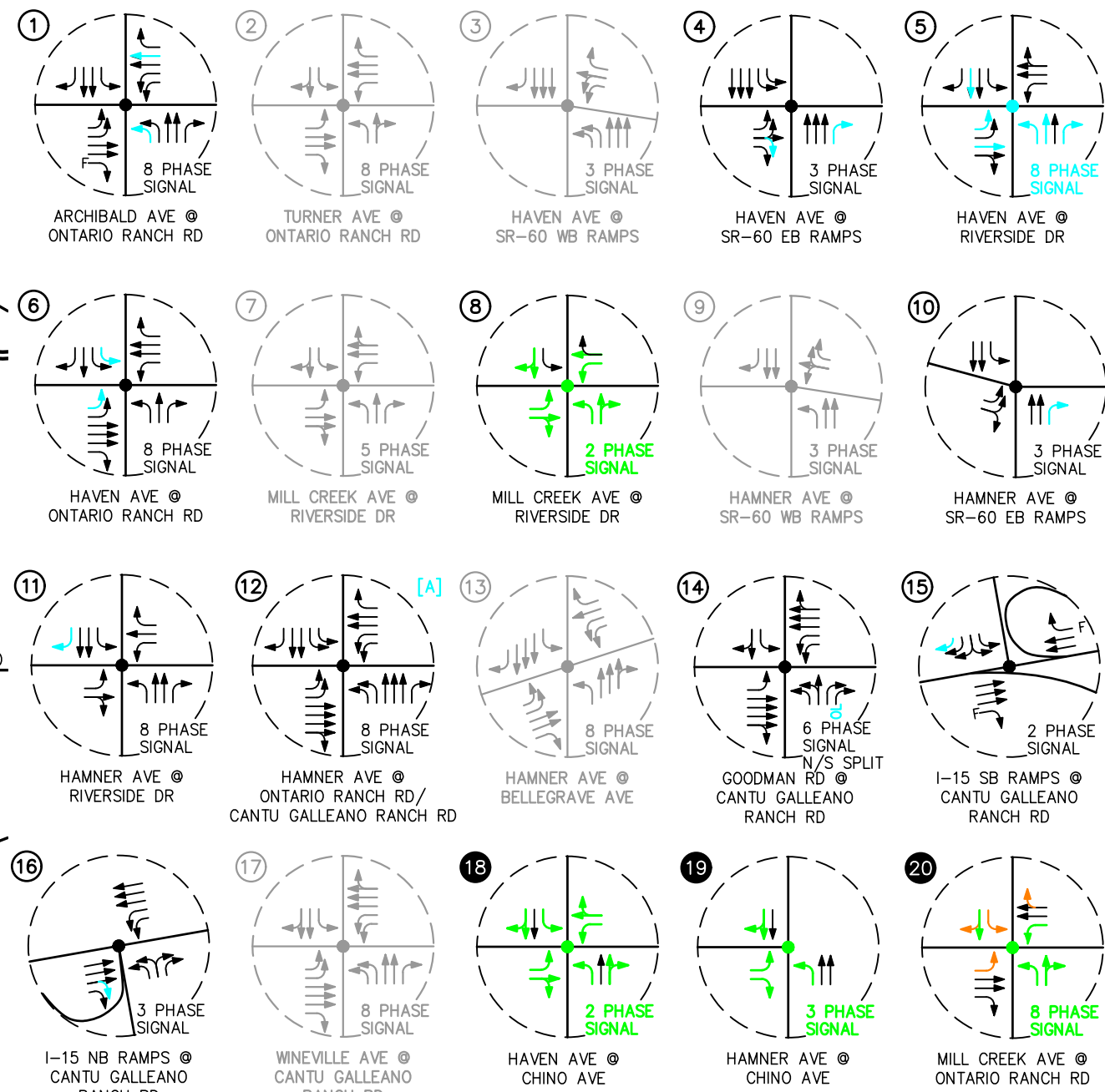
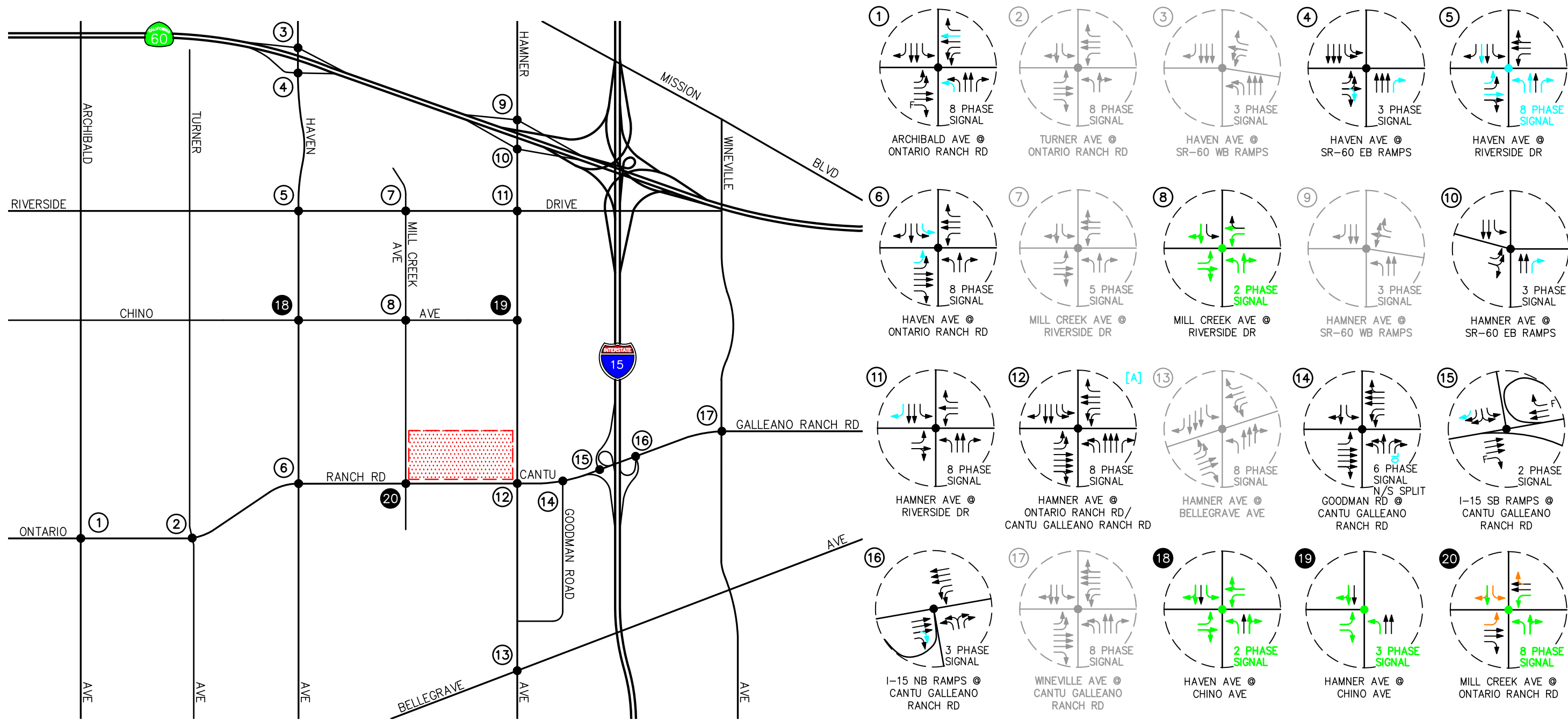
**NOTE:**  
 [A] INSTALL PEDESTRIAN REFUGES ON ONTARIO RANCH ROAD/CANTU GALLEANO RANCH ROAD.



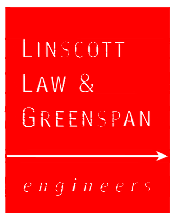
- KEY**
- = APPROACH LANE ASSIGNMENT
  - = PROJECT-SPECIFIC IMPROVEMENT
  - = YEAR 2024 PLANNED IMPROVEMENTS
  - = YEAR 2024 WITH PROJECT RECOMMENDED IMPROVEMENTS
  - = TRAFFIC SIGNAL
  - ▨ = PROJECT SITE

**FIGURE 10-2**  
**YEAR 2024 WITH PROJECT PLANNED AND RECOMMENDED IMPROVEMENTS**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

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**NOTE:**  
 [A] INSTALL PEDESTRIAN REFUGES ON ONTARIO RANCH ROAD/CANTU GALLEANO RANCH ROAD.



- KEY**
- = APPROACH LANE ASSIGNMENT
  - = PROJECT-SPECIFIC IMPROVEMENT
  - = YEAR 2040 PLANNED IMPROVEMENTS
  - = YEAR 2040 WITH PROJECT RECOMMENDED IMPROVEMENTS
  - = TRAFFIC SIGNAL
  - ▨ = PROJECT SITE

**FIGURE 10-3**  
**YEAR 2040 WITH PROJECT PLANNED AND RECOMMENDED IMPROVEMENTS**  
 RICH HAVEN SPECIFIC PLAN PA 7 AMENDMENT, ONTARIO

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## 11.0 PROJECT FAIR SHARE ANALYSIS

The transportation impacts associated with the development of the proposed Project were determined based on the future conditions analysis with and without the proposed Project. The key study locations forecast to operate at adverse levels of service are discussed below. As such, the proposed Project's "fair-share" of the recommended traffic improvements has been calculated for the key study locations that are forecast to operate at adverse levels of service in the Year 2024 and Year 2040 traffic conditions.

### 11.1 Year 2024 With Project Traffic Conditions

**Table 11-1** presents the AM and PM peak hour Project fair share percentage at the key study intersections that are forecast to operate at adverse levels of service in the Year 2024 With Project traffic conditions. As presented in *Table 11-1*, the first column (1) presents a total of all intersection peak hour movements for existing conditions. The second column (2) presents Project traffic. The third column (3) presents future Year 2024 traffic conditions with Project traffic. The fourth column (4) represents the Project's fair share based on the following formula:

- Project Fair Share (4) = Column (2)/[Column (3) – Column (1)]\*100

The Project fair share percentage (worse time period impacted) for the four (4) intersections forecast to operate at adverse levels of service for the Year 2024 With Project traffic conditions are shown below:

- 1. Archibald Avenue at Ontario Ranch Road 10.04%
- 5. Haven Avenue at Riverside Drive 20.57%
- 12. Hamner Ave at Ontario Ranch Rd/Cantu Galleano Ranch Rd 52.36%
- 16. I-15 NB Ramps at Cantu Galleano Ranch Road 46.68%

### 11.2 Year 2040 With Project Traffic Conditions

**Table 11-2** presents the AM and PM peak hour Project fair share percentage at the key study intersections that are forecast to operate at adverse levels of service in the Year 2040 With Project traffic conditions and is similar in set up to *Table 11-1*.

The Project fair share percentage (worse time period impacted) for the ten (10) intersections forecast to operate at adverse levels of service for the Year 2040 With Project traffic conditions are shown below:

- 1. Archibald Avenue at Ontario Ranch Road 3.40%
- 4. Haven Avenue at SR-60 EB Ramps 2.07%
- 5. Haven Avenue at Riverside Drive 4.92%
- 6. Haven Avenue at Ontario Ranch Road 3.97%
- 10. Hamner Avenue at SR-60 EB Ramps 11.06%
- 11. Hamner Avenue at Riverside Drive 9.49%
- 12. Hamner Ave at Ontario Ranch Rd/Cantu Galleano Ranch Rd 18.06%

- 14. Goodman Road at Cantu Galleano Ranch Road 19.90%
- 15. I-15 SB Ramps at Cantu Galleano Ranch Road 19.52%
- 16. I-15 NB Ramps at Cantu Galleano Ranch Road 16.29%

**TABLE 11-1**  
**YEAR 2024 WITH PROJECT TRAFFIC CONDITIONS INTERSECTION FAIR SHARE CONTRIBUTION**

<b>Key Intersection</b>	<b>Impacted Time Period</b>	<b>(1) Existing Traffic</b>	<b>(2) Project Traffic</b>	<b>(3) Year 2024 With Project Traffic</b>	<b>(4) Project Fair Share Responsibility</b>
1. Archibald Avenue at Ontario Ranch Road	AM	2,749	70	3,446	<b>10.04%</b>
	PM	--	--	--	--
5. Haven Avenue at Riverside Drive	AM	2,593	108	3,245	16.56%
	PM	2,598	129	3,225	<b>20.57%</b>
12. Hamner Avenue at Ontario Ranch Road/Cantu Galleano Ranch Road	AM	--	--	--	--
	PM	3,842	633	5,051	<b>52.36%</b>
16. I-15 NB Ramps at Cantu Galleano Ranch Road	AM	2,473	246	3,000	<b>46.68%</b>
	PM	--	--	--	--

**Notes:**

- Net Project Percent Increase (4) = Column (2) / [Column (3) – Column (1)]
- **Project Fair Share Responsibility** is based on worse case

**TABLE 11-2**  
**YEAR 2040 WITH PROJECT TRAFFIC CONDITIONS INTERSECTION FAIR SHARE CONTRIBUTION**

<b>Key Intersection</b>		<b>Impacted Time Period</b>	<b>(1) Existing Traffic</b>	<b>(2) Project Traffic</b>	<b>(3) Year 2040 With Project Traffic</b>	<b>(4) Project Fair Share Responsibility</b>
1.	Archibald Avenue at	AM	2,749	70	5,957	2.18%
	Ontario Ranch Road	PM	3,082	78	5,379	<b>3.40%</b>
4.	Haven Avenue at	AM	3,282	36	5,695	1.49%
	SR-60 EB Ramps	PM	3,114	43	5,194	<b>2.07%</b>
5.	Haven Avenue at	AM	2,593	108	5,418	3.82%
	Riverside Drive	PM	2,598	129	5,222	<b>4.92%</b>
6.	Haven Avenue at	AM	--	--	--	--
	Ontario Ranch Road	PM	1,475	130	4,747	<b>3.97%</b>
10.	Hamner Avenue at	AM	2,492	200	4,301	<b>11.06%</b>
	SR-60 EB Ramps	PM	--	--	--	--
11.	Hamner Avenue at	AM	2,502	200	4,609	<b>9.49%</b>
	Riverside Drive	PM	--	--	--	--
12.	Hamner Avenue at	AM	--	--	--	--
	Ontario Ranch Road/Cantu Galleano Ranch Road	PM	3,842	633	7,347	<b>18.06%</b>
14.	Goodman Road at	AM	--	--	--	--
	Cantu Galleano Ranch Road	PM	3,354	547	6,103	<b>19.90%</b>
15.	I-15 SB Ramps at	AM	--	--	--	--
	Cantu Galleano Ranch Road	PM	3,718	547	6,520	<b>19.52%</b>
16.	I-15 NB Ramps at	AM	2,473	246	4,128	14.86%
	Cantu Galleano Ranch Road	PM	2,417	288	4,185	<b>16.29%</b>

**Notes:**

- Net Project Percent Increase (4) = Column (2) / [Column (3) – Column (1)]
- **Bold Project Fair Share Responsibility** is based on worse case

## 12.0 SITE ACCESS EVALUATION

Access to the proposed Project site will be provided via one (1) full access driveway on the future Mill Creek Avenue, two (2) full access signalized driveways and four (4) right-in/right-out only driveways on Ontario Ranch Road, and one (1) full access signalized driveway and one (1) right-in/right-out only driveway on Hamner Avenue. Generally, the Project's proposed access locations are consistent with that which was adopted for the Project site in the Specific Plan.

**Table 12-1** summarizes the intersection operations at the Project driveways for Existing With Project, Year 2024 With Project, and Year 2040 With Project traffic conditions. The operations analysis for the Project driveways is based on the *Highway Capacity Manual 6<sup>th</sup> Edition* (HCM 6) methodology for signalized and unsignalized intersections.

### 12.1 Existing With Project Traffic Conditions

As shown in column (1) of *Table 12-1*, the eight (8) Project driveways are forecast to operate at acceptable levels of service LOS C or better during the AM and PM peak hours under the Existing With Project traffic conditions. **Appendix F** contains the Delay/LOS calculation worksheets for the Existing With Project Traffic Conditions.

### 12.2 Year 2024 With Project Traffic Conditions

As shown in column (2) of *Table 12-1*, the eight (8) Project driveways are forecast to operate at acceptable levels of service LOS D or better during the AM and PM peak hours under the Year 2024 With Project traffic conditions. **Appendix F** contains the Delay/LOS calculation worksheets for the Year 2024 With Project Traffic Conditions.

### 12.3 Year 2040 With Project Traffic Conditions

As shown in column (3) of *Table 12-1*, the eight (8) Project driveways are forecast to operate at acceptable levels of service LOS E or better during the AM and PM peak hours under the Year 2040 With Project traffic conditions. **Appendix F** contains the Delay/LOS calculation worksheets for the Year 2040 With Project Traffic Conditions.

**TABLE 12-1**  
**PEAK HOUR PROJECT DRIVEWAY CAPACITY ANALYSIS SUMMARY<sup>24</sup>**

Key Intersection	Time Period	(1) Existing With Project Traffic Conditions		(2) Year 2024 With Project Traffic Conditions		(3) Year 2040 With Project Traffic Conditions	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
A. Mill Creek Avenue at Project Driveway 1	AM	8.9	A	10.3	B	18.1	C
	PM	9.0	A	11.2	B	32.9	D
B. Project Driveway 2 at Ontario Ranch Road	AM	12.0	B	13.1	B	19.0	C
	PM	11.1	B	12.9	B	24.9	C
C. Project Driveway 3 at Ontario Ranch Road	AM	6.1	A	6.8	A	11.2	B
	PM	8.6	A	9.6	A	13.1	B
D. Project Driveway 4 at Ontario Ranch Road	AM	6.4	A	6.2	A	9.1	A
	PM	8.9	A	8.7	A	11.8	B
E. Project Driveway 5 at Ontario Ranch Road	AM	13.0	B	13.8	B	18.6	C
	PM	11.8	B	13.2	B	23.1	C
F. Hamner Avenue at Project Driveway 6	AM	7.6	A	7.4	A	16.5	B
	PM	20.3	C	19.3	B	54.0	D
G. Hamner Avenue at Project Driveway 7	AM	11.5	B	12.1	B	17.4	C
	PM	24.1	C	26.0	D	43.6	E
H. Hamner Avenue at Project Driveway 8	AM	9.9	A	10.1	B	12.0	B
	PM	14.1	C	14.3	B	17.6	C

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Table 3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>24</sup> *Appendix F* contains the Delay/LOS calculation worksheets for the Project driveways.



## 13.0 EXISTING CONDITIONS CALTRANS FACILITIES ANALYSIS

Caltrans requires the use of methods provided in the *HCM 6* for the analysis of basic freeway segments and freeway merge and diverge segments. The minimum required level of service to be maintained at Caltrans ramp intersections is LOS D as identified by Caltrans District 8 staff.

Basic Freeway Segment Analysis for freeway mainlines was conducted for the following six (6) Caltrans freeway segments:

1. I-15 NB, south of Cantu Galleano Ranch Road
2. I-15 NB, north of Cantu Galleano Ranch Road
3. I-15 SB, north of Cantu Galleano Ranch Road
4. I-15 SB, south of Cantu Galleano Ranch Road
5. SR-60 WB, west of Hamner Avenue
6. SR-60 EB, west of Hamner Avenue

Additionally, Freeway Merge And Diverge Segment Analysis for ramp junctions was conducted for the following six (6) Caltrans freeway merge and diverge segments:

1. I-15 NB Off-Ramp, *to* Cantu Galleano Ranch Road
2. I-15 NB On-Ramp, *from* Cantu Galleano Ranch Road
3. I-15 SB Off-Ramp, *to* Cantu Galleano Ranch Road
4. I-15 SB On-Ramp EB Approach, *from* Cantu Galleano Ranch Road
5. SR-60 WB On-Ramp, *from* Hamner Avenue
6. SR-60 EB Off-Ramp, *to* Hamner Avenue

**Figure 14-1** presents a Vicinity Map illustrating the general location of the six (6) Caltrans freeway mainline segments and the six (6) Caltrans merge/diverge segments.

### 13.1 Existing Conditions Basic Freeway Segment Capacity Analysis

**Table 13-1** summarizes the peak hour Level of Service results at the six (6) basic freeway segments for the Existing traffic conditions. The first column (1) lists Existing traffic conditions. The second column (2) lists Existing With Project traffic conditions. The third column (3) shows whether the traffic associated with the Project will have an impact based on the LOS standards and the impact criteria defined in this report. The fourth column (4) presents the Level of Service with the implementation of improvements, if necessary.

#### 13.1.1 Existing Traffic Conditions

Review of column (1) of **Table 13-1** indicates that all six (6) basic freeway segments currently operate at acceptable LOS C or better during the AM and PM peak hours under the Existing traffic conditions.

### 13.1.2 Existing With Project Traffic Conditions

Review of column (2) of *Table 13-1* indicates that all six (6) basic freeway segments are forecast to operate at acceptable levels of service LOS D or better under the Existing With Project traffic conditions based on the LOS standards defined in this report.

Review of column (3) of *Table 13-1* indicates that none of the six (6) basic freeway segments will have an impact under the Existing With Project traffic conditions when compared to the LOS criteria defined in this report.

**Appendix G** contains the Basic Freeway Segments Analysis Calculation Worksheets for the Existing Traffic Conditions.

**TABLE 13-1**  
**EXISTING WITH PROJECT CONDITIONS PEAK HOUR BASIC FREEWAY SEGMENTS CAPACITY ANALYSIS SUMMARY<sup>25</sup>**

Key Basic Freeway Segment	Time Period	Lanes	(1) Existing Traffic Conditions			(2) Existing With Project Traffic Conditions			(3) Impact	(4) Existing With Project With Mitigation		
			Peak Hour Volume	Density (pc/mi/ln)	LOS	Peak Hour Volume	Density (pc/mi/ln)	LOS	Yes/No	Peak Hour Volume	Density (pc/mi/ln)	LOS
1. I-15 NB <i>south of</i> Cantu Galleano Ranch Road	AM	3	1,735	25.7	C	1,786	26.7	D	No	--	--	--
	PM		1,540	22.0	C	1,577	22.7	C	No	--	--	--
2. I-15 NB <i>north of</i> Cantu Galleano Ranch Road	AM	4	1,503	21.4	C	1,524	21.8	C	No	--	--	--
	PM		1,306	18.3	C	1,347	18.9	C	No	--	--	--
3. I-15 SB <i>north of</i> Cantu Galleano Ranch Road	AM	4	1,266	17.7	B	1,310	18.3	C	No	--	--	--
	PM		1,415	20.0	C	1,448	20.5	C	No	--	--	--
4. I-15 SB <i>south of</i> Cantu Galleano Ranch Road	AM	3	1,395	19.6	C	1,418	20.0	C	No	--	--	--
	PM		1,509	21.5	C	1,556	22.3	C	No	--	--	--
5. SR-60 WB <i>west of</i> Hamner Avenue	AM	5	1,200	16.7	B	1,213	16.9	B	No	--	--	--
	PM		1,223	17.1	B	1,249	17.4	B	No	--	--	--
6. SR-60 EB <i>west of</i> Hamner Avenue	AM	5	766	10.7	A	794	11.1	B	No	--	--	--
	PM		887	12.4	B	908	12.6	B	No	--	--	--

**Notes:**

- pc/mi/ln = Passenger cars per mile per lane (density)
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria

<sup>25</sup> Appendix G contains the Density/LOS calculation worksheets for all study basic freeway segments.

## 13.2 Existing Conditions Freeway Merge And Diverge Segments Capacity Analysis

**Table 13-2** summarizes the peak hour Level of Service results at the six (6) freeway merge and diverge segments for the Existing traffic conditions. **Table 13-2** presents the type of analysis, i.e. merge or diverge analysis, the number of ramp lanes, and analysis time period. The first column (1) of **Table 13-2** lists Existing traffic conditions. The second column (2) lists Existing With Project traffic conditions. The third column (3) of **Table 13-2** shows whether the traffic associated with the Project will have an impact based on the LOS standards and the impact criteria defined in this report. The fourth (4) column shows the Level of Service with the implementation of improvements, if necessary.

### 13.2.1 Existing Traffic Conditions

Review of column (1) of **Table 13-2** indicates that all six (6) freeway merge and diverge segments currently operate at acceptable levels of service LOS D or better under the Existing traffic conditions based on the LOS standards defined in this report.

### 13.2.2 Existing With Project Traffic Conditions

Review of column (2) of **Table 13-2** indicates that all six (6) freeway merge and diverge segments are forecast to operate at acceptable levels of service LOS D or better under the Existing With Project traffic conditions based on the LOS standards defined in this report.

Review of column (3) of **Table 13-2** indicates that none of the six (6) freeway merge and diverge segments will have an impact under the Existing With Project traffic conditions when compared to the LOS criteria defined in this report.

**Appendix H** contains the Freeway Merge and Diverge Segments Analysis Calculation Worksheets for the Existing Traffic Conditions.

TABLE 13-2

EXISTING WITH PROJECT CONDITIONS PEAK HOUR FREEWAY MERGE AND DIVERGE SEGMENTS CAPACITY ANALYSIS SUMMARY<sup>26</sup>

Key Freeway Merge or Diverge Segment	Analysis Type	Ramp Lanes	Time Period	(1) Existing Traffic Conditions				(2) Existing With Project Traffic Conditions				(3) Impact	(4) Existing With Project With Mitigation			
				Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS
1. I-15 NB Off-Ramp to Cantu Galleano Ranch Road	Diverge Analysis	1	AM	4,945	462	31.7	D	5,089	606	32.5	D	No	--	--	--	--
			PM	4,389	355	28.9	D	4,495	461	29.6	D	No	--	--	--	--
2. I-15 NB On-Ramp from Cantu Galleano Ranch Road	Merge Analysis	2	AM	4,483	1228	26.7	C	4,483	1,309	27.3	C	No	--	--	--	--
			PM	4,034	929	22.2	C	4,034	1,085	23.4	C	No	--	--	--	--
3. I-15 SB Off-Ramp to Cantu Galleano Ranch Road	Diverge Analysis	1	AM	4,811	1311	28.5	D	4,977	1,477	30.0	D	No	--	--	--	--
			PM	5,376	1654	32.5	D	5,502	1,780	33.7	D	No	--	--	--	--
4. I-15 SB On-Ramp from Cantu Galleano Ranch Road	Merge Analysis	1	AM	3,693	282	14.3	B	3,693	349	14.9	B	No	--	--	--	--
			PM	3,956	345	15.7	B	3,956	478	16.7	B	No	--	--	--	--
5. SR-60 WB On-Ramp from Hamner Avenue	Diverge Analysis	1	AM	5,058	640	17.8	B	5,058	706	18.3	B	No	--	--	--	--
			PM	5,042	767	18.8	B	5,042	893	19.8	B	No	--	--	--	--
6. SR-60 Off-Ramp to Hamner Avenue	Merge Analysis	1	AM	3,639	730	17.0	B	3,773	864	18.0	B	No	--	--	--	--
			PM	4,212	427	17.1	B	4,314	529	17.9	B	No	--	--	--	--

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria

<sup>26</sup> Appendix H contains the Density/LOS calculation worksheets for all study freeway merge and diverge segments.

## 14.0 YEAR 2024 CONDITIONS CALTRANS FACILITIES ANALYSIS

Caltrans requires the use of methods provided in the *HCM 6* for the analysis of basic freeway segments and freeway merge and diverge segments. The minimum required level of service to be maintained at Caltrans ramp intersections is LOS D as identified by Caltrans District 8 staff.

Basic Freeway Segment Analysis for freeway mainlines was conducted for the following six (6) Caltrans freeway segments:

1. I-15 NB, south of Cantu Galleano Ranch Road
2. I-15 NB, north of Cantu Galleano Ranch Road
3. I-15 SB, north of Cantu Galleano Ranch Road
4. I-15 SB, south of Cantu Galleano Ranch Road
5. SR-60 WB, west of Hamner Avenue
6. SR-60 EB, west of Hamner Avenue

Additionally, Freeway Merge And Diverge Segment Analysis for ramp junctions was conducted for the following six (6) Caltrans freeway merge and diverge segments:

1. I-15 NB Off-Ramp, *to* Cantu Galleano Ranch Road
2. I-15 NB On-Ramp, *from* Cantu Galleano Ranch Road
3. I-15 SB Off-Ramp, *to* Cantu Galleano Ranch Road
4. I-15 SB On-Ramp EB Approach, *from* Cantu Galleano Ranch Road
5. SR-60 WB On-Ramp, *from* Hamner Avenue
6. SR-60 EB Off-Ramp, *to* Hamner Avenue

It should be noted that the Basic Freeway Segment and Freeway Merge And Diverge Segment analyses include the on-going planned improvements from the I-15 Express Lane Project in the Year 2024 background traffic conditions. The project proposes to widen a portion of the I-15 with two toll lanes in each direction and would decrease some volume on the general-purpose lanes.

### 14.1 Year 2024 Conditions Basic Freeway Segment Capacity Analysis

**Table 14-1** summarizes the peak hour Level of Service results at the six (6) basic freeway segments for the Year 2024 traffic conditions. The first column (1) lists Existing traffic conditions. The second column (2) lists Year 2024 Without Project traffic conditions and the third column (3) lists Year 2024 With Project traffic conditions. The fourth column (4) shows whether the traffic associated with the Project will have an impact based on the LOS standards and the impact criteria defined in this report. The fifth column (5) presents the Level of Service with the implementation of improvements, if necessary.

It should be noted that the Basic Freeway Segment analysis includes the planned improvements from I-15 Express Lane Project in the Year 2024 background traffic conditions.

#### 14.1.1 Year 2024 Without Project Traffic Conditions

Review of column (2) of *Table 14-1* indicates that all six (6) basic freeway segments are forecast to operate at acceptable levels of service LOS C or better under the Year 2024 Without Project traffic conditions based on the LOS standards defined in this report.

#### 14.1.2 Year 2024 With Project Traffic Conditions

Review of column (3) of *Table 14-1* indicates that all six (6) basic freeway segments are forecast to operate at acceptable levels of service LOS C or better under the Year 2024 With Project traffic conditions based on the LOS standards defined in this report.

Review of column (4) of *Table 14-1* indicates that none of the six (6) basic freeway segments will have an impact under the Year 2024 With Project traffic conditions when compared to the LOS criteria defined in this report.

*Appendix I* contains the Basic Freeway Segments Analysis Calculation Worksheets for the Year 2024 Traffic Conditions.

**TABLE 14-1**  
**YEAR 2024 WITH PROJECT CONDITIONS PEAK HOUR BASIC FREEWAY SEGMENTS CAPACITY ANALYSIS SUMMARY<sup>27</sup>**

Key Basic Freeway Segment	Time Period	Lanes	(1) Existing Traffic Conditions			(2) Year 2024 Without Project Traffic Conditions			(3) Year 2024 With Project Traffic Conditions			(4) Impact	(5) Year 2024 With Project With Mitigation		
			Peak Hour Volume	Density (pc/mi/ln)	LOS	Peak Hour Volume	Density (pc/mi/ln)	LOS	Peak Hour Volume	Density (pc/mi/ln)	LOS	Yes/No	Peak Hour Volume	Density (pc/mi/ln)	LOS
1. I-15 NB <i>south of</i> Cantu Galleano Ranch Road	AM	3	1,735	25.7	C	1,691	24.8	C	1,742	25.8	C	No	--	--	--
	PM		1,540	22.0	C	1,564	22.5	C	1,601	23.1	C	No	--	--	--
2. I-15 NB <i>north of</i> Cantu Galleano Ranch Road	AM	4	1,503	21.4	C	1,494	21.3	C	1,515	21.6	C	No	--	--	--
	PM		1,306	18.3	C	1,321	18.5	C	1,362	19.1	C	No	--	--	--
3. I-15 SB <i>north of</i> Cantu Galleano Ranch Road	AM	4	1,266	17.7	B	1,382	19.4	C	1,425	20.1	C	No	--	--	--
	PM		1,415	20.0	C	1,466	20.8	C	1,499	21.4	C	No	--	--	--
4. I-15 SB <i>south of</i> Cantu Galleano Ranch Road	AM	3	1,395	19.6	C	1,567	22.5	C	1,591	22.9	C	No	--	--	--
	PM		1,509	21.5	C	1,564	22.5	C	1,610	23.3	C	No	--	--	--
5. SR-60 WB <i>west of</i> Hamner Avenue	AM	5	1,200	16.7	B	1,159	16.1	B	1,173	16.3	B	No	--	--	--
	PM		1,223	17.1	B	1,241	17.3	B	1,267	17.7	B	No	--	--	--
6. SR-60 EB <i>west of</i> Hamner Avenue	AM	5	766	10.7	A	839	11.7	B	867	12.1	B	No	--	--	--
	PM		887	12.4	B	909	12.7	B	930	13.0	B	No	--	--	--

**Notes:**

- pc/mi/ln = Passenger cars per mile per lane (density)
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria

<sup>27</sup> Appendices G and I contain the Density/LOS calculation worksheets for all study basic freeway segments.



## 14.2 Year 2024 Conditions Freeway Merge And Diverge Segments Capacity Analysis

*Table 14-2* summarizes the peak hour Level of Service results at the six (6) freeway merge and diverge segments for the Year 2024 traffic conditions. *Table 14-2* presents the type of analysis, i.e. merge or diverge analysis, the number of ramp lanes, and analysis time period. The first column (1) of *Table 14-2* lists Existing traffic conditions and the second column (2) lists Year 2024 Without Project traffic conditions. The third column (3) lists Year 2024 With Project traffic conditions. The fourth column (4) of *Table 14-2* shows whether the traffic associated with the Project will have an impact based on the LOS standards and the impact criteria defined in this report. The fifth column (5) presents the Level of Service with the implementation of improvements, if necessary.

It should be noted that the Basic Freeway Segment analysis includes the planned improvements from I-15 Express Lane Project in the Year 2024 background traffic conditions.

### 14.2.1 Year 2024 Without Project Traffic Conditions

Review of column (2) of *Table 14-2* indicates that all six (6) freeway merge and diverge segments are forecast to operate at acceptable levels of service LOS D or better under the Year 2024 Without Project traffic conditions based on the LOS standards defined in this report.

### 14.2.2 Year 2024 With Project Traffic Conditions

Review of column (3) of *Table 14-2* indicates that all six (6) freeway merge and diverge segments are forecast to operate at acceptable levels of service LOS D or better under the Year 2024 With Project traffic conditions based on the LOS standards defined in this report.

Review of column (4) of *Table 14-2* indicates that none of the six (6) freeway merge and diverge segments will have an impact under the Year 2024 With Project traffic conditions when compared to the LOS criteria defined in this report.

*Appendix J* contains the Freeway Merge and Diverge Segments Analysis Calculation Worksheets for the Year 2024 Traffic Conditions.

**TABLE 14-2  
YEAR 2024 WITH PROJECT CONDITIONS PEAK HOUR FREEWAY MERGE AND DIVERGE SEGMENTS CAPACITY ANALYSIS SUMMARY<sup>28</sup>**

Key Freeway Merge or Diverge Segment	Analysis Type	Ramp Lanes	Time Period	(1) Existing Traffic Conditions				(2) Year 2024 Without Project Traffic Conditions				(3) Year 2024 With Project Traffic Conditions				(4) Impact Yes/No	(5) Year 2024 With Project With Mitigation			
				Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS		Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS
1. I-15 NB Off-Ramp <i>to</i> Cantu Galleano Ranch Road	Diverge Analysis	1	AM	4,945	462	31.7	D	4,820	510	31.1	D	4,964	654	32.1	D	No	--	--	--	--
			PM	4,389	355	28.9	D	4,456	450	29.4	D	4,562	556	30.1	D	No	--	--	--	--
2. I-15 NB On-Ramp <i>from</i> Cantu Galleano Ranch Road	Merge Analysis	2	AM	4,483	1,228	26.7	C	4,310	1,365	26.9	C	4,310	1,446	27.5	C	No	--	--	--	--
			PM	4,034	929	22.2	C	4,006	1,013	22.8	C	4,006	1,169	24.0	C	No	--	--	--	--
3. I-15 SB Off-Ramp <i>to</i> Cantu Galleano Ranch Road	Diverge Analysis	1	AM	4,811	1,311	28.5	D	5,250	1,384	30.6	D	5,416	1,550	32.1	D	No	--	--	--	--
			PM	5,376	1,654	32.5	D	5,571	1,772	33.9	D	5,697	1,898	35.0	D	No	--	--	--	--
4. I-15 SB On-Ramp <i>from</i> Cantu Galleano Ranch Road	Merge Analysis	1	AM	3,693	282	14.3	B	4,069	398	16.5	B	4,069	465	17.0	B	No	--	--	--	--
			PM	3,956	345	15.7	B	4,042	414	16.5	B	4,042	547	17.5	B	No	--	--	--	--
5. SR-60 WB On-Ramp <i>from</i> Hamner Avenue	Diverge Analysis	1	AM	5,058	640	17.8	B	4,835	669	17.5	B	4,835	735	18.0	B	No	--	--	--	--
			PM	5,042	767	18.8	B	5,096	798	19.2	B	5,096	924	20.1	C	No	--	--	--	--
6. SR-60 Off-Ramp <i>to</i> Hamner Avenue	Merge Analysis	1	AM	3,639	730	17.0	B	3,986	784	18.3	B	4,120	918	19.3	B	No	--	--	--	--
			PM	4,212	427	17.1	B	4,317	444	17.5	B	4,419	546	18.3	B	No	--	--	--	--

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria

<sup>28</sup> Appendices H and J contain the Density/LOS calculation worksheets for all study freeway merge and diverge segments.

## 15.0 YEAR 2040 CONDITIONS CALTRANS FACILITIES ANALYSIS

Caltrans requires the use of methods provided in the *HCM 6* for the analysis of basic freeway segments and freeway merge and diverge segments. The minimum required level of service to be maintained at Caltrans ramp intersections is LOS D as identified by Caltrans District 8 staff.

Basic Freeway Segment Analysis for freeway mainlines was conducted for the following six (6) Caltrans freeway segments:

7. I-15 NB, south of Cantu Galleano Ranch Road
8. I-15 NB, north of Cantu Galleano Ranch Road
9. I-15 SB, north of Cantu Galleano Ranch Road
10. I-15 SB, south of Cantu Galleano Ranch Road
11. SR-60 WB, west of Hamner Avenue
12. SR-60 EB, west of Hamner Avenue

Additionally, Freeway Merge And Diverge Segment Analysis for ramp junctions was conducted for the following six (6) Caltrans freeway merge and diverge segments:

7. I-15 NB Off-Ramp, *to* Cantu Galleano Ranch Road
8. I-15 NB On-Ramp, *from* Cantu Galleano Ranch Road
9. I-15 SB Off-Ramp, *to* Cantu Galleano Ranch Road
10. I-15 SB On-Ramp EB Approach, *from* Cantu Galleano Ranch Road
11. SR-60 WB On-Ramp, *from* Hamner Avenue
12. SR-60 EB Off-Ramp, *to* Hamner Avenue

It should be noted that the Basic Freeway Segment and Freeway Merge And Diverge Segment analyses include the on-going planned improvements from the I-15 Express Lane Project in the Year 2024 background traffic conditions. The project proposes to widen a portion of the I-15 with two toll lanes in each direction and would decrease some volume on the general-purpose lanes.

### 15.1 Year 2040 Conditions Basic Freeway Segment Capacity Analysis

**Table 15-1** summarizes the peak hour Level of Service results at the six (6) basic freeway segments for the Year 2040 traffic conditions. The first column (1) lists Existing traffic conditions. The second column (2) lists Year 2040 Without Project traffic conditions and the third column (3) lists Year 2040 With Project traffic conditions. The fourth column (4) shows whether the traffic associated with the Project will have an impact based on the LOS standards and the impact criteria defined in this report. The fifth column (5) presents the Level of Service with the implementation of improvements, if necessary.

It should be noted that the Basic Freeway Segment analysis includes the planned improvements from I-15 Express Lane Project in the Year 2024 background traffic conditions.

### 15.1.1 Year 2040 Without Project Traffic Conditions

Review of column (2) of *Table 15-1* indicates that one (1) of the six (6) basic freeway segments is forecast to operate at an unacceptable level of service under the Year 2040 Without Project traffic conditions based on the LOS standards defined in this report. The remaining five (5) basic freeway segments are forecast to operate at acceptable levels of service during the AM and PM peak hours.

### 15.1.2 Year 2040 With Project Traffic Conditions

Review of column (3) of *Table 15-1* indicates that one (1) of the six (6) basic freeway segments is forecast to operate at an unacceptable level of service under the Year 2040 With Project traffic conditions based on the LOS standards defined in this report. The remaining five (5) basic freeway segments are forecast to operate at acceptable levels of service during the AM and PM peak hours.

Review of column (4) of *Table 15-1* indicates that one (1) of the six (6) basic freeway segments will operate at an unacceptable service level under the Year 2040 With Project traffic conditions when compared to the LOS criteria defined in this report. However, as shown in column (5) of *Table 15-1*, the implementation of recommended improvements at the adverse segment improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

**Appendix K** contains the Basic Freeway Segments Analysis Calculation Worksheets for the Year 2040 Traffic Conditions.

**TABLE 15-1**  
**YEAR 2040 WITH PROJECT CONDITIONS PEAK HOUR BASIC FREEWAY SEGMENTS CAPACITY ANALYSIS SUMMARY<sup>29</sup>**

Key Basic Freeway Segment	Time Period	Lanes	(1) Existing Traffic Conditions			(2) Year 2040 Without Project Traffic Conditions			(3) Year 2040 With Project Traffic Conditions			(4) Impact	(5) Year 2040 With Project With Mitigation		
			Peak Hour Volume	Density (pc/mi/ln)	LOS	Peak Hour Volume	Density (pc/mi/ln)	LOS	Peak Hour Volume	Density (pc/mi/ln)	LOS	Yes/No	Peak Hour Volume	Density (pc/mi/ln)	LOS
1. I-15 NB <i>south of</i> Cantu Galleano Ranch Road	AM	3	1,735	25.7	C	1,515	21.6	C	1,566	22.5	C	No	--	--	--
	PM		1,540	22.0	C	1,657	24.2	C	1,694	24.9	C	No	--	--	--
2. I-15 NB <i>north of</i> Cantu Galleano Ranch Road	AM	4	1,503	21.4	C	1,456	20.6	C	1,478	21.0	C	No	--	--	--
	PM		1,306	18.3	C	1,378	19.4	C	1,420	20.1	C	No	--	--	--
3. I-15 SB <i>north of</i> Cantu Galleano Ranch Road	AM	4	1,266	17.7	B	1,844	28.0	D	1,888	29.0	D	No	--	--	--
	PM		1,415	20.0	C	1,670	24.4	C	1,704	25.1	C	No	--	--	--
4. I-15 SB <i>south of</i> Cantu Galleano Ranch Road	AM	3	1,395	19.6	C	<b>2,259</b>	<b>39.5</b>	<b>E</b>	<b>2,282</b>	<b>40.3</b>	<b>E</b>	<b>Yes</b>	1,712	25.2	C
	PM		1,509	21.5	C	1,781	26.6	D	1,827	27.6	D	No	1,370	19.3	C
5. SR-60 WB <i>west of</i> Hamner Avenue	AM	5	1,200	16.7	B	996	13.9	B	1,009	14.1	B	No	--	--	--
	PM		1,223	17.1	B	1,313	18.4	C	1,339	18.8	C	No	--	--	--
6. SR-60 EB <i>west of</i> Hamner Avenue	AM	5	766	10.7	A	1,131	15.8	B	1,160	16.2	B	No	--	--	--
	PM		887	12.4	B	997	13.9	B	1,019	14.2	B	No	--	--	--

**Notes:**

- pc/mi/ln = Passenger cars per mile per lane (density)
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria

<sup>29</sup> Appendices G and K contain the Density/LOS calculation worksheets for all study basic freeway segments.

## 15.2 Year 2040 Conditions Freeway Merge And Diverge Segments Capacity Analysis

**Table 15-2** summarizes the peak hour Level of Service results at the six (6) freeway merge and diverge segments for the Year 2040 traffic conditions. *Table 15-2* presents the type of analysis, i.e. merge or diverge analysis, the number of ramp lanes, and analysis time period. The first column (1) lists Existing traffic conditions and the second column (2) lists Year 2040 Without Project traffic conditions. The third column (3) lists Year 2040 With Project traffic conditions. The fourth column (4) of *Table 15-2* shows whether the traffic associated with the Project will have an impact based on the LOS standards and the impact criteria defined in this report. The fifth column (5) shows the Level of Service with the implementation of improvements, if necessary.

It should be noted that the Basic Freeway Segment analysis includes the planned improvements from I-15 Express Lane Project in the Year 2024 background traffic conditions.

### 15.2.1 Year 2040 Without Project Traffic Conditions

Review of column (2) of *Table 15-2* indicates that one (1) of the freeway merge and diverge segments is forecast operate at adverse levels of service under the Year 2040 Without Project traffic conditions based on the LOS standards defined in this report. The remaining five (5) freeway merge and diverge segments are forecast to operate at an acceptable LOS D during the AM and PM peak hours under the Year 2040 Without Project traffic conditions.

### 15.2.2 Year 2040 With Project Traffic Conditions

Review of column (3) of *Table 15-2* indicates that one (1) of the six (6) freeway merge and diverge segments is forecast to operate at an unacceptable level of service under the Year 2040 With Project traffic conditions based on the LOS standards defined in this report. The remaining five (5) freeway merge and diverge segments are forecast to operate at an acceptable LOS D during the AM and PM peak hours under the Year 2040 With Project traffic conditions.

Review of column (4) of *Table 15-2* indicates one (1) of the six (6) freeway merge and diverge segments will operate at an unacceptable service level under the Year 2040 With Project traffic conditions when compared to the LOS criteria defined in this report. However, as shown in column (5) of *Table 15-2*, the implementation of recommended improvements at the adverse segment improves the service level to an acceptable LOS based on the LOS standards outlined in this report.

**Appendix L** contains the Freeway Merge and Diverge Segments Analysis Calculation Worksheets for the Year 2040 Traffic Conditions.

TABLE 15-2  
YEAR 2040 WITH PROJECT CONDITIONS PEAK HOUR FREEWAY MERGE AND DIVERGE SEGMENTS CAPACITY ANALYSIS SUMMARY<sup>30</sup>

Key Freeway Merge or Diverge Segment	Analysis Type	Ramp Lanes	Time Period	(1) Existing Traffic Conditions				(2) Year 2040 Without Project Traffic Conditions				(3) Year 2040 With Project Traffic Conditions				(4) Impact Yes/No	(5) Year 2040 With Project With Mitigation			
				Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS		Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS
1. I-15 NB Off-Ramp <i>to</i> Cantu Galleano Ranch Road	Diverge Analysis	1	AM	4,945	462	31.7	D	4,318	701	29.2	D	4,462	845	30.2	D	No	--	--	--	--
			PM	4,389	355	28.9	D	4,722	829	31.3	D	4,828	935	32.0	D	No	--	--	--	--
2. I-15 NB On-Ramp <i>from</i> Cantu Galleano Ranch Road	Merge Analysis	2	AM	4,483	1,228	26.7	C	3,617	1,917	27.9	C	3,617	1,998	28.5	D	No	--	--	--	--
			PM	4,034	929	22.2	C	3,893	1,345	24.8	C	3,893	1,501	26.0	C	No	--	--	--	--
3. I-15 SB Off-Ramp <i>to</i> Cantu Galleano Ranch Road	Diverge Analysis	1	AM	4,811	1,311	28.5	D	<b>7,007</b>	<b>1,676</b>	<b>39.1</b>	<b>E</b>	<b>7,173</b>	<b>1,842</b>	<b>40.6</b>	<b>E</b>	<b>Yes</b>	7,173	1,842	20.0	B
			PM	5,376	1,654	32.5	D	<b>6,348</b>	<b>2,246</b>	<b>39.4</b>	<b>F</b>	<b>6,474</b>	<b>2,372</b>	<b>40.5</b>	<b>F</b>	<b>Yes</b>	6,474	2,372	21.9	C
4. I-15 SB On-Ramp (EB App.) <i>from</i> Cantu Galleano Ranch Road	Merge Analysis	1	AM	3,693	282	14.3	B	5,576	861	25.0	C	5,576	928	25.5	C	No	--	--	--	--
			PM	3,956	345	15.7	B	4,383	692	19.8	B	4,383	825	20.8	C	No	--	--	--	--
5. SR-60 WB On-Ramp <i>from</i> Hamner Avenue	Diverge Analysis	1	AM	5,058	640	17.8	B	3,942	787	16.1	B	3,942	853	16.6	B	No	--	--	--	--
			PM	5,042	767	18.8	B	5,312	923	20.3	C	5,312	1,049	21.3	C	No	--	--	--	--
6. SR-60 Off-Ramp <i>to</i> Hamner Avenue	Merge Analysis	1	AM	3,639	730	17.0	B	5,374	997	23.4	C	5,508	1,131	24.5	C	No	--	--	--	--
			PM	4,212	427	17.1	B	4,738	512	19.1	B	4,840	614	19.9	B	No	--	--	--	--

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria

<sup>30</sup> Appendices H and L contain the Density/LOS calculation worksheets for all study freeway merge and diverge segments.

## 16.0 CALTRANS FACILITIES PLANNED AND RECOMMENDED IMPROVEMENTS

For those basic freeway segments as well freeway merge and diverge segments where projected traffic volumes are expected to result in impacts, this report recommends improvements that change the basic freeway segments and/or freeway merge and diverge segments' geometry to increase capacity. These capacity improvements involve freeway widening and/or re-striping to reconfigure (add lanes) freeway. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and related projects) traffic, and
- Improve Levels of Service to an acceptable range and/or to pre-project conditions.

### 16.1 I-15 Lane Project Planned Improvements

It should be noted that the Basic Freeway Segment and Freeway Merge And Diverge Segment analyses include the on-going planned improvements from the I-15 Express Lane Project in the Year 2024 background traffic conditions. The project proposes to widen a portion of the I-15 with two toll lanes in each direction between Cajalco Road and SR-60 and would decrease some volume on the general-purpose lanes.

### 16.2 Basic Freeway Segment Recommended Improvements

#### 16.2.1 Existing With Project Traffic Conditions

The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will not impact any of the six (6) basic freeway segments and therefore there are no recommended improvements.

#### 16.2.2 Year 2024 With Project Traffic Conditions

The results of the Year 2024 With Project traffic conditions level of service analyses indicate that the proposed Project will not impact any of the six (6) basic freeway segments and therefore there are no recommended improvements.

#### 16.2.3 Year 2040 With Project Traffic Conditions

The results of the Year 2040 With Project traffic conditions level of service analyses indicate that the one (1) of the six (6) basic freeway segments will operate at an unacceptable service level. The remaining five (5) basic freeway segments are forecast to operate at acceptable LOS D or better under the Year 2040 With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:

- 4. I-15 SB south of Cantu Galleano Ranch Road: Provide a fourth general purpose lane.



## 16.3 Freeway Merge/Diverge Recommended Improvements

### 16.3.1 Existing With Project Traffic Conditions

The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will not impact any of the six (6) freeway merge and diverge segments and therefore there are no recommended improvements.

### 16.3.2 Year 2024 With Project Traffic Conditions

The results of the Year 2024 With Project traffic conditions level of service analyses indicate that the proposed Project will not impact any of the six (6) freeway merge and diverge segments and therefore there are no recommended improvements.

### 16.3.3 Year 2040 With Project Traffic Conditions

The results of the Year 2040 With Project traffic conditions level of service analyses indicate that the one (1) of the six (6) freeway merge and diverge segments will operate at an unacceptable service level. The remaining five (5) freeway merge and diverge segments are forecast to operate at acceptable LOS D or better under the Year 2040 With Project traffic conditions. The improvements listed below have been identified to improve the service level to an acceptable LOS based on the LOS standards outlined in this report:

- 3. I-15 SB Off-Ramp to Cantu Galleano Ranch Road: Provide a second ramp lane.

**Traffic Appendices A - L available at the City of  
Ontario Planning Department upon request**



# **WATER SUPPLY ASSESSMENT AND WRITTEN VERIFICATION OF SUFFICIENT WATER SUPPLY**

**RICH-HAVEN SPECIFIC PLAN AMENDMENT NO. 3  
(PSPA19-006)**

Prepared for:



March 18, 2021

**Corporate Headquarters**

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March 18, 2021

Christopher Quach, P.E.  
Senior Associate Engineer  
**ONTARIO MUNICIPAL UTILITIES COMPANY**  
1425 S. Bon View Avenue  
Ontario, CA 91761

Re: Water Supply Assessment and Written Verification for Sufficient Water Supply (WSA/WV) for Rich-Haven Specific Plan Amendment No. 3 Project

Dear Mr. Quach,

Pursuant to your Notice to Proceed given on January 25, 2021 and our proposal dated January 12, 2021, transmitted herewith is the Water Supply Assessment and Written Verification of Sufficient Water Supply (WSA/WV) of the subject project pursuant to SB 610 and SB 221, respectively.

Sincerely,

**ALBERT A. WEBB ASSOCIATES**

*Autumn DeWoody*

Autumn DeWoody  
Senior Environmental Analyst



Sam I. Gershon, RCE  
Senior Vice President



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- A. City of Ontario. *2015 Urban Water Management Plan*. Prepared by AKM Consulting Engineers, June 2016.
- B. The Metropolitan Water District of Southern California. *2015 Urban Water Management Plan*, June 2016.
- C. Inland Empire Utilities Agency and Water Facilities Authority. *2015 Urban Water Management Plan*. June 2016.
- D. Chino Basin Desalter Authority. *2015 Urban Water Management Plan*. Prepared by Water Resources Planning. June 2016.
- E. San Antonio Water Company. *2015 Urban Water Management Plan*. Prepared by Civiltec Engineering, Inc. June 2016.
- F. December 2014 Purchase Order Agreement between MWD and IEUA, and IEUA Resolution No. 2014-12-1.
- G. October 1985 City of Ontario Installment Purchase Agreement with WFA.
- H. WFA Ordinance No. 99-07-02.
- I. April 2003 Local Agency Agreement between IEUA and City of Ontario in relation to the Dry year Yield Program.
- J. November 2014 Agreement between City of Ontario and Jurupa Community Services District in relation to the Dry Year Yield Program.
- K. City of Ontario. *Water Master Plan*. Prepared by AKM Consulting Engineers, April 2012.
- L. City of Ontario. *Recycled Water Master Plan Update*. April 2012.
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## SB 610 WATER SUPPLY ASSESSMENT

### SECTION 1 - INTRODUCTION

Senate Bill 610 (SB 610) was signed into California state law with an effective date of January 1, 2002. SB 610 amended existing legal requirements for confirmation of water supply sufficiency as a condition of approval for development projects. The confirmation of water supply sufficiency is achieved through an assessment of the water supplier's existing and future water sources, and existing and projected water demand in relation to a "project" as defined by California Water Code (CWC) section 10912, resulting in the production of a project-specific Water Supply Assessment ("WSA" or "Assessment"). Additional analysis is required in the WSA if any portion of the water supply includes groundwater. The WSA is prepared and adopted by the water supplier and included in the California Environmental Quality Act (CEQA) analysis for the project. The CEQA Lead Agency must then independently determine, based on the entire record, whether water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses (CWC section 10911).

#### Law

CWC section 10910:

*(a) Any city or county that determines that a project, as defined in Section 10912, is subject to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) under Section 21080 of the Public Resources Code shall comply with this part.*

CWC section 10912:

*For the purpose of this part, the following terms have the following meanings:*

*(a) "Project" means any of the following:*

*(1) A proposed residential development of more than 500 dwelling units.*

- (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.*
- (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.*
- (4) A proposed hotel or motel, or both, having more than 500 rooms.*
- (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.*
- (6) A mixed-use project that includes one or more of the projects specified in this subdivision.*
- (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.*

## **1.1 Purpose**

The Ontario Municipal Utilities Company (OMUC) is a department of the City of Ontario (City) and the water supplier to the City. OMUC commissioned this Assessment from Albert A. Webb Associates (WEBB) on January 25, 2021 to answer the following key question pursuant to SB 610: whether the projected supply for the next 20 years, based on normal, single dry and multiple dry years, will meet the demand projected for the project plus existing and planned future uses, including agricultural and manufacturing uses.

This WSA has been prepared for *Amendment No. 3 to the Rich-Haven Specific Plan (PSPA19-006)* (SPA3 or “Project”). The City of Ontario Planning Department is preparing a 2021 addendum to The Ontario Plan Certified Environmental Impact Report (EIR) and therefore, this Project is considered to be “subject to CEQA” pursuant to CWC section 10910.

The Project is considered a “project” pursuant to the following CWC section 10912 definition:

*(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.*

## 1.2 Background

The Rich-Haven Specific Plan encompasses approximately 602 gross acres in the County of San Bernardino, within the City of Ontario's 8,200-acre Ontario Ranch (previously referred to as the New Model Colony [NMC]) (**Figure 1, Regional Location**). The Rich-Haven Specific Plan is bounded to the north by East Riverside Drive and the western property line for Colony High School, to the west by Haven Avenue, to the south by Edison Avenue, and bounded to the east by Mill Creek Avenue and Hamner Avenue (**Figure 2, Project Vicinity**).

The Rich-Haven Specific Plan was first adopted by the Ontario City Council on Dec. 4, 2007 which included approximately 512 acres with potential development of 4,256 residential units and 889,200 square feet of commercial/office use. The first Specific Plan Amendment (SPA1) was adopted by City Council in March 2016, which brought the Specific Plan into conformance with the City General Plan that was adopted in 2010, which is referred to as The Ontario Plan (TOP). The second SPA (SPA2) was adopted by City Council in February 2018 and included the annexation of Planning Areas 9A & 9B (an additional 72.3 acres). This annexation brought the entire "NMC East Mixed Use District" within the boundaries of the Rich-Haven Specific Plan. As such, the maximum residential dwelling units and maximum commercial/office area increased to 7,194 units and 1,131,702 square feet, respectively. Two implementing projects within the Specific Plan have been approved by the City including Tentative Tract Map (TTM) No. 20134 and TTM No. 20081 (**Figure 3 – Existing Land Use Plan and Implementing Projects**).

### 1.3 Proposed Project

The proposed Project is the third SPA (SPA3); the primary changes of which are to transfer 518 dwelling units (DUs) from the NMC East Mixed Use District to the Residential District of the Specific Plan, and replace approximately 50 acres of Commercial with Light Industrial use. As stated in the *2021 Addendum to The Ontario Plan Certified EIR for the Rich-Haven Specific Plan 2021 Amendment*, the changes made by the Project to the previously approved 2018 land use plan include:

- *Certain Specific Plan Planning Areas would be reorganized/re-classified;*
- *Alternative residential products would be implemented;*
- *The Regional Commercial within Planning Area 6A is moved into Planning Area 9A with no net change to the combined 6A/9A uses in the Specific Plan;*
- *The maximum allowable development of commercial/office uses would be decreased; and*
- *A new Light Industrial Land Use would be established, allowing for development of light industrial warehouse uses in the southeasterly portion of the Specific Plan, adjacent to Hamner Avenue.<sup>1</sup>*

The changes proposed by SPA3 compared to the prior approved land use plan are shown below in **Table 1-1a** and **Table 1-1b** in ~~strikethrough~~ for deletions and underline for additions. The proposed Project land uses are shown in **Figure 4 – Proposed Project Land Use**. Currently, TTM No. 20345 is being proposed to the City within Planning Area 6A. This project currently proposes condominiums with 77 single-family attached units and 26 single-family detached units on approximately 7 acres.

---

<sup>1</sup> *The Specific Plan Mixed Use District allows for combinations of commercial, office, light industrial, and residential development at various densities/intensities. Any given proposal within the Specific Plan Mixed Use District is required to conform to applicable Specific Plan Design Guidelines and Development Standards; and trip generation (Average Daily Trips, ADT) of such proposals shall not exceed trip generation estimates (the “trip budget”) identified in The Ontario Plan EIR. Such proposals shall be subject to review and approval by the Planning Director or Assignee. Proposals that exceed The Ontario Plan EIR trip budget and/or do not conform to applicable Specific Plan Design Guidelines and Development Standards may require further amendment of the Specific Plan and additional CEQA analysis (2021 Addendum, p. 2-5).*

**Table 1-1a Project Residential District Land Use Summary**

Residential District Planning Area	Specific Plan Land Use	Maximum Dwelling Units (DU)	Gross Acres (ac)	Gross Density (DU/ac)
1A	Residential - SFD	<del>58</del> 115	<del>12.8</del> 25.5	4.5
1B	Residential - SFD	<del>57</del> 175	<del>112.7</del> 24.5	<del>4.5</del> 7.1
1C	Residential - SFD	<del>68</del> 731	<del>14.9</del> 60.6	<del>4.5</del> 12.1
<del>1D</del>	<del>Residential - SFD</del>	<del>91</del>	<del>20.5</del>	<del>4.5</del>
<del>1E</del>	<del>Residential - SFD</del>	<del>109</del>	<del>23.4</del>	<del>4.5</del>
<del>1F</del>	<del>Residential - SFD</del>	<del>120</del>	<del>26.3</del>	<del>4.5</del>
<b>Subtotal</b>		<del>503</del> 1,021	110.6	<del>4.5</del> 9.2
2	Edison Parcel Open Space Non-Recreational	--	20.0	--
3	Park Open Space Recreational	--	27.0	--
<b>Subtotal</b>			47.0	
4A	Residential - <u>SFD/Attached</u>	154	14.1	10.9
4B	Residential - <u>SFD/Attached</u>	101	9.2	11.0
4C	Residential - <u>SFD/Attached</u>	108	9.8	11.0
<b>Subtotal</b>		363	33.1	11.0
5A	Residential - <u>SFD/Attached</u>	109	9.1	12.1
5B	Residential - <u>SFD/Attached</u>	165	14.2	11.7
5C	Residential - <u>SFD/Attached</u>	332	27.0	12.3
5D	Residential - <u>SFD/Attached</u>	361	30.3	11.9
<b>Subtotal<sup>(1)</sup></b>		967	80.6	12.0
5E	Edison Easement Open Space Non-Recreational	--	17.8	--
<b>Subtotal<sup>(1)</sup></b>		--	17.8	--
<b>Subtotal Residential Planning Areas</b>		<del>1,833</del> 2,351	224.3	<del>6.7</del> 10.0
<b>Total Residential District</b>		<b>2,351</b>	<b>289.1</b>	<b>--</b>

Notes: SFD = Single Family Detached

Source: RHSPA3, p.3-5.

(1) Planning Areas 5A-5E are included in approved TTM No. 20134, which proposes 196 single family dwelling units and 428 multi-family dwelling units for a total of 624 dwelling units. This is 343 units less than the maximum allowed by the Specific Plan.

**Table 1-1b Project Mixed Use District Land Use Summary**

Mixed Use District Planning Area	Specific Plan Land Use	Maximum Dwelling Units (DU)	Gross Acres (ac)	Commercial/Office		Light Industrial Maximum (SF)
				Minimum (SF)	Maximum (SF)	
6A <sup>(1)</sup> + 9A	Residential & Commercial	2,178	85.6	109,335	166,182	--
6B + 9B	Residential & Commercial	1,406	65.1	36,639	76,320	--
7A	<del>Commercial</del> <u>Light Industrial</u>	<del>725</del>	<del>81.1</del> <u>49.4</u>	<del>100,000</del>	<del>440,800</del>	<u>1,183,525</u>
7A	<u>Open Space Non-Recreational</u>	--	<u>6.6</u>	--	--	--
7B	<u>Commercial</u>	--	<u>25.1</u>	<u>125,000</u>	<u>300,000</u>	--
8A	Residential & Commercial	852	61.4	95,000	325,000	--
8B	Residential & Commercial	<del>200</del> <u>407</u>	19.7	20,000	123,400	--
<b>Total Mixed Use District</b>		<del>5,361</del> <u>4,843</u>	312.9	<del>360,974</del> <u>385,974</u>	<del>1,131,702</del> <u>990,902</u>	<u>1,183,525</u>
<b>Total Residential and Mixed Use Districts</b>		<b>7,194</b>	<b>602.0</b>	<b><u>360,974</u></b> <b><u>385,974</u></b>	<b><u>1,131,702</u></b> <b><u>990,902</u></b>	<b><u>1,183,525</u></b>

Notes: SF = square feet

Source: RHSPA3, p.3-5.

(1) Planning Area 6A includes approved TTM No. 20081, which proposes a combined total of 587 DU on 50.1 acres with no Commercial land uses.

With implementation of the Project, the Rich-Haven Specific Plan will continue to allow for up to a maximum of 7,194 dwelling units (all residential types), a new maximum of 990,902 square feet of commercial/office uses, and a new maximum of 1,183,525 square feet of light industrial uses.

According to the SPA3, there are currently 11 wells on the Project site, which will be destroyed. Two new potable water production wells will be constructed – one in Planning Area 5 and another in Planning Areas 1 or 8. The Conceptual Domestic Water Plan in the SPA3 states the following (p. 4-16):



*Local backbone domestic water mains to be constructed as part of the Rich-Haven Specific Plan project will include 8-inch to 12-inch [diameter] water mains throughout the local backbone street system. Additionally, the Chino Basin Watermaster Water Quality Map identifies the Rich Haven area within an optimum water quality zone and requires that the owner/developer dedicate a total of two wells within the Specific Plan area to the City of Ontario for production of potable water. The owner/developer of Planning Area 5 has identified a well location site within the greenbelt in the area east of Mill Creek Avenue. A second well location site within the Specific Plan area shall be located within Planning Areas 1 or 8 as approved by the City. Master planned domestic water main lines serving the surrounding area and within the Specific Plan, as identified in the most currently approved Water Master Plan Update, shall be constructed prior to issuance of first occupancy.*

*Within the project site, a network of minimum 8-inch water lines will be installed. The proposed on-site public water system sizing is subject to the recommendations and approval of the required hydraulic analysis. All water mains and wells internal to the Rich-Haven Specific Plan project, will be provided by the merchant builder. In-tract water system design will be provided at the time of subdivision. Offsite water improvements to serve the Specific Plan will be implemented according to the most current version of the City's Water Master Plan.*

*Eleven existing wells have been identified within the Rich-Haven Specific Plan project site.*

*In compliance with the Chino Basin Watermaster's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City of Ontario for approval prior to the issuance of permits for any construction activity. If a private well is actively used for water supply, the Developer shall submit a plan to abandon*

*such well and connect users to the City's water system (residential to the domestic water system and agricultural to the recycled water system) when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and required permitting from the County Health Department. A copy of such permit shall be provided to the Engineering and Public Works Agency prior to issuance of grading and/or building permits.*

City Ordinance No. 2689 requires all new development to connect to, and use recycled water for all approved uses, including but not limited to landscape irrigation (codified in City Municipal Code Sections 6-8.7 to 6-8.279). A Water Master Plan has been developed for the Rich-Haven Specific Plan, which shall conform to the City of Ontario's Water Master Plan and will include both domestic and recycled water infrastructure (RHSPA3, p. 4-14). *Recycled water will be used in the Rich-Haven Specific Plan area for irrigation of parks, schools, street landscaping, recreational trails, parkways, common area residential landscaping and commercial/industrial landscaping (RHSPA3, p. 4-17).*

#### **1.4 Prior Water Supply Assessment**

A WSA and Written Verification of Sufficient Water Supply (WV) prepared pursuant to Senate Bill 221 for the 8,200-acre NMC (Ontario Ranch) was prepared by WEBB on behalf of the City dated October 27, 2004. The 2004 NMC WSA/WV was used for demonstrating water supply sufficiency for previous amendments to the Rich-Haven Specific Plan. Because SPA3 proposes a new land use not previously included in the land use plan (i.e., Light Industrial) and the industrial land use has a maximum area of more than 650,000 SF, and the City has updated its water use and water supply information since 2004, a new WSA is prepared herein consistent with CWC section 10910(3).

#### **Law**

CWC Section 10910:

*(h) Notwithstanding any other provision of this part, if a project has been the subject of a water assessment that complies with the requirements of this part, no additional water assessment shall be required for subsequent projects that were part of a larger project for which a water assessment was completed and that has complied with the requirements of this part and for which the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has concluded that its water supplies are sufficient to meet the projected water demand associated with the proposed project, in addition to the existing and planned future uses, including, but not limited to, agricultural and industrial uses, unless one or more of the following changes occurs:*

*(1) Changes in the project that result in a substantial increase in water demand for the project.*

*(2) Changes in the circumstances or conditions substantially affecting the ability of the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), to provide a sufficient supply of water for the project.*

*(3) Significant new information becomes available which was not known and could not have been known at the time when the assessment was prepared.*

## **1.5 Project Relation to the Urban Water Management Plan**

OMUC is the water supplier for the Project and has prepared a 2015 Urban Water Management Plan (UWMP), a copy of which is provided in Appendix A. Because the 2020 UWMP will not be adopted and supersede the previous UWMP until summer 2021, this WSA will rely on the 2015 UWMP. The 2015 UWMP was adopted by the City Council on July 21, 2016 and reviewed by the State Department of Water Resources (DWR). The assumptions on ultimate (buildout) water demand in the 2015 UWMP were derived from land use-based water demand factors (AKM, 2016), which build on the foundations laid out by the City's TOP land use plan (TOP, 2010). The

method used in the 2015 UWMP to calculate ultimate water demand assumed the NMC maximum residential densities (i.e., 5.0, 11.0, 25.0, and 40.0 du/ac) using adjusted gross acreages (i.e., acreages lacking rights-of-way for roads, flood control facilities, or railroads). Further, the method used for calculating the water demands of each Mixed Use District within the City was done individually based on unique density/intensity assumptions.

The land use designations on the Project site that were assumed in the 2015 UWMP are shown in **Figure 5 – Land Uses Assumed in the UWMP** and **Table 1-2** (next page).

**Table 1-2 Land Uses Assumed in the UWMP**

TOP Land Use Designation	TOP Adjusted Acreage <sup>(1)</sup>	Gross Acreage	Residential Units (Minimum) <sup>(2)</sup>	Residential Units (Maximum) <sup>(3)</sup>
<b>Planning Areas 1A – 1F</b>				
Low Density Residential (2.1 – 5.0 du/ac)	106.16	110.6	223	531
<b>Planning Areas 2 and 3</b>				
Open Space Non-Recreational (Edison Parcel)	18.01	20	0	0
Open Space Recreational	25.71	27	0	0
<b>Planning Areas 4A - 4C</b>				
Low Medium Density Residential (5.0-11.0 du/ac)	33.41	33	167	368
<b>Planning Areas 5A - 5D</b>				
Medium Density Residential (11.1 – 25.0 du/ac)	62.06	80.6	689	1,552
<b>Planning Area 5E</b>				
Open Space Non-Recreational (Edison Easement)	17.76	17.76	0	0
<b>Subtotal</b>	<b>263.1</b>	<b>289</b>	<b>1,079</b>	<b>2,451</b>
<b>Planning Areas 6A – 9B</b>				
<b>NMC East Mixed Use Area<sup>(4)</sup></b> <ul style="list-style-type: none"> <li>• &gt; 14.0 – 50.0 du/ac.</li> <li>• 0.7 FAR for office and retail uses.</li> <li>• Subject to approved Specific Plans.</li> </ul>	264.3	TOP Assumed Density/Intensity: <sup>(5)</sup> <ul style="list-style-type: none"> <li>• 30% of area at 25 du/ac = 1,978 du.</li> <li>• 30% of area at 0.35 FAR for office &amp; 40% of area at 0.30 FAR for retail uses=2,584,524 SF.</li> </ul>		
Open Space Non-Recreational (SCE Corridor) / Neighborhood Edge	23.93	-	0	0
<b>Total<sup>(6)</sup></b>	<b>551.33</b>	<b>577</b>	<b>--</b>	<b>4,429</b>

Source: For PAs 1A–5E, *Rich-Haven Specific Plan Amendment 3, Section 9.2 TOP Consistency Tables* (Nov. 2020).  
Notes: TOP = The Ontario Plan; FAR = floor to area ratio; SCE = Southern California Edison; SF = square feet; du/ac = dwelling unit per acre; NMC = New Model Colony.

(1) Development area acreages are based upon TOP Adjusted Gross Acreages. The TOP Adjusted Gross Acreage does not include the rights-of-way for roadways, flood control facilities, or railroads.

(2) Minimum dwelling units are calculated as the minimum density allowed multiplied by TOP Adjusted Acreage.

(3) Maximum dwelling units are calculated as the maximum density allowed multiplied by TOP Adjusted Acreage.

(4) From *City of Ontario, The Ontario Plan Draft EIR, Chapter 3. Project Description, p. 3-38*.

(5) From *Technical Memorandum, City of Ontario – Ultimate Citywide Water Demand Estimate, May 2016, Table 3 (TOP Approved Land Use Buildout Estimate (modified))*, included as Appendix B to the *Ontario 2015 UWMP*.

(6) Total areas and maximum units/square feet vary somewhat with each iteration of the land use plan because of adjustments to acreages over time and the Edison properties are not always included consistently.

As part of this Assessment, WEBB has confirmed with OMUC that there have been no substantial changes to the water supply portfolio as it is described in the 2015 UWMP and the same unit water demand factors are used herein as those used in the 2015 UWMP.

If a project's water demand has been accounted for in the water supplier's most recent UWMP, then the WSA may use the UWMP as the source of the information required in the WSA. The determination as to whether the Project's water demand has been accounted for in the most recent UWMP is located in Section 2 – Water Demand Analysis.

### ***Relation of Water Supplier to other Urban Water Management Plans***

The City is a member agency of the Inland Empire Utilities Agency (IEUA), which is the local distributor of recycled water and a local wholesale supplier of untreated imported water (State Water Project) from The Metropolitan Water District of Southern California (MWD). OMUC is also a member of the Water Facilities Authority (WFA), a Joint Powers Authority from which the City purchases treated imported water received from IEUA. In addition, OMUC is a member of the Chino Basin Desalter Authority (CDA), a Joint Exercise of Powers Agency from which OMUC purchases treated groundwater. Lastly, OMUC owns shares of the San Antonio Water Company (SAWCo), a mutual water company that provides potable water to OMUC through the WFA.

MWD has prepared a 2015 UWMP that includes IEUA and its member agencies (Appendix B); IEUA and WFA have prepared a 2015 Regional UWMP (Appendix C); CDA has prepared a 2015 UWMP (Appendix D); and SAWCo prepared a modified 2015 UWMP (Appendix E).

### **Law**

CWC Section 10910:

*(c) (1) The city or county, at the time it makes the determination required under Section 21080.1 of the Public Resources Code [CEQA], shall request each public water system identified pursuant to subdivision (b) to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted urban water management plan adopted pursuant to Part 2.6 (commencing with Section 10610).*

*(2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).*

*(3) If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water system has no urban water management plan, the water supply assessment for the project shall include a discussion with regard to whether the public water system's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses.*

*(4) If the city or county is required to comply with this part pursuant to subdivision (b), the water supply assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses, including agricultural and manufacturing uses.*

## 1.6 Statewide and Local Water Conservation Efforts

Governor Brown proclaimed a statewide State of Emergency due to ongoing drought conditions on January 17, 2014. Since then, at least six Executive Orders and other Proclamations have been issued in response to impacts from extended statewide drought conditions. Executive Order B-37-16 issued on May 9, 2016, established a new water use efficiency framework for California. The order established longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating wasteful practices, strengthening urban drought contingency plans and improving agricultural water management and drought plans. On April 7, 2017, Governor Brown issued Executive Order B-40-17 that ended the drought State of Emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne. The Executive Order maintains the mandatory water reporting requirements and prohibitions on wasteful practices contained in Executive Order B-37-16, as described previously. In a related action, State agencies released a plan to implement Executive Order B-37-16 entitled, “Making Water Conservation a California Way of Life.”

The Ontario City Council adopted Ordinance No. 3027 on September 1, 2015 in response to the Emergency Conservation Regulations mandated at that time by the State Water Resources Control Board. Ordinance 3027 updated the City’s Water Conservation Plan that is codified in Chapter 8A, Title 6 of the City’s Municipal Code (“Water Conservation Plan”). Updates included more stringent prohibitions and penalties, a voluntary conservation stage that is always in effect, and mandatory water shortage stages 1 through 4 that target a strict enforcement of water conservation routines following a water crisis (UWMP, p. 8-1). In addition, OMUC’s citywide Water Shortage Contingency Plan describes the methods to achieve and the implications of reducing water supplies up to 50 percent (UWMP, Chapter 8). Lastly, the City and OMUC implement various programs to reduce water consumption, identified as Demand Management Measures in the UWMP, which include the Best Management Practices recommended by the California Urban Water Conservation Council, of which



the City and OMUC is a member. Currently, the City is in the voluntary stage of the Water Conservation Plan, which has the following voluntary water use restrictions:

- *Avoid hose washing of sidewalks, walkways, driveways, parking areas or other paved surfaces, except as required for sanitary purposes;*
- *Avoid using a hose for washing of an automobile unless equipped with a fitted shut-off nozzle;*
- *Public places (i.e., restaurant) where food is served, should avoid serving water unless requested by customer;*
- *Avoid watering outdoor landscaping more than every other day and during the hours of 6 AM and 6 PM;*
- *Avoid causing or allowing water to be applied to outdoor landscapes in a manner that causes runoff; and*
- *Promptly repair all leaks from indoor and outdoor plumbing fixtures*
- *Avoid using water to clean, fill or maintain levels in decorative fountains, ponds, lakes or other similar aesthetic structures unless such water is part of a recycling system.*

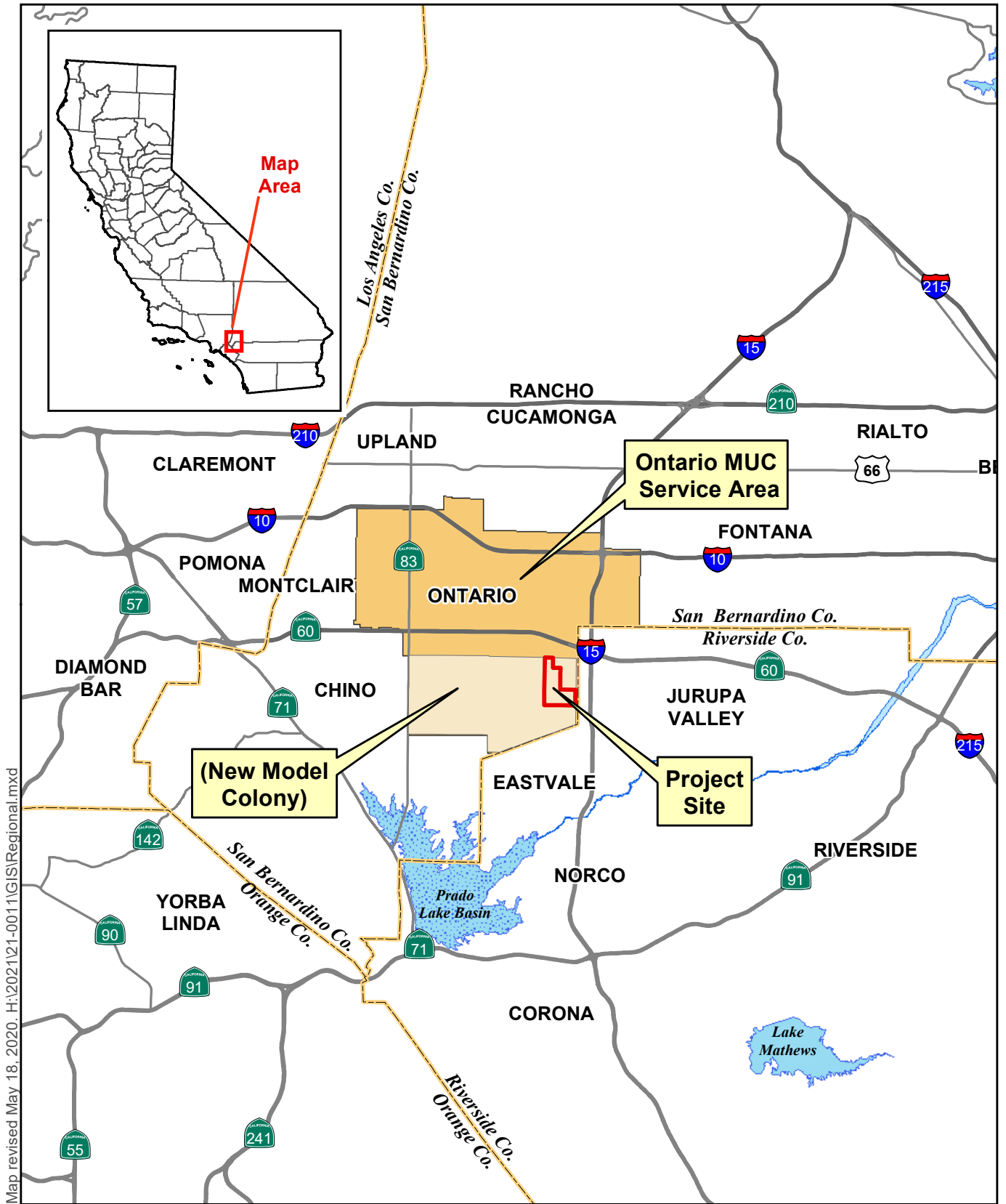
With the signing of Assembly Bill 1668 and SB606, the state has set an Indoor Residential Standard of 55 gallons per capita per day (GPCD) which will decrease to 50 GPCD by 2030 (CWC section 10609.4(a)). The per person unit water use factors used by the City in the 2015 UWMP for water demand planning purposes are based on a minimum of 60 gpd/person for high density residential with recycled water, up to 95 gpd/person for low density residential with recycled water use (UWMP Appendix B, p. 3).

## **1.7 Methodology of Analysis**

This Assessment follows the DWR *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001* (DWR 2003). Section 1 of this Assessment describes the existing and proposed land use designations of the Project site, the proposed Project's

relation to a previous WSA and the water supplier's most recent UWMP. Section 2 provides the water demand analysis of the Project; Section 3 reviews the projected water supplies for the Project; Section 4 contains the required discussion of the water supplier's groundwater supplies; and Section 5 concludes the Assessment by answering the primary question at hand.

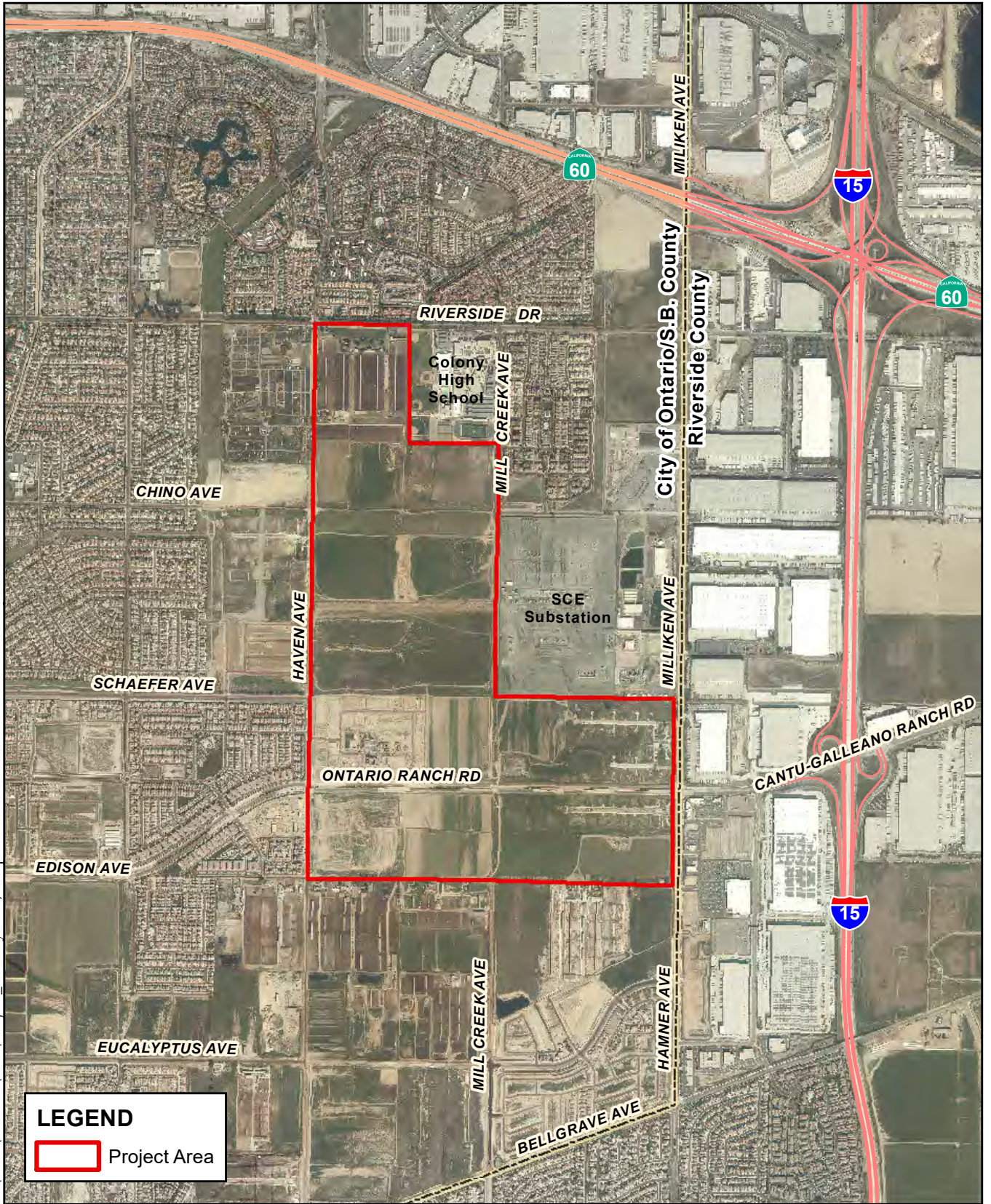
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**Figure 1 – Regional Location**  
Rich-Haven SPA3



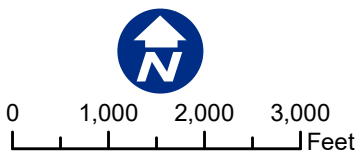
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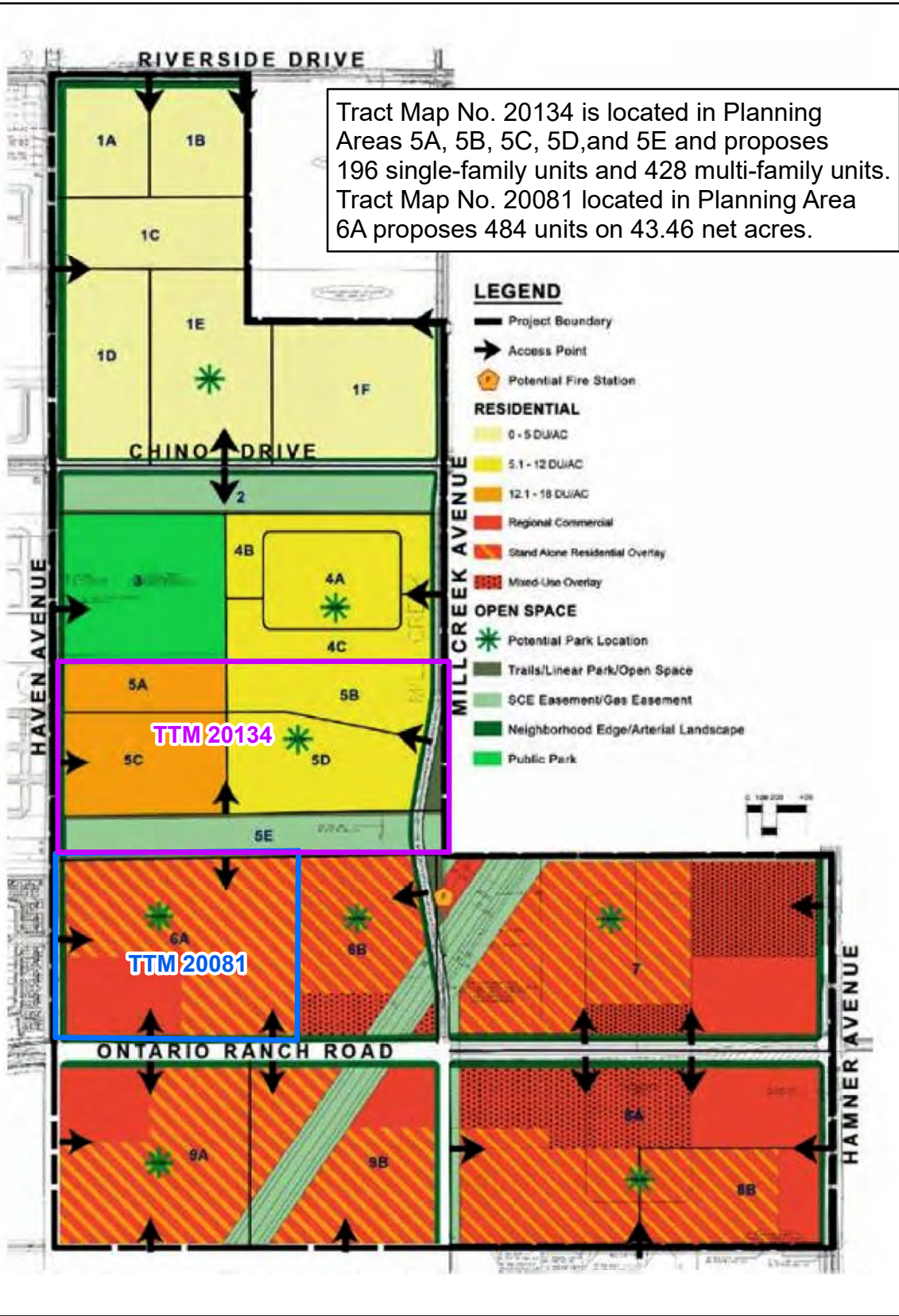
Sources: San Bernardino Co. GIS, 2021 (streets) and 2020 (imagery).

**Figure 2 - Project Vicinity**

Rich-Haven SPA3



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Source: Rich Haven Specific Plan, Feb. 20, 2018, Figure 3-1

Figure 3 - Existing Land Use Plan and Implementing Projects

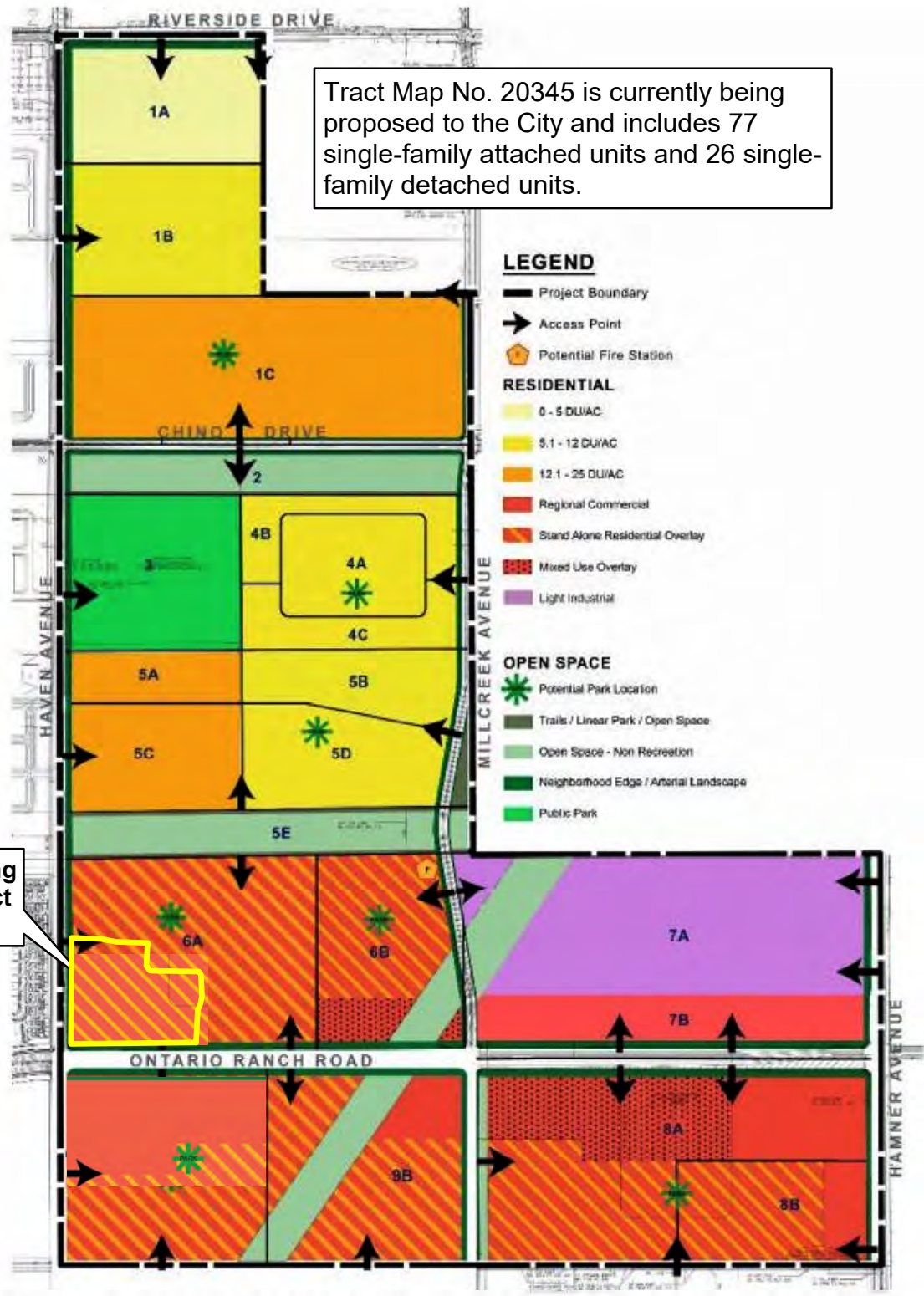


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Implementing Project Tract No. 20345



Source: Rich Haven Specific Plan, Amendment, Nov. 2020, Figure 3-1

Figure 4 –Proposed Project Land Use

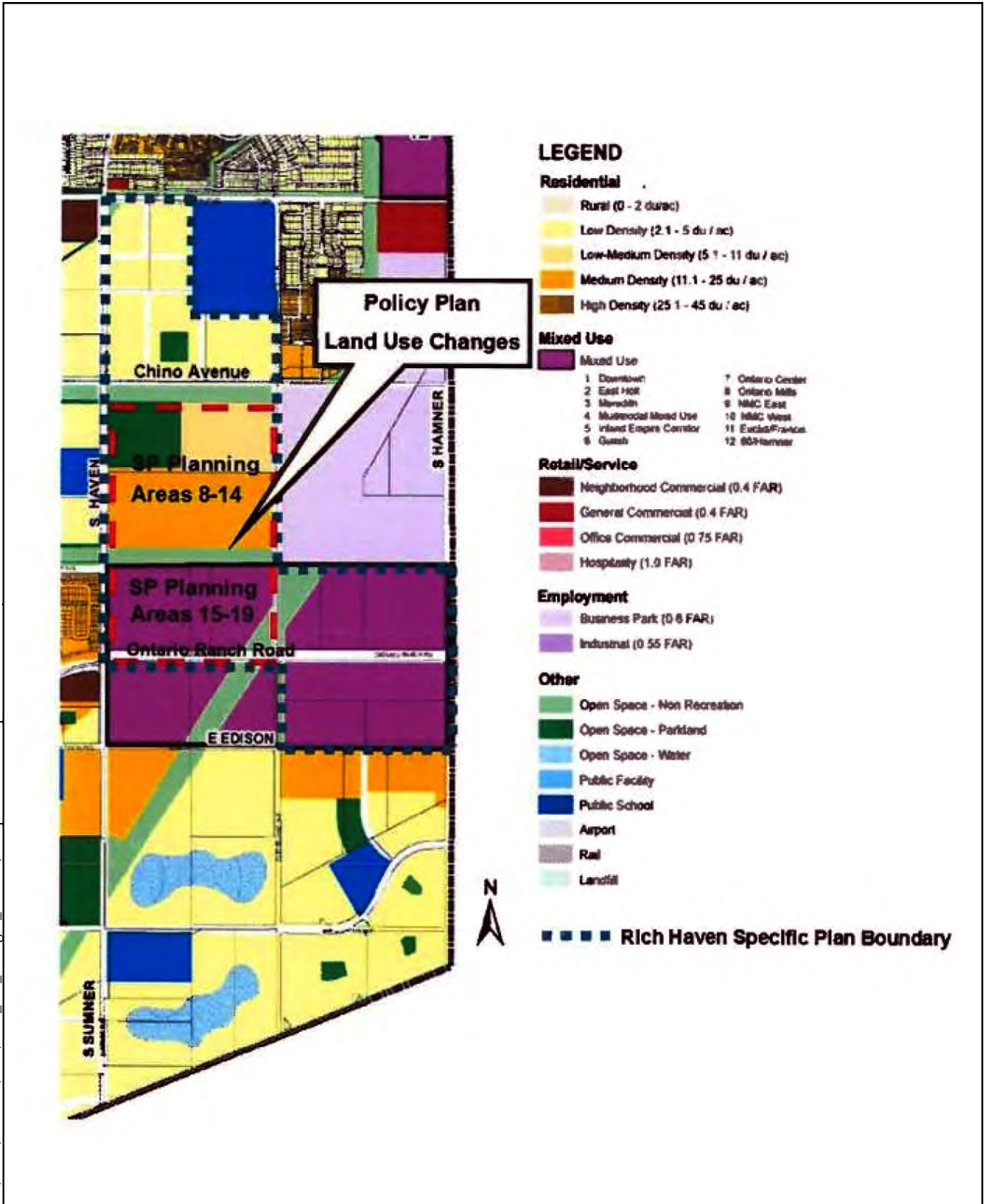
Rich-Haven SPA3



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Source: City of Ontario Agenda Report, March 15, 2016, Exhibit "A", TOP Land Use Plan

**Figure 5 - Land Uses Assumed in the UWMP**  
Rich-Haven SPA3 Water Supply Assessment



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## SECTION 2 - WATER DEMAND ANALYSIS

The purpose of this section is to evaluate whether the proposed Project was considered in the water supplier's planning for water demand. This section will: 1) identify the various water use sectors, 2) identify water demand by those sectors for the next twenty years, and 3) compare the calculated water demand of the proposed Project to the water demand assumed in the most recent UWMP for the same property.

### **Law**

CWC Section 10910:

*(c) (2) (2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).*

*(3) If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water system has no urban water management plan, the water supply assessment for the project shall include a discussion with regard to whether the public water system's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses.*

### **2.1 Citywide Demographic Factors**

A variety of demographic factors may affect water use. The UWMP Act lists several demographic factors to be detailed in UWMP's including climate, current and projected population, density, and the mix of customer types (CWC sections 10631(e)(1)-(2)). As

suggested by DWR, these data are provided herein and are taken generally from Ontario’s 2015 UWMP (Appendix A).

**Climate**

The climate of the City including the Project site can be described as generally mild temperatures, virtually no days below freezing, and approximately 312 days of sunshine per year. The average annual high temperature is approximately 78 degrees Fahrenheit (°F), and the average annual low temperature is 53.2°F. The average annual rainfall is roughly 11.3 inches, which occurs between October and April. (UWMP, p. 3-8)

**Population**

The City is divided into two distinct areas: Old Model Colony (OMC) and Ontario Ranch. The OMC mostly consists of residential, commercial, and industrial developments including the Ontario Airport. Ontario Ranch is currently in the process of a planned conversion from agriculture to residential, commercial, industrial, and public uses. The combined OMUC service area population as of 2015, including both OMC and Ontario Ranch, is estimated at 168,777 persons. Based on the City General Plan (TOP) and anticipated development patterns, population at citywide buildout in 2040 is estimated at 368,239 persons as shown in **Table 2-1**, which is an increase of more than 118 percent over 20 years. Most of the anticipated growth will occur through infill, densification in the Old Model Colony and development in Ontario Ranch. (UWMP, p. 3-8)

**Table 2-1 OMUC Service Area Population Estimates, 2010-2040**

	2010	2015	2020	2025	2030	2035	2040 <sup>(b)</sup>
<b>Population Served<sup>(a)</sup></b>	163,924	168,777	180,591	202,262	236,647	288,709	368,239

Source: UWMP, p. 3-8.

(a) Does not include the residents located within the City but receive water service from Cucamonga Valley Water District.

(b) The City estimates buildout by 2040.

As of 2015, the number of housing units in the City is estimated at 47,871 units with a 5.3 percent vacancy rate. The population per household was estimated at 3.7 persons. The City aims to have a full range of housing types and community services that meet the special housing needs for all its residents, regardless of income level, age, or other status. (UWMP, p. 3-8)

## **2.2 City of Ontario's Current and Future Water Demand**

OMUC serves at least 33,720 customer connections as part of its potable and non-potable water distribution system (UWMP, p. 2-1). In fiscal year 2019/2020 (FY 19/20), the total potable water demand in the OMUC service area was 31,385 acre-feet (AF) and the recycled water demand was 7,812 AF (OMUC 2021). The recorded water demands by customer type for the OMUC service area are provided in **Table 2-2**.

**Table 2-2 Recorded Citywide Water Demand (AFY)**

Customer Type	2005 <sup>(a)</sup>		2010 <sup>(a)</sup>		2015 <sup>(b)</sup>		FY19/20
	Volume (AFY)	No. of Accounts	Volume (AFY)	No. of Accounts	Volume (AFY)	No. of Accounts <sup>(c)</sup>	Volume (AFY) <sup>(d)</sup>
Single Family Residential	16,421	28,932	13,253	29,473	10,941	26,838	12,502
Multi-family Residential	6,147	2,244	5,425	2,069	4,839	1,968-	5,068
Commercial	8,369	3,095	6,692	3,285	6,584	3,201-	5,359
Industrial	2,402	327	2,044	278	1,471	268-	2,078
Institutional/ Governmental	1,178	320	-	-	-	-	538
Landscape	6,813	1,246	7,170	1,245	4,564	1,100-	4,631
Agriculture	-	-	-	-	-	-	
Other	378	161	819	308	340	66	368
Sales/transfers/ exchanges	-	-	-	-	206	-	841
<b>Subtotal</b>	<b>41,709</b>	<b>36,325</b>	<b>35,403</b>	<b>36,658</b>	<b>28,945</b>	<b>33,441-</b>	<b>31,385</b>
Recycled Water	1,829	-	1,547	178	7,208	279	7,812
<b>Total Demand</b>	<b>43,538</b>	<b>36,325</b>	<b>36,950</b>	<b>36,836</b>	<b>36,153</b>	<b>33,720</b>	<b>39,197</b>

Note: Does not include water losses. AFY = acre feet per year

(a) AKM 2011, pp. 3-2.

(b) UWMP 2016, pp. 2-1, 4-2, Appendix B.

(c) CY 2015 Annual Report to Division of Drinking Water.

(d) OMUC 2021.

The projected citywide water demands from 2025 to 2040 are shown in **Table 2-3**.

**Table 2-3 Future Citywide Water Demand (AFY)**

Customer Type	2025	2030	2035	2040
Single Family Residential	12,063	13,271	14,864	16,557
Multifamily Residential	7,563	9,832	13,273	17,699
Commercial	7,635	8,398	9,406	10,277
Industrial	2,298	2,988	3,884	5,138
Institutional/Governmental	-	-	-	-
Landscape	5,032	5,535	6,365	7,422
Agriculture	-	-	-	-
Other	-	-	-	-
Sales/transfers/exchange to other agencies	-	-	-	-
<b>Subtotal Potable Demand<sup>(a)</sup></b>	<b>34,591</b>	<b>40,024</b>	<b>47,792</b>	<b>57,093</b>
Recycled Water <sup>(b)</sup>	9,118	10,942	13,677	16,547
<b>Total Demand</b>	<b>43,709</b>	<b>50,966</b>	<b>61,469</b>	<b>73,640</b>

Notes: Does not include areas within the City that are not served by OMUC.

(a) UWMP 2016, p. 4-2.

(b) UWMP 2016, p. 4-3. Includes agricultural demands.

AFY = acre-feet per year

Water use patterns change during dry years. The expected changes to water demand and water supply during dry years are provided in Section 3 – Water Supply Analysis.

The two most common land use types in the OMUC service area are residential (8,762 acres or 28 percent) and industrial (4,671 acres or 15 percent), followed by undeveloped land (3,290 acres or 11 percent) (UWMP, p. 3-3). The ultimate citywide land use plan that was used for the 2015 UWMP plans for an increase of residential uses to 10,915 acres (34 percent of total), and the employment area including business parks and industrial uses is expected to cover about 8,103 acres (25 percent of total) at buildout (UWMP, p. 3-6). A comparison of acreage for existing (2015) and ultimate land uses within the OMUC service area according to the TOP is provided below in

**Table 2-4.**

**Table 2-4 Existing (2015) and Ultimate Citywide Land Use**

Land Use Designation	Existing Land Use (acres)	Ultimate Land Use (acres)	Percent change
Rural residential	566	453	-20%
Single-family residential	7,074	7,466	6%
Multifamily residential	1,122	2,996	167%
<b>Subtotal Residential:</b>	<b>8,762</b>	<b>10,915</b>	<b>25%</b>
Commercial	1,821	3,321	82%
Industrial	4,671	8,103	73%
Open Space	734	2,293	212%
Public	341	99	-71%
Schools	457	627	37%
Airport	1,500	1,422	-5%
Landfill	209	137	-34%
Agriculture	2,939	-	-
Infrastructure	954	-	-
Right-of-ways	4,734	4,794	1%
Undeveloped	3,290	-	-
Unknown	735	-	-
Vacant buildings	198	-	-
<b>Subtotal Non-Residential:</b>	<b>22,583</b>	<b>20,796</b>	<b>-8%</b>
<b>TOTAL</b>	<b>31,345</b>	<b>31,711</b>	<b>1%</b>

Source: UWMP, p. 3-6.  
 Does not include areas within the City that are not served by OMUC.

The TOP anticipates buildout of the City by approximately 2040. As shown in Table 2-4, the land use types with the greatest increase in acreage from 2015 to buildout is planned to be in Open Space and Multifamily Residential. Conversely, the City is planning for a reduction in the area dedicated to Rural Residential, Public Facilities, Airport, and Landfill. Areas currently used by agriculture, infrastructure, undeveloped, unknown, and vacant buildings are expected to convert to other land use types. Overall, residential land uses may increase 25 percent from current, and non-residential land uses are expected to decrease moderately.

### 2.3 Project Site Land Use Assumed in the UWMP

The City’s 2015 UWMP cites the same “Existing” and “Ultimate” Land Use Maps that were used in the City’s 2012 Water Master Plan (AKM 2012), 2010 UWMP (AKM 2011), and 2010 TOP (p. 3-7). The land use designations within the Project site at the time of the 2015 UWMP and buildout assumptions are shown in Table 1-2 and Figure 5. The estimated water demand of the land uses assumed in the UWMP within the boundary of the Rich-Haven Specific Plan are detailed in **Spreadsheet 1**, using the City’s current unit water demand factors. As summarized in **Table 2-5**, using the TOP land use types shown in the land use plan that was used in the 2015 UWMP, the UWMP buildout assumptions for the residential land uses including the mid-range (not the maximum) development assumptions for the NMC East Mixed Use District (Table 1-3), the estimated total water demand for the site that was accounted for in the 2015 UWMP is 2,241 acre-feet per year.

**Table 2-5 Summary Water Demand of the Land Use Assumed in the UWMP**

	Potable Water Demand (AFY)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
Residential District	1,016	225	1,241
NMC East Mixed Use District	700	300	1,000
<b>Total</b>	<b>1,716</b>	<b>525</b>	<b>2,241</b>

Notes: AFY = acre feet per year; NMC = New Model Colony  
 Refer to Figure 5 and Spreadsheet 1.

All open space non-recreational planning areas were assumed to only have recycled water demand and no potable demand (i.e., Edison easements/parcels).

## 2.4 Project Water Demand<sup>1</sup>

The proposed Project land use summary is shown in Section 1, Tables 1-1a and 1-1b and Figure 4. The estimated total water demand of the proposed Project using the City’s current unit water demand factors for potable and recycled water is detailed in **Spreadsheet 2**. As summarized in **Table 2-6**, the estimated total water demand for the Project is 2,771 AFY.

**Table 2-6 Summary Project Water Demand**

	Potable Water Demand (AFY)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
Residential District	1,398	259	1,657
NMC East Mixed Use District	862	252	1,114
<b>Total</b>	<b>2,260</b>	<b>511</b>	<b>2,771</b>

Notes: AFY = acre feet per year; NMC = New Model Colony  
 Refer to Figure 4 and Spreadsheet 2.

All open space non-recreational areas were assumed to only have recycled water demand. Several additional assumptions had to be made that were not provided in the Project materials to estimate water demand for the Mixed Use District, as follows:

- For Mixed Use High Density Residential, the (gpd/du) water demand factors for potable and recycled were used (instead of gpd/acre) to reflect the anticipated vertical nature of the mixed use area;
- The Mixed Use Office water demand factor was used for all Mixed Use Regional Commercial areas to be conservative (instead of Mixed Use Non-Office water demand factor which is lower);
- When acreages were not provided in the Project land use plan for Regional Commercial areas in the Mixed Use District, the acreages were calculated assuming a floor-to-area (FAR) ratio of 0.70 and the given maximum building

<sup>1</sup> Rich-Haven Specific Plan Amendment No. 3.



square footage. FAR of 0.70 is the maximum allowed by the TOP for this Mixed Use District.

- No additional water demand was calculated for the Mixed Use Overlay in Planning Areas 6B and 8A, or the Edison easement in Planning Area 7B that is shown in the SPA3 land use map.

### **Conclusion**

The estimated total water demand for the Project site that was assumed in the 2015 UWMP is approximately 2,241 AFY (Table 2-5). The estimated total water demand for the proposed Project is approximately 2,771 AFY (Table 2-6). This is a total difference of 530 AFY (potable and recycled combined); therefore, although the Project was accounted for in the latest UWMP, the proposed densification of the Residential District is higher than was assumed for the water demand projections of the latest UWMP. Because the water supplier's water demand projections assumed a lower development density than that which is proposed by the Project for the same property in the Residential District, it can be deduced that the water demand for the Project was not accounted for in the most recently adopted 2015 UWMP.

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## SECTION 3 - WATER SUPPLY ANALYSIS

This section identifies the sources of potable water utilized and available to the water supplier of the proposed Project. The purpose of this section is to evaluate the water supplies that could be utilized by the proposed Project during normal, single-dry, and multiple-dry water years during a 20-year projection.

OMUC is the water supplier to the City and the proposed Project. OMUC has five sources of water supply: City wells in the Chino Groundwater Basin; treated groundwater from the Chino Desalter Authority (CDA); recycled water from Inland Empire Utilities Agency (IEUA); purchased water from San Antonio Water Company (SAWCo); and imported wholesale water from the Water Facilities Authority (WFA).

### Law

CWC Section 10910(d)(1):

*The assessment required by this section shall include an identification of any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and a description of the quantities of water received in prior years by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), under the existing water supply entitlements, water rights, or water service contracts.*

*(2) An identification of existing water supply entitlements, water rights, or water service contracts held by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), shall be demonstrated by providing information related to all of the following:*

*(A) Written contracts or other proof of entitlement to an identified water supply.*

*(B) Copies of a capital outlay program for financing the delivery of a water supply that has been adopted by the public water system.*

*(C) Federal, state, and local permits for construction of necessary infrastructure associated with delivering the water supply.*

*(D) Any necessary regulatory approvals that are required in order to be able to convey or deliver the water supply.*

### **3.1. Documenting Wholesale Water Supplies**

Many retail water suppliers in California, including OMUC, receive supplies from one or more water wholesalers. SB 610 requires the WSA to document wholesale supplies received by: 1) describing the quantities of water received from each wholesaler in prior years; 2) identifying existing entitlements, water rights, and/or water service contracts held by the City for the wholesale supply; 3) provide proof of entitlements, water rights, service contracts, relevant capital outlay programs, and construction permits for necessary infrastructure to deliver wholesale supplies, if any; and 4) regulatory approvals required to convey or deliver the wholesale supply.

#### **Wholesale Supplies Received**

OMUC receives wholesale water supplies from the WFA who purchases untreated imported water from IEUA, who in turn obtains it from The Metropolitan Water District of Southern California (MWD). WFA and IEUA are both wholesale water suppliers and IEUA is a member agency of MWD. MWD is a wholesaler and contractor for State Water Project water which MWD imports from northern California. State Water Project water is available as stipulated by DWR in response to the hydrology and environmental regulations that can change available supply.<sup>1</sup> Therefore, imported water supplies to southern California can be highly variable; in January 2014 for example, the allocation of State Water Project water to all contractors was reduced to 0 percent due to persistent drought conditions. Nonetheless, MWD has projected in its

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<sup>1</sup> DWR, *State Water Project Delivery Capability Report*, published every 2 years, as well as “Notice to State Water Project Contractors” issued as often as needed.

2015 UWMP 100 percent water supply reliability over the next 20 years (2015-2035) during average, single-dry, and multiple-dry years (MWD, pp. 2-15 to 2-17).

The amount of imported water purchased by IEUA from MWD is limited by a purchase order agreement that allows IEUA to purchase up to 93,283 acre-feet per year (AFY) at its lowest rate (Tier I) through Dec. 31, 2024 (IEUA Resolution no. 2014-12-1 located in Appendix F). Of this amount, IEUA wholesales imported water to the WFA, Cucamonga Valley Water District, and the Fontana Water Company. The purchase order agreement includes an annual minimum purchase commitment of 39,835 AFY, which is consistent with the minimum operational needs of the four water treatment plants that treat the imported water from MWD (IEUA/WFA, p. 3-10).

The WFA was formed in 1980 as a Joint Powers Authority by the cities of Chino, Chino Hills, Ontario, Upland, and Monte Vista Water District in order to construct and operate water treatment facilities for providing supplemental potable water to the member agencies. In 1985, the City established an agreement to purchase capacity in the WFA water treatment plant; a copy of which is located in Appendix G. Then, in 1988 the WFA finished construction of the Agua de Lejos Water Treatment Plant (WTP) in Upland to treat the imported water from IEUA and MWD to meet drinking water standards.

Currently, the Agua de Lejos WTP has the capacity to treat and disinfect 81 million gallons per day (mgd). Recorded flows through the Agua de Lejos WTP have ranged from 40 to 50 mgd during the peak summer months and can be as low as 9-12 mgd during winter months ([www.wfajpa.org/facilities](http://www.wfajpa.org/facilities)). As documented in WFA Ordinance No. 99-07-02 (located in Appendix H), the City owns 31.4 percent of the plant capacity of the Agua de Lejos WTP. As of 2015, that proportion is equivalent to approximately 28,451.6 AFY (UWMP, p. 6-14). As of CY 2020, OMUC can purchase up to 9,915 AF of imported supply through WFA at Tier 1 rates. Beyond that amount, OMUC could continue to purchase at Tier 2 rates. As of FY 19/20, OMUC purchased 6,513 AF of wholesale water from the WFA (OMUC 2021).

The actual and projected wholesale water supplies that are expected to be available to IEUA and WFA through 2040 are shown in **Table 3-1**.

**Table 3-1 Wholesale Water Supplies Available to IEUA and WFA (AFY)**

Imported Water	2010 <sup>(a)</sup>	2015 <sup>(b)</sup>	2020	2025	2030	2035	2040
	Actual		Projected <sup>(b)</sup>				
IEUA (raw)	54,934	58,906	69,752	69,752	69,752	69,752	69,752
WFA (potable) <sup>(c)</sup>	14,864	27,606	32,783	32,783	32,783	32,783	32,783

Note: IEUA = Inland Empire Utilities Agency; WFA = Water Facilities Authority; AFY = acre feet per year.

(a) Data for 2010 Actual from 2010 IEUA UWMP, Table 3-2; and 2010 WFA UWMP, Table 3-1.

(b) Data for 2015 Actual through 2040 Projected from IEUA and WFA 2015 UWMP, pp. 3-9 – 3-10 (Appendix C).

(c) Assumes 47 percent of IEUA’s imported supply is for WFA for all future years beginning in 2020.

IEUA and WFA jointly prepared a 2015 Regional UWMP which states the following in terms of future water supply reliability (IEUA/WFA, p. 1-1):

*The water resources management strategies detailed in this 2015 UWMP illustrate that despite past periods of extraordinary growth and prolonged drought, the region is well positioned to ensure adequate water supplies, reduce dependence on imported supplies and increase drought resilient water sources, while addressing water quality management challenges. This 2015 Regional UWMP is reflective of IEUA’s holistic water resources management strategies to prepare for future uncertainty and to ensure sufficient water resources for the region.*

To reduce dependence on imported water supplies, OMUC joined the “Dry Year Yield Storage Program,” which is described below.

**Dry Year Yield Storage Program**

The Dry Year Yield (DYY) storage program is a cooperative Conjunctive Use Program Agreement between MWD, IEUA, Chino Basin Watermaster, Three Valleys Municipal

Water District, and the Chino Basin groundwater producers (Agreement No. 49960 [DYY 2014]). Under the DYY Program, MWD can store up to 100,000 AFY of water in the Chino Groundwater Basin during wet years when surplus water is available, and to reduce imported water deliveries up to 33,000 AFY in dry, drought, or emergency periods, but not to exceed the amount of water in the MWD storage account.

The City executed an agreement with IEUA to participate in the DYY program in 2003. The DYY Agreement was amended in September 2014 to clarify storage measurement and extraction from the MWD storage account, define baseline conditions in calculations of performance targets, define procedures for variances in performance targets, revise administrative milestones, and make miscellaneous updates (refer herein to Appendix I for original agreement and amendments). The 2014 DYY amendments also provided for a minimum imported water delivery of 40,000 AFY during “call” years, establishing minimum needs for direct deliveries from MWD. As of June 30, 2020, the storage balance in the DYY account is 45,961 AF (OMUC 2021).

Participation in the DYY program obligates OMUC to reduce its use of imported water from WFA by a fixed amount, known as the “shift obligation” when MWD makes a “call” for their water stored in the Chino Basin. OMUC’s shift obligation is 8,076 AFY, which is the amount OMUC purchases from WFA during a baseline year. OMUC purchases an additional 2,000 AFY from WFA that is then sold to neighboring water supplier Jurupa Community Services District (JCSD) who does not have an imported water connection. In 2014, JCSD entered into an agreement with the City to participate in the DYY program (a copy of which is located in Appendix J). During years when MWD makes a “call” for the water in their storage account, OMUC will decrease its purchase of WFA imported water by a combined total of 10,076 AF (8,076 AF plus 2,000 AF) compared to the previous year. To meet its obligation in the DYY program during a “call” year, JCSD will deliver 2,000 AF to OMUC from the Chino Basin Desalter Authority (CDA) (assuming JCSD’s imported water baseline is 2,000 AFY) (JCSD 2014).

DYY funds from DWR local assistance grants were used for the construction of three OMUC groundwater wells (Wells 45, 46, and 47) and an ion-exchange facility located at John Galvin Park to treat water extracted from Wells 44 and 52. When MWD makes a “call” for its stored water, OMUC can operate these facilities to meet its shift obligation. MWD will then pay for the cost of operations and OMUC would pay MWD (through IEUA) the full-service water rate. OMUC can use the DYY facilities to meet its normal water demands during other periods but OMUC is responsible for the well operation and maintenance costs. (UWMP, p. 6-7)

The additional groundwater capacity provided by this program allows OMUC to increase the percentage supply used to meet peak demands and allow OMUC to be less reliant upon imported water supplies. (UWMP, p. 6-7)

### **3.2. Documenting Water Supplies**

As of the 2015 UWMP, approximately 69 percent of OMUC’s water supply came from groundwater, 20 percent from imported water, and 11 percent of supply was recycled water (UWMP, p. 6-16).

The recorded water supplies available to OMUC from 2000 to FY 2018/2019 are provided in **Table 3-2** (next page) and the projected water supplies available to OMUC from 2020-2040 are provided in **Table 3-3**. In addition, each water supply source is identified as a water supply entitlement, water right, or water service contract per SB 610 guidance. Appropriate rights to groundwater are discussed in Chapter 4 – Groundwater Analysis.



**Table 3-2 Recorded OMUC Water Supplies (AFY)**

Source	2000 <sup>(a)</sup>	2005 <sup>(b)</sup>	2010 <sup>(c)</sup>	2015 <sup>(d)</sup>	FY 19/20 <sup>(e)</sup>	Form of Right	Amount of Right
Wells	36,862	28,799	20,955	19,544	18,395	Appropriative	Varies (see Sec. 4)
Purchased							
WFA	9,258	13,406	8,923	6,413	6,513	Capacity Ownership	28,451.6 AFY (31.4% of plant capacity)
CDA	-	-	5,000	3,543	6,636	Capacity Ownership	8,533 AFY
SAWCo	-	-	-	443	565	Shareholder Entitlement	765 AFY
<b>Subtotal Potable</b>	<b>46,120</b>	<b>42,205</b>	<b>34,878</b>	<b>29,943</b>	<b>32,109</b>	--	--
Recycled	700 <sup>(f)</sup>	-	1,547	3,859 <sup>(g)</sup>	7,812 <sup>(h)</sup>	Contract	Ontario's share of sewer flows.
<b>Total Supply</b>	<b>46,820</b>	<b>42,205</b>	<b>36,425</b>	<b>33,802</b>	<b>39,921</b>	--	--

Notes: WFA = Water Facilities Authority; CDA = Chino Basin Desalter Authority; SAWCo = San Antonio Water Company; FY = fiscal year; AFY = acre-feet per year.

(a) Webb 2004, p. 21.

(b) AKM 2011, pp. 3-8 and 5-12.

(c) AKM 2011, p. 4-2.

(d) UWMP 2016, p. 6-16.

(e) OMUC 2021.

(f) Webb 2004, p. 29.

(g) Does not include recycled water for agriculture deliveries (3,349 AF).

(h) Based on the City's share of sewer flows in FY19/20, up to 12,715 AF was available for beneficial use (OMUC 2021).

**Table 3-3 Projected OMUC Water Supplies (AFY)**

Source	2020	2025	2030	2035	2040	Form of Right	Amount of Right
Wells	11,782	13,465	16,234	21,627	30,795	Appropriative	Varies (see Sec. 4)
Purchased							
WFA	10,000	11,000	13,000	15,000	17,000	Capacity ownership	28,451.6 AFY (31.4% of plant capacity)
CDA	8,533	8,533	8,533	8,533	8,533	Capacity Ownership	8,533 AFY
SAWCo	765	765	765	765	765	Shareholder entitlement	765 AFY
<b>Subtotal Potable</b>	<b>31,080</b>	<b>33,763</b>	<b>38,532</b>	<b>45,925</b>	<b>57,093</b>	--	--
Recycled	8,289	9,947	12,434	15,545	16,547	Contract	Ontario's share of sewer flows.
<b>Total Supply</b>	<b>39,369</b>	<b>43,710</b>	<b>50,966</b>	<b>61,470</b>	<b>73,640</b>	--	--

Note: AFY = acre feet per year; FY = fiscal year;  
 Source: UWMP, Table 6-9, p. 6-16.

OMUC anticipates increasing its total water supply by pursuing: 1) full utilization of OMUC's groundwater rights in the Chino Basin allowed under the Chino Basin Groundwater Adjudication Judgment (including increased groundwater recharge with stormwater and recycled water described in Section 4); 2) expanding use of recycled water; and 3) expanding use of desalter water (UWMP, p. 6-16).

### Water Supply Capacities

The capacity of each source of supply available to OMUC is provided in the 2012 *Ontario Water Master Plan* (AKM 2012), which is provided in Appendix K. The City is currently preparing an update to its Water Master Plan; because it is not yet finalized and adopted, this Assessment will use the City's 2012 Water Master Plan. The capacity of the supply system refers to the maximum production rate based on the pumps and infrastructure. For example, the capacity of groundwater wells refers to a

pumping rate based on running the pumps at full utilization, 24-hours a day, 7 days a week. Although this maximum rate of pumping is assumed in terms of comparing capacities, pumps are rarely used at more than two-thirds capacity. Knowing the system capacity is important to ensure OMUC can meet all demands imposed upon the system, specifically meeting “average day demand” and “maximum day demand.” Demand can be met with multiple supply sources, storage, or a combination of both. OMUC’s reservoirs are not discussed in this Assessment, however, they are used to regulate hourly fluctuations in demand, provide fire flow, and supplement supply during an extended outage of a source (AKM 2012, p. 9-1).

OMUC is required to meet the following water supply criterion from the California Code of Regulations: “a source of supply equal to one maximum day demand, with one average day demand from local sources (AKM 2012, p. 9-1).” As the land uses and population changes in OMUC service area, so does the average and maximum day demands. The maximum capacities of existing sources of supply available to OMUC are provided in **Table 3-4**.

**Table 3-4 Supply Capacities of Existing Sources**

Source	AFY	mgd	gpm
Existing Wells <sup>(a)</sup>	63,936	57	39,638
WFA at Aqua de Lejos WTP <sup>(b)</sup>	28,490	25.4	17,663
CDA from Chino I Desalter	1,500	1.34	930
CDA from Chino II Desalter	7,033	6.3	4,357
<b>Total Existing Capacity</b>	<b>100,959</b>	<b>90</b>	<b>62,588</b>

Note: AFY = acre-feet per year; mgd = million gallons per day; gpm = gallons per minute.

From AKM 2012, Table 9-1 (Appendix K).

(a) OMUC, 2021.

(b) Combination of maximum capacities of WFA Turnouts 1 and 2 (16 mgd and 9 mgd, respectively).

The maximum capacities of the ‘ultimate’ sources of supply available to OMUC as of projections made in 2012, are provided in **Table 3-5**.

**Table 3-5 Ultimate Capacities of Supply Sources**

Source	AFY	mgd	gpm
Existing Wells <sup>(a)</sup>	63,936	57	39,638
Future Wells <sup>(b)</sup>	36,288	32.40	22,500
<b>Subtotal</b>	<b>100,224</b>	<b>89.4</b>	<b>62,138</b>
WFA at Aqua de Lejos WTP	28,490	25.4	17,663
CDA from Chino I Desalter	1,500	1.34	930
CDA from Chino II Desalter	7,033	6.28	4,361
<b>Total</b>	<b>137,247</b>	<b>122.42</b>	<b>22,954</b>

Note: AFY = acre-feet per year; mgd = million gallons per day; gpm = gallons per minute.

From Table 9-3 of AKM, 2012 (Appendix K).

(a) OMUC, 2021.

(b) Future well capacities assumed to 2,500 gpm each. 9 wells planned.

As stated in the 2012 Ontario Water Master Plan, the existing supply capacity of the OMUC groundwater wells alone meets the water supply criterion for both average day demand under existing and ultimate conditions, as well as maximum day demand for existing conditions (AKM 2012, p. 9-2). However, under ultimate conditions the supply capacity will require additional future wells, as shown in Table 3-5 to meet the water supply criterion for maximum day demand.

### 3.3. Descriptions of All Water Supply Projects

#### City Well Production

OMUC currently owns 17 active groundwater wells in the Chino Basin (OMUC 2021). The Chino Basin is one of the largest groundwater basins in southern California, with an estimated 5 million AF,<sup>2</sup> with another 1 million AF in additional storage capacity. OMUC is planning nine new wells with seven of those wells serving Ontario Ranch with a combined additional supply capacity of 36,288 AFY (AKM 2012, p. 9-2).

<sup>2</sup> The 2020 Safe Yield Recalculation Final Report (May 15, 2020) indicates the estimated total volume of water in storage was 12.6 million AF in July 2018 (WEI 2020, p. 6-15).

In FY 19/20, OMUC pumped 18,395 AF (Table 3-2). OMUC’s existing pumping capacity is approximately 63,936 AFY (Table 3-4). The recorded extractions from OMUC wells between 2011 and 2015 are shown in **Table 3-6**.

**Table 3-6 Recorded Groundwater Production, 2011-2015 (AFY)**

Supply	2011	2012	2013	2014	2015
City wells in Chino Basin	20,442	20,226	19,967	20,274	19,544

Note: AFY = acre feet per year  
 From UWMP, p. 6-5 (Appendix A).

As of 2015, approximately 58 percent of OMUC water supply came from groundwater pumped by its own wells in the Chino Basin. OMUC strives to maximize local water supplies and minimize the need for imported water from other regions (UWMP, p. 7-1). A thorough description of the City’s groundwater rights pursuant to SB 610 guidance is provided in Section 4 – Groundwater Analysis.

**Chino Basin Desalter Authority (CDA) Groundwater Production**

OMUC is a member of the CDA, a joint exercise of powers agency created on September 25, 2001, along with JCSD, Santa Ana River Water Company, IEUA and the cities of Chino, Chino Hills, and Norco. Western Municipal Water District joined CDA on April 2, 2009. The goals of the CDA are:

- Achieve hydraulic control of the Chino Basin to prevent contaminated Chino Basin groundwater from entering Santa Ana River;
- Remove contamination (primarily nitrates, as well as TCE, PCE, and TCP) from groundwater in the southern portion of the Chino Basin; and
- Deliver the treated water to member agencies to offset the need for imported water.

CDA provides high-quality drinking water from two desalters (salt removers) that are anticipated to treat approximately 35,200 AFY of Chino Basin groundwater in 2020 and thereafter. This water is then sold to CDA members through “take or pay” contracts. The Chino I Desalter, located at 6905 Kimball Avenue in Chino, was completed in 2000 and expanded in August 2005 to its current rated capacity of 15,906 AFY (14.2 mgd). However, the Chino I Desalter cannot provide this rated capacity due to the high total dissolved solids (TDS) in the raw groundwater supply. The Chino II Desalter was completed in 2006 and is located at 11202 Harrel Street in the City of Jurupa Valley. The current rated capacity of Chino II Desalter is 11,201 AFY (10 mgd) and permitted capacity is 16,802 AFY (15 mgd), including 5,600 AFY (5 mgd) raw water bypass. However, the Chino II Desalter has not achieved the permitted capacity as a result of insufficient raw water supply. CDA is currently expanding the Chino II Desalter to a rated capacity of 25,427 AFY (22.7 mgd). (UWMP, p. 6-15)

Although Chino Desalter I capacity will not be increased, additional raw water capacity will be provided by five new CDA wells in the Chino Creek Well Field. All five wells have been drilled and equipped.

In FY 19/20, OMUC purchased approximately 6,636 AF from CDA (Table 3-2). As shown in Table 3-3, the water supply from CDA to OMUC is projected to stabilize at 8,533 AFY by 2020, which would be roughly 12 percent of the total 2040 water supply portfolio for OMUC. The City’s capacity rights to CDA are described in Section 4 – Groundwater Analysis.

### **Inland Empire Utilities Agency (IEUA) Recycled Water Supply:**

Recycled water is provided to OMUC from IEUA, which treats the City’s wastewater at its four regional wastewater reclamation plants. OMUC has been using recycled water produced by IEUA since 1972. Currently, recycled water is used in the City for agricultural irrigation, landscape irrigation, golf course irrigation and industrial purposes.

OMUC is entitled to the recycled water generated from the City’s share of sewer flows. In FY 19/20, this amount was 12,715 AF (OMUC 2021). In FY 19/20, 7,812 AF of recycled water was purchased by OMUC for direct use (Table 3-2). This represents roughly 60 percent utilization of recycled water supply available to OMUC in FY 19/20. Recorded and projected supplies of recycled water available to OMUC are listed in **Table 3-7**.

**Table 3-7 Recorded and Future Recycled Water Supply (AFY)**

Beneficial Use Type	2015	2020	2025	2030	2035	2040
Agricultural irrigation	3,349	2,177	1,372	1,118	529	295
Landscape irrigation	2,330	4,195	6,174	8,297	11,491	14,575
Golf course irrigation	540	600	615	570	700	720
Industrial use	989	957	957	957	957	957
<b>Total</b>	<b>7,208<sup>a</sup></b>	<b>7,929</b>	<b>9,118</b>	<b>10,942</b>	<b>13,677</b>	<b>16,547</b>

Note: AFY = acre feet per year  
 From UWMP, p. 6-10 (Appendix A).  
 (a) Supply available for use in 2015 was 12,131 AF.

Over the next 20 years, landscape irrigation is projected to have the greatest increase in demand for recycled water within the OMUC service area. Agricultural properties are expected to convert to more urban land uses, while supplies to golf courses and industrial uses are expected to remain relatively stable. (UWMP, p. 6-12)

IEUA has prepared several recycled water studies, plans, and strategy documents to bring a regional recycled water delivery system to fruition. OMUC updated their Recycled Water Master Plan in 2012 (located in Appendix L) to fully coordinate with IEUA’s recycled water planning efforts. OMUC is currently updating their 2012 Recycled Water Master Plan.

### **San Antonio Water Company (SAWCo) Potable Water Supply**

SAWCo is a mutual water company and corporation located in Upland. SAWCo has provided water service to its active shareholders for over 130 years. Although SAWCo does not technically meet the threshold as a retailer or wholesale water agency that needs to prepare an UWMP, they have done so nonetheless in 2015; albeit modified from the State's format (SAWCo 2016).

SAWCo supplies water based on entitlement only, which is based on the number of shares held. The number of shares is finite and considered a commodity that can be divided or sold. The "entire water of the company" and the current entitlement for 2015 is equivalent to 11,552 AFY, which distributed among the 6,389 shares. The volume per share is variable. SAWCo has therefore determined, "...water use projections related to population growth and density, land use, zoning, development, and other typical indicators have no bearing on supply" (SAWCo 2016, p. 11). Notably, SAWCo expects to reduce entitlement in the future to 9,819 AFY based on supply trends and uses this amount for their water supply projections (SAWCo 2016, p. 36).

The City owns 295 shares of SAWCo, which equates to a current entitlement of 765 AFY of potable water to OMUC (UWMP, p. 6-8). In FY 19/20, OMUC received an actual volume of 565 AF (Table 3-2). OMUC has forecasted that future available supplies will be 765 AFY from 2020 to 2040 (Table 3-3). The City receives water from SAWCo indirectly through a connection made in 2015 from SAWCo to the WFA.

SAWCo water supplies are a mixture of surface water from San Antonio Creek, groundwater from the San Antonio Tunnel and three groundwater basins: Chino Basin, Cucamonga Basin and Six Basins (SAWCo 2016, p. 22). No new sources of supply are anticipated to be developed by SAWCo over the planning horizon. Actual and projected water productions (assuming water produced equals water demand) estimated by SAWCo are shown in **Table 3-8**.



**Table 3-8 Recorded and Future SAWCo Water Supply (AFY)**

Source	2015	2020	2025	2030	2035
Chino Basin	1,143.84	1,232.00	1,232.00	1,232.00	1,232.00
Cucamonga Basin	4,427.94	4,500.00	4,500.00	4,500.00	4,500.00
Six Basin	738.02	945.62	945.62	945.62	945.62
San Antonio Tunnel	696.80	949.52	949.52	949.52	949.52
<b>Groundwater Sub-total</b>	<b>7,006.60</b>	<b>7,627.14</b>	<b>7,627.14</b>	<b>7,627.14</b>	<b>7,627.14</b>
Surface Water (San Antonio Creek)	2,024.01	1,962.88	1,962.88	1,962.88	1,962.88
<b>Total</b>	<b>9,030.61</b>	<b>9,590.02</b>	<b>9,590.02</b>	<b>9,590.02</b>	<b>9,590.02</b>

Note: AFY = acre feet per year  
 From SAWCo 2016, Table 9, p. 22.

In terms of future reliability, SAWCo has stated the following in its 2015 UWMP (p. 32): “SAWCo has sufficient supplies to meet all obligations to its shareholders through the planning horizon.” In addition, SAWCo has future transfer and exchange projects planned to mutually benefit certain shareholders during an emergency, including OMUC. The exact location, capacity and implementation schedule of these interconnections are under review (SAWCo 2016, p. 35).

### 3.4 Documenting Normal Year Water Supply and Demand

OMUC has assumed in its UWMP that customer water demand and available water supply are equal during “normal” precipitation years. However, OMUC has documented more than 100 percent of supply available during normal years, a single-dry year, and multiple-dry years according to Table 7-1 in the 2015 UWMP (Appendix A).

The normal year water supplies available to OMUC, as well as the normal year water demand projections are compared in **Table 3-9**. OMUC has estimated that sufficient supply will be available during any normal year occurring between 2020 and 2040.

**Table 3-9 OMUC Projected Normal Year Supply and Demand (AFY)**

	2020	2025	2030	2035	2040
Supply	39,369	43,710	50,966	61,470	73,640
Demand	39,369	43,710	50,966	61,470	73,640
Difference	0	0	0	0	0

Note: AFY = acre feet per year  
 From UWMP, Table 7-2 (Appendix A).

### 3.5 Documenting Dry Year Water Supply and Demand

The following assumptions are made in OMUC’s 2015 UWMP to estimate future water supplies and demands during a single dry year (p. 7-5):

- *The provisions of a Stage 1 water shortage will be implemented, and customers will be subjected to a 10 percent consumption reduction.*
- *The supply of recycled water will be the same as in normal years and dry years.*
- *The reduction in WFA imported water supplies (equal to the shift obligation of 8,076 AFY) will be compensated by the extra groundwater production from the designated DYY wells during dry years. The DYY Program will expire in 2028 (unless renewed or replaced).*
- *The groundwater supply will be the same as in a normal year. The City has rights, storage and leases and can also purchase replenishment water.<sup>3</sup>*
- *Water losses have been included in the potable water demands as 7 percent of the annual demand.*

<sup>3</sup> Replenishment water, which is obtained by the Chino Basin Watermaster on behalf of all parties, can consist of reclaimed water, State water, and local supplies.

OMUC has determined that surplus water supplies will be available during a single dry year occurring anytime from 2020 to 2040, as shown in **Table 3-10**.

**Table 3-10 OMUC Projected Single Dry Year Supply and Demand (AFY)**

	2020	2025	2030	2035	2040
Supply	39,369	43,710	50,966	61,470	73,640
Demand	35,432	39,339	45,869	55,323	66,276
Difference	<b>+3,937</b>	<b>+4,371</b>	<b>+5,097</b>	<b>+6,147</b>	<b>+7,364</b>

Note: AFY = acre feet per year  
 From UWMP, Table 7-3 (Appendix A).

### 3.6 Documenting Multiple Dry Year Supply and Demand

OMUC has made the following assumptions in its UWMP to estimate future water supplies and demands during a three-year drought (UWMP, p. 7-6):

- *The first dry year is like a single dry year, in which customers voluntarily reduce consumption by 10 percent.*
- *The second dry year is considered a Stage 2 water shortage, and a 15 percent reduction in consumption is made mandatory. This will be imposed at the City Council’s discretion.*
- *The third dry year is considered a Stage 3 water shortage, and a minimum of 20 percent consumption reduction is required. This will be imposed at the City Council’s discretion.*
- *The supply of recycled water will be the same in normal years and dry years.*
- *The reduction in WFA supplies (8,076 AFY) will be compensated by extra groundwater production from the designated DYY wells during dry years. The DYY will expire in 2025 (unless renewed or replaced).*
- *The groundwater supply will be the same as in a normal year. The City has rights, storage and leases. The City can also purchase replenishment water.*

- *Water losses have been included in the potable water demands as 7 percent of the annual demand.*

OMUC has projected that surplus water supplies will be available during each year of a three-year drought that could occur anytime from 2020 to 2040, as shown in **Table 3-11**.

**Table 3-11 OMUC Projected Multiple Dry Year Supply and Demand (AFY)**

		2020	2025	2030	2035	2040
First Year	Supply	39,369	43,710	50,966	61,470	73,640
	Demand	35,432	39,339	45,869	55,323	66,276
	Difference	<b>+3,937</b>	<b>+4,371</b>	<b>+5,097</b>	<b>+6,147</b>	<b>+7,364</b>
Second Year	Supply	39,369	43,710	50,966	61,470	73,640
	Demand	33,464	37,154	43,321	52,250	62,594
	Difference	<b>+5,905</b>	<b>+6,557</b>	<b>+7,645</b>	<b>+9,221</b>	<b>+11,046</b>
Third Year	Supply	39,369	43,710	50,966	61,470	73,640
	Demand	31,495	34,968	40,773	49,176	58,192
	Difference	<b>+7,874</b>	<b>+8,742</b>	<b>+10,193</b>	<b>+12,294</b>	<b>+14,728</b>

Note: AFY = acre-feet per year  
 From UWMP, Table 7-4 (Appendix A).

### 3.7 Comparison of Available Water Supply and Demand

CWC section 10910 (c)(3) states: *If the projected water demand associated with the proposed project was not accounted for in the most recently adopted UWMP...the water assessment for the project shall include a discussion with regard to whether the public water system’s total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system’s existing and planned future uses, including agricultural and manufacturing uses.*

As described in Section 2, the annual total water demand for the proposed Project is estimated at 2,771 AFY and the total water demand estimated by the previously planned land use of the same area is 2,241 AFY (Tables 2-5 and 2-6). This increase of 530 AFY reflects a decrease as a result of the Project of -14 AFY recycled water demand and an increase of +544 AFY of potable water demand for the Project site that was not accounted for in the 2015 UWMP.

As shown in Table 3-3 and Table 3-9, the future water supplies available to OMUC do not exceed the future ultimate water demand. Further, the future water demands in the 2015 UWMP did not consider the increase in potable water demand from the proposed Project. However, the increased water demand of the Project is just 0.7 percent of the citywide ultimate 2040 water demand/water supply as estimated by the 2015 UWMP (i.e., 73,640 AFY). Notably, OMUC can purchase up to 9,915 AFY of imported supply through WFA at Tier 1 rates. Beyond that amount, OMUC could continue to purchase at Tier 2 rates. In FY 19/20, OMUC purchased about 6,513 AF from the WFA plant (Agua de Lejos WTP), which is well within their capacity rights of 28,451.6 AFY. There is ample availability for OMUC to purchase additional imported water from the WFA that is within their rights to meet the needs of the proposed Project.

With the signing of AB 1668 and SB 606, the state has set an Indoor Residential Standard of 55 gallons per capita per day (GPCD) which will decrease to 50 GPCD by 2030 (CWC section 10609.4(a)). The per person unit water use factors used by the City are based on a minimum of 60 gpd/person; therefore, a per-person savings of at least 5 gallons per day of indoor residential potable water use would be achieved. Assuming an ultimate citywide residential population of 372,392 persons<sup>4</sup> and water conservation efforts of at least 5 GPCD over the entire City, approximately 2,085 AFY of water could be conserved. This savings would more than cover the increased and unplanned potable water demand of the proposed Project.

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<sup>4</sup> From *The Ontario Plan Approved Land Use Buildout Estimate (Modified)*, UWMP Appendix B p. 5.

Agricultural properties within OMUC service area are expected to convert to urban land uses, which is consistent with ongoing trends in the City. Most agricultural operations in the City are on private wells and/or use recycled water. As shown in Table 3-7, recycled water deliveries for agricultural irrigation are projected to decrease roughly 91 percent over the next 20 years. Further, industrial land uses (which may include some manufacturing uses) are the second most common type in the City (Table 2-2) and they are planned by the City General Plan to increase (Table 2-3).

Table 3-10 and Table 3-11 show that OMUC projects surplus water supplies available during single-dry and multiple-dry years in volumes sufficient enough to meet the demand of the proposed Project over the next 20 years. Section 4 will describe the supply available to OMUC through rights held to Chino Basin groundwater that are greater than the amount currently extracted. OMUC can also bank water and pump in excess of their rights in the Chino Basin with payment of a replenishment fee.

In conclusion, based on the information provided in the 2015 UWMP and updated information provided by OMUC for this Assessment, the City has sufficient water supplies to meet the demand of the Project by purchasing additional water from WFA, and by using existing groundwater supplies and pumping capacities that are more than adequate to meet the additional water demands of the proposed Project during normal, single-dry, and multiple-dry water years including future agricultural and manufacturing uses. With the implementation of water conservation efforts, OMUC will further ensure its ability to provide sufficient supply for the proposed Project. Section 4 will discuss the City's water rights in light of this water supply and capacity analysis.

## SECTION 4 - GROUNDWATER ANALYSIS

SB 610 requires specific groundwater information to be included in the WSA if groundwater will be a source of water for the proposed project. As discussed in Section 3, groundwater is one of the sources of supply for OMUC and therefore part of the water supply for the proposed Project.

### Law

CWC Section 10910 (f):

*If a water supply for a proposed project includes groundwater, the following additional information shall be included in the water supply assessment:*

*(1) A review of any information contained in the urban water management plan relevant to the identified water supply for the proposed project.*

*(2) A description of any groundwater basin or basins from which the proposed project will be supplied. For those basins for which a court or the board has adjudicated the rights to pump groundwater, a copy of the order or decree adopted by the court or the board and a description of the amount of groundwater the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has the legal right to pump under the order or decree. For basins that have not been adjudicated, information as to whether the department has identified the basin or basins as over drafted or has projected that the basin will become over drafted if present management conditions continue, in the most current bulletin of the department that characterizes the condition of the groundwater basin, and a detailed description by the public water system or the city or county if either is required to comply with this part pursuant to subdivision (b), of the efforts being undertaken in the basin or basins to eliminate the long-term overdraft condition.*

(3) *A detailed description and analysis of the amount and location of groundwater pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), for the past five years from any groundwater basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.*

(4) *A detailed description and analysis of the amount and location of groundwater that is projected to be pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), from any basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.*

(5) *An analysis of the sufficiency of the groundwater from the basin or basins from which the proposed project will be supplied to meet the projected water demand associated with the proposed project. A water supply assessment shall not be required to include the information required by this paragraph if the public water system determines, as part of the review required by paragraph (1), that the sufficiency of groundwater necessary to meet the initial and projected water demand associated with the project was addressed in the description and analysis required by paragraph (4) of subdivision (b) of Section 10631.*

#### **4.1 Review of Urban Water Management Plan (CWC Section 10910(f)(1))**

The City's 2015 UWMP, prepared by AKM on behalf of the City of Ontario (OMUC) was adopted by City Council Resolution 2016-072 on June 21, 2016 (located in Appendix A). The UWMP includes information relevant to the identified water supply for the proposed Project and is incorporated herein. Relevant information includes: 1) current and projected water demands (*System Water Use*) through year 2040; 2) a description of the Chino Groundwater Basin (*System Supplies*); 3) the reliability of the water supply, projected supply and demand comparisons, and water shortage plans (*Water Supply*



*Reliability and Water Shortage Contingency Planning*); and 4) water demand management efforts (*Demand Management Measures*).<sup>1</sup>

The 2015 UWMP contains a Technical Memorandum that describes how the City's land use designations from the General Plan (TOP) were used to calculate future water demand by buildout in approximately 2040. The methods and calculations of the ultimate citywide water demand estimate are in Appendix B of the 2015 UWMP.

#### **4.2 Groundwater Basin Descriptions (CWC Section 10910(f)(2))**

The Chino Groundwater Basin is the direct source of groundwater for OMUC. Although water supplied to OMUC from SAWCo may include a combination of groundwater from other basins (i.e., San Antonio Tunnel, Cucamonga Basin, and Six Basins), the amount is minimal and the basins are described in the 2015 SAWCo UWMP (located in Appendix E).

##### **Chino Groundwater Basin Description**

The Chino Basin covers approximately 235 square miles in the upper Santa Ana River Watershed, and underlies parts of Los Angeles, San Bernardino, and Riverside Counties. The state Department of Water Resources (DWR) identifies the Chino Basin as Basin No. 8-002.01, which is a sub-basin of the Upper Santa Ana Valley (Bulletin 118).<sup>2</sup> It is estimated the Chino Basin has approximately 5 million AF of water in storage, and an estimated 1 million AF of additional unused storage capacity (UWMP, p. 6-2).<sup>3</sup> While still considered a single basin for hydrologic purposes, the Chino Basin is divided into five management zones based on similar hydrologic conditions.

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<sup>1</sup> Words and phrases italicized parenthetically are in reference to chapters so titled in the 2015 UWMP.

<sup>2</sup> DWR collects, summarizes, and evaluates groundwater data in the "Bulletin 118" series, which present the results of basin evaluations and defines the boundaries of California's 515 alluvial groundwater basins. An update was provided in 2016. In Bulletin 118, DWR identifies each basin and sub-basin with a number code.

<sup>3</sup> The 2020 *Safe Yield Recalculation Final Report* (May 15, 2020) indicates the estimated total volume of water in storage was 12.6 million AF in July 2018 (WEI 2020, p. 6-15).

Geographically speaking, the City is located in the approximate center of the Chino Basin. DWR Bulletin 118 (updated 03/05/18) describes the Chino Basin as follows:

*The Chino Basin is bound on the northwest by the San Jose fault, on the north by the Cucamonga fault and impermeable rocks of the San Gabriel Mountains, and on the east by the Rialto-Colton fault. The basin is bound on the southeast by the Jurupa Mountains, Pedley Hills, La Sierra Hills, and the approximate location of the Santa Ana River. The Chino fault and impermeable rocks of the Chino Hills and Puente Hills bound the southwest side of the basin. In some areas, the basin boundary coincides with the Chino Basin (1978) groundwater adjudication boundary.*

The Chino Basin is an adjudicated basin and has been extensively studied by the court-appointed Chino Basin Watermaster (CBWM), with reports available at [www.cbwm.org](http://www.cbwm.org). The following is an excerpt that describes the Chino Basin geology from the Chino Basin Watermaster's management plan called the "Optimum Basin Management Program" or "OBMP" (1999, p. 2-2):

*Chino Basin was formed when eroded sediments from the San Gabriel Mountains, the Chino Hills, Puente Hills, and the San Bernardino Mountains filled a structural depression. The bottom of the Basin – the effective base of the freshwater aquifer – consists of impermeable sedimentary and igneous rocks. The base of the aquifer is overlain by older alluvium of the Pleistocene period followed by younger alluvium of the Holocene period. The younger alluvium varies in thickness from over 100 feet near the mountains to a just few feet, south of Interstate 10 and generally covers most of the north half of the Basin in undisturbed areas. The younger alluvium is not saturated and thus does not yield water directly to wells. Water percolates readily in the younger alluvium and most of the large spreading basins are located in the younger alluvium. The older alluvium varies in thickness from about 200 feet thick near the*

*southwestern end of the Basin to over 1,100 feet thick southwest of Fontana, and averages about 500 feet throughout the Basin.*

### **Legal Right to Pump from the Chino Basin**

Water rights to the Chino Basin were adjudicated by the Superior Court of the State of California for the County of San Bernardino in 1978 (a copy of the Judgment and amendments thereto are provided in Appendix M). The court's Judgment declared the safe yield of the Chino Basin at 140,000 acre-feet per year (AFY).<sup>4</sup> Withdrawal in excess of safe yield is termed overdraft. The Chino Basin Watermaster may determine that the operating safe yield (OSY) can be higher from year-to-year depending on factors including favorable precipitation and management efforts that maximize the beneficial use of the groundwater Basin.<sup>5</sup> The Chino Basin Watermaster has undertaken a safe yield redetermination. In July 2020, the court ordered that the safe yield be reduced by 3% and reset to 131,000 AFY for the period of July 1, 2020 to June 30, 2030. The court previously reset the safe yield from its initial 140,000 AFY to 135,000 AFY in 2017 for the period of 2010 to 2020.

The Chino Basin Watermaster is comprised of three stakeholder groups (or "pools"): Overlying Agricultural Pool Committee (representing dairymen, farmers, and the State of California); the Overlying Non-Agricultural Pool Committee (representing businesses and industries); and the Appropriative Pool Committee (representing local cities, public water districts and private water companies). The Chino Basin Watermaster carries out the provisions of the Judgment including monitoring of the Chino Basin and files an annual report on pumping and replenishment.

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<sup>4</sup> Judgment (1978) defines Safe Yield as, "The long-term average annual quantity of groundwater (excluding replenishment or stored water but including return flow to the Basin from use of replenishment or stored water), which can be produced from the basin under cultural conditions of a particular year without causing an undesirable result."

<sup>5</sup> Judgment (1978) defines Operating Safe Yield (OSY) as, "The annual amount of groundwater which Watermaster shall determine, pursuant to criteria specified in Exhibit "I", can be produced from Chino Basin by the Appropriative Pool parties free of replenishment obligation under the physical solution herein."

The City is a member of both the Overlying Non-Agricultural Pool and the Appropriative Pool. The Judgment allocates a portion of the safe yield to the Overlying Non-Agricultural Pool and a portion of the OSY to the Appropriative Pool. Pursuant to the Judgment, the City has appropriative rights to 20.742 percent of the OSY allocated to the Appropriative Pool. The City has gained 53.338 percent of the safe yield assigned to the Overlying Non-Agricultural Pool. The assigned share of the safe yield and OSY change depending on the safe yield set by the court.

The Judgment allocates safe yield of the Chino Basin according to the three pools as described above (Appendix M, Paragraph 13). The members of each pool are then enjoined from producing water from the Chino Basin in excess of such allocated amount "except pursuant to the provisions of the Physical Solution" (Appendix M, Paragraph 13(a)-(c)).

The Physical Solution of the Judgment is described in broad terms by Paragraphs 39 through 57 of the Judgment. Paragraph 45 provides the Chino Basin Watermaster with the authority to levy and collect assessments for the purchase of water necessary to balance the production by any party in excess of that party's allocated share of safe yield of the Chino Basin. Paragraphs 49 and 50 then describe the sources of water which are authorized to function as sources of replenishment water and methods by which water can be replenished to the Chino Basin. Exhibit H, Paragraph 7, of the Judgment describes the way in which costs for replenishment water will spread among the members of the Appropriative Pool.

The afore-cited paragraphs of the Judgment evince a clear expectation that parties, including the City/OMUC, would produce water in excess of their adjudicated production rights. The injunction in Paragraph 13 of the Judgment should thus be interpreted to mean that parties are enjoined from producing water in excess of their adjudicated rights except to the extent that they will pay a replenishment assessment.

The ability to produce water from the Chino Basin is accordingly not a matter of availability, as contemplated and sanctioned by the Judgment for the reasons

discussed above, but rather a matter of cost. Water produced in excess of production rights will cost more than water produced within a party's production rights. Thus, the quantity and reliability of groundwater supplies under the Judgment for purposes of this Assessment is a matter of cost of the water produced from the Chino Basin rather than limitations on production which may otherwise operate to reduce the sufficiency of the groundwater supply.

In addition to the water supplies described in Section 3, OMUC has rights to groundwater held in the Chino Basin as described below (UWMP section 6.1.4) and in **Table 4-1** (next page):

- **Appropriative Right.** The City has appropriative rights to 20.742 percent of the OSY allocated to the Appropriative Pool. As of FY 19/20, the OSY is 44,834 AF; therefore, the City's assigned share is 9,299.5 AF. To supplement the 2017 decrease in safe yield, the City currently receives an additional 1,037 AFY transferred from unproduced Agricultural Pool rights ("Safe Yield Reduction").
- **Overlying Non-Agricultural Right.** The City has purchased and has rights to 53.338 percent of the safe yield assigned to the Overlying Non-Agricultural Pool, which is currently 7,350.3 AFY. As of FY 19/20, the City's assigned share is 3,921 AF.
- **Land Use Conversions.** The City gains rights to additional Chino Basin groundwater as a result of land use conversions from agricultural to non-agricultural uses. This is expected to increase from development of Ontario Ranch; the total of which is adjusted annually by the Watermaster. As of FY 19/20, the City received 4,254 AF from land use conversions.
- **Annual Early Transfers.** The Chino Basin Watermaster can approve an "Early Transfer" of water to the Appropriative Pool equal to the quantity of water not produced by the Overlying Agricultural Pool that is remaining after all land use

conversions are satisfied, pursuant to the Peace Agreement.<sup>6</sup> The Early Transfer Water is annually allocated among the Appropriative Pool members in accordance with their pro-rata share of the initial Safe Yield. For the City, this is 20.74 percent of the “early transfer” water that the Watermaster may transfer from the Overlying Agricultural Pool. The amount available for transfer changes from year to year but is projected to increase. In FY 19/20, the City received 5,178 AFY as its share of Early Transfer (CBWM 2020).

- **Groundwater Recharge Credits.** The City is entitled to water rights due groundwater recharge with stormwater and recycled water in the Chino Basin. The credited amount is based on the volume recharged and therefore varies annually but is projected to increase over time. In FY 2018/2019, 2,544 AF of recycled water was recharged for the City. In FY 19/20, no recharge was credited to the City (OMUC 2021).
- **Fontana Recycled Water Rights.** The City has a long-term contract to purchase up to 3,000 AFY of recharged recycled water rights from the City of Fontana (a copy of which is located in Appendix N). The City of Fontana does not operate a water system. The amount purchased by OMUC each year will vary. In FY 2018/2019, the City purchased 2,157 AF of Fontana’s recycled water entitlement. In FY 19/20, no recharged water rights were purchased (OMUC 2021).
- **Groundwater Storage Accounts.** The City has rights to store water in the Chino Basin (Appropriative and Overlying Non-Agricultural) and has been increasing its various storage accounts in recent years. The City holds water in

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<sup>6</sup> In 2007, the parties to the Chino Basin Judgement approved the “Peace Agreement” which is a set of measures proposed by Chino Basin Watermaster to supplement the OBMP Implementation Plan. Focus for the measures were placed on achieving hydraulic control (reduction of groundwater discharge from the Chino North Management Zone to the Santa Ana River). To achieve hydraulic control, re-operation (controlled overdraft) of the groundwater basin is proposed. Strategically placed wells would be constructed in the basin and the groundwater would be pumped to the Desalter to improve the long-term reliability of the basin.

both local storage accounts and supplemental accounts. Local storage accounts hold un-pumped OSY groundwater rights and stormwater that has been recharged into the Chino Basin. Supplemental accounts hold both imported water and recycled water that has been recharged into the Chino Basin. As of June 30, 2020, the City has 96,544 AF in storage pursuant to Appropriative rights and 3,461 AF in storage pursuant to Overlying Non-Agricultural rights (CBWM 2020).

**Table 4-1 Ontario Groundwater Rights Summary**

Right	Current FY 2019-2020	Future	Notes
Appropriative Pool	9,299.5 (20.742% of OSY)	8,470 (20.742% of OSY)	OSY determined by Watermaster.
Overlying Non-Agricultural Pool	3,921 (53.338% of SY)	At least 3,921 (53.338% of SY)	Current annual production right is 7,447.2 AF with carryover. Actual production was 1,552.7 AF.
Safe Yield Reduction	1,037	Varies	
Land Use Conversions	4,254	16,602	Varies annually.
Annual Early Transfer	5,178	20.742% of Early Transfer	Subject to change by Overlying Ag. Pool level of demand.
Groundwater Recharge Credits	0	9,600 (in 2035)	Based on volume of stormwater and/or recycled water recharged.
Fontana Recycled Water Rights	0	At least 3,000	Contract to purchase.
<b>Subtotal (AFY)</b>	<b>23,689.5</b>	<b>±41,593</b>	
SAWCo	600 (295 shares)	At least 765	Entitlement. Volume per share subject to change.
<b>Total (AFY)</b>	<b>24,289.5</b>	<b>±42,358</b>	
Groundwater Storage Accounts	39,261 (Excess Carry Over)	Varies (Excess Carry Over)	Dependent on annual availability of un-pumped OSY water, stormwater, imported water, and recycled water.
	57,283 (Local Supplemental)	Varies (Local Supplemental)	
<b>Total Storage (AF)</b>	<b>96,544</b>	<b>±85,000</b>	

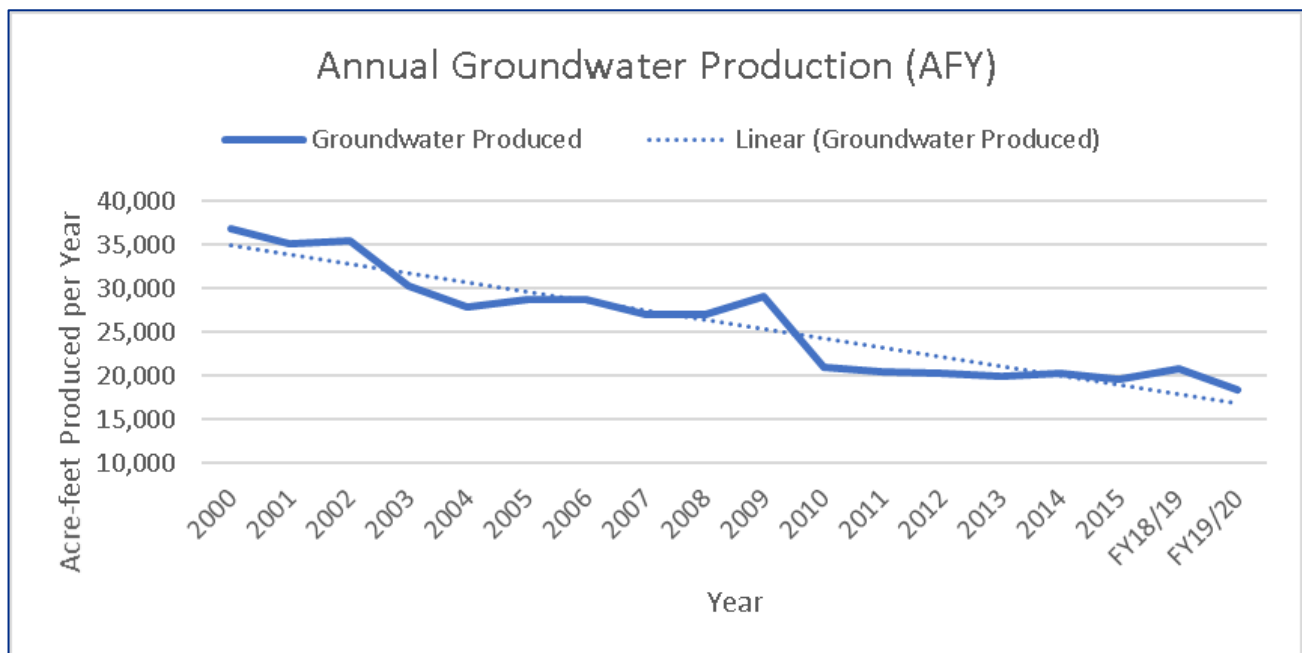
Note: AF = acre-feet; AFY = acre-feet per year; OSY = operating safe yield; SY = safe yield.

Source: CBWM 2020, pp. 4.1, 11.1, 12, 12.1, 16.1,

**4.3. Recorded Use of Groundwater by City of Ontario (CWC Section 10910 (f)(3))**

The City's groundwater supply currently comes from 17 active groundwater wells located throughout the OMUC service area within the Chino Basin. As of FY 19/20, OMUC produced 18,395 AF from the basin (CBWM 2020, p. 20.1). The recorded groundwater production has generally decreased from 36,842 AFY in 2000, as shown in

**Chart 4-1.**



*Chart 4-1 - Annual OMUC Groundwater Production, 2000 - FY19/20, (AFY)  
 (Sources: 2000-2009 from the 2012 Ontario Water Master Plan (Appendix K); 2010-2015 from City of Ontario's annual production reports and 2015 UWMP (Appendix A); FY 18/19 from CBWM, 2019, p. 9.1, FY 19/20 from CBWM, 2020, p. 20.1.*

**4.4. Projected Use of Groundwater by the City of Ontario (CWC Section 10910(f)(4))**

The proposed Project will receive water from a combination of the City's groundwater wells, imported water from WFA, treated groundwater from CDA, and recycled water from IEUA.



Projected groundwater use by OMUC will continue as noted in Table 3-3. The use of groundwater will continue to be dependent upon the cost of extracting, treating, and transporting the water to customers. Groundwater from the Chino Basin will be utilized by OMUC either directly by pumping into its distribution system or by treating the groundwater (Wells 44 and 52) at the John Galvin Ion Exchange Plant and then pumping the treated groundwater into the City distribution system. The current and ultimate production capacity of OMUC wells is sufficient to meet current and ultimate demand (Table 3-4).

As shown in Table 4-1, the amount of water that OMUC expects to withdraw from the Chino Basin is well within appropriate right pursuant to the Chino Basin Adjudication of 1978 (Appendix M). In addition to its well production, OMUC will also purchase treated Chino Basin groundwater from CDA. OMUC has 1,500 AFY capacity rights in the Chino I Desalter and 7,033 AFY capacity rights in the Chino II Desalter. Projected use of groundwater via CDA is projected to remain at no more than 8,533 AFY.

#### **4.5. Sufficiency of Groundwater Basin (CWC Section 10910(f)(5))**

The City's legal right to pump water in an amount necessary to meet all demands as sanctioned and protected by the Judgment as discussed above, is buttressed by several programs and projects directed at ensuring the sufficiency of groundwater supplies from the Chino Basin, particularly during dry years. An adjudicated water right has perhaps the most substantial indicia of reliability of any water right that currently exists in California. An adjudicated right is based upon long-term studies whose purpose it is to protect the long-term functionality of the water source. These rights are coordinated in an established and binding manner with all the other users of the Chino Basin and are overseen by Chino Basin Watermaster which has the authority to mandate and proscribe activities whose purpose is to protect the water source and maximize its long-term beneficial use.

All Chino Basin Watermaster processes are governed by Rules and Regulations and receive active oversight from the Court which, as noted above, retains continuing

jurisdiction over the administration of the Judgment. Consequently, the sufficiency of the groundwater is not only directed by rigorous Chino Basin Watermaster management processes but validated and ensured by continuing Court oversight.

The OBMP for the Chino Basin has guided the Chino Basin Watermaster's activities since its adoption in 1998. Chino Basin Watermaster-led basin management activities to ensure the maximization of safe yield and OSY of the Chino Basin include objectives, projects, and programs identified in the Peace Agreement and the OBMP. Progress is reported in annual reports, biennial and triennial reports. The key programs include:

- 1) a comprehensive monitoring program;
- 2) a comprehensive recharge program;
- 3) development and implementation of a water supply plan for impaired areas of the Chino Basin;
- 4) development and implementation of a comprehensive groundwater management plan for Management Zone 1;
- 5) development and implementation of a regional supplemental water program;
- 6) development and implementation of cooperative programs with the California Regional Water Quality Control Board – Santa Ana Region and other agencies to improve Basin management;
- 7) development and implementation of a salt management program;
- 8) development and implementation of a groundwater storage program; and
- 9) development and implementation of storage and recovery programs.

As stated, the referenced elements of the OBMP collectively comprise a comprehensive regimen directed to ensuring and maximizing the long-term beneficial use of water in the Chino Basin. In particular, and specific to the location of current and future groundwater production facilities upon which the City relies or will rely to provide water to meet water demands within its service area, OBMP Program Element No. 3, "Develop and Implement Water Supply Plan for the Impaired Areas of the Chino Basin"

and Program Element No. 5, “Develop and Implement Regional Supplemental Water Program”, address the sufficiency of groundwater from the Chino Basin. Fundamentally, the goal of Program Elements 3 and 5 is to develop a regional, long range, cost-effective, equitable, water supply plan for producers in the Chino Basin that incorporates sound basin management (OBMP, p. 4-16).

The “water demand planning assumptions” used to develop and evaluate water supply plans for Program Element Nos. 3 and 5 of the OBMP are reproduced below (OBMP, p. 4-17):

***Available Water Supply from the Impaired Area.*** *As urbanization of the agricultural areas of San Bernardino and Riverside counties in the southern half of the Chino Basin occurs, the agricultural water demands will decrease, and urban water demands will increase significantly. Future development in these areas is expected to be a combination of urban uses (residential, commercial, and industrial). The cities of Chino, Chino Hills, and Ontario, and the Jurupa Community Services District (JCSD) are expected to experience significant new demand as these purveyors begin serving urban customers in the former agricultural area. For planning purposes, the agricultural area is assumed to be fully developed by the year 2020. (OBMP, p. 4-17)*

*Based on current [1999] estimates of overlying agricultural pool production, it is expected that at least 40,000 AFY of groundwater will need to [be] produced in the southern part of the Chino Basin to maintain the safe yield. It is anticipated that CDA will meet this requirement in FY 2019/2020.*

***Water Supply Plans.*** *Based on the data presented in Section 2 [OBMP, 1999], the municipal and industrial demands are projected to increase 30 percent between 2000 and 2020. Several agencies will experience increases in demand exceeding 30 percent over the next 20 years, including the cities of Chino, Chino Hills, Norco, Ontario, Cucamonga*

*County Water District [now Cucamonga Valley Water District], Fontana Water Company (FWC), JCSD, and the West San Bernardino County Water District [now West Valley Water District]. Forecasts from municipal and industrial entities indicate that water supply sources for the Chino Basin in 2020 will consist predominantly of Chino Basin wells through direct use or treatment and use, groundwater and treated surface water from other basins, and the Metropolitan Water District of Southern California (MWD) supplies. (OBMP, p. 4-17)*

*For the purpose of the OBMP, it was assumed that there is approximately 48,000 AFY of agricultural production in the southern part of the Chino Basin in the year 2000, and that this production will reduce to about 8,000 AFY in the year 2020. This decline in agricultural production must be matched by new production in the southern part of the Chino Basin or the safe yield in the Chino Basin will be reduced. (OBMP, p. 4-18)*

**Recommended Water Supply Plan for the OBMP.** *Considerable discussion of the alternative water supply plans occurred at the OBMP workshops in February through May of 1999. The discussions focused, in part, on the assumption and details of each alternative and cost. Based on technical, environmental, and cost considerations, the stakeholders selected Alternative 4A for detailed review and refinement. Alternative 6A was developed based on Alternative 4A and 5C, includes an accelerated desalting schedule and has no future supplemental water deliveries to the southern part of the Chino Basin. The Alternative 6A water supply plan consists of the following key elements. (OBMP, p. 4-19)*

**Groundwater Production Pattern.** *Groundwater production for municipal use will be increased in the southern part of the Chino Basin to: meet the emerging demand for municipal supplies in the Chino Basin, maintain safe yield, and to protect water quality in the Santa Ana River. All new southern*

*Basin production will require desalting prior to use. The cities of Chino, Chino Hills, Ontario and Norco, and the JCSD will maximize their use of groundwater from the southern part of the Chino Basin prior to using other supplies.<sup>7</sup> (OBMP, pp. 4-19 – 4-20)*

**Imported Water.** *Imported water use will increase to meet emerging demands for municipal and industrial supplies in the Chino Basin area, Chino Basin Watermaster replenishment, and conjunctive use. Expanded use of imported water in the northern part of the Chino Basin will have a lower priority than maintaining groundwater production in the southern part of the Chino Basin. (OBMP, p. 4-20)*

**Recycled Water.** *Recycled water use (direct use and recharge) will increase to meet emerging demands for non-potable water and artificial recharge. Under the current Chino Basin Plan, all new recycled water use will require mitigation for TDS and nitrogen impacts. Recycled water use will be expanded as soon as practical. The two new desalters [Chino I and Chino II Desalters] described above and the increase in storm water recharge will provide mitigation for the expanded use of recycled water. (OBMP, p. 4-20)*

As indicated in the foregoing OBMP text, the City overlies groundwater supplies in the southern part of the Chino Basin which must be pumped for purposes of meeting new demands, maintaining safe yield, and to protect water quality in the Santa Ana River. As agricultural production in the southern part of the Chino Basin declines, it will be necessary for these reasons to increase production for municipal uses. This is being achieved through the Chino I and Chino II Desalters, of which the City has a contractual right to purchase 8,533 AFY pursuant to the 2001 “Joint Exercise of Powers Agreement Creating the Chino Basin Desalter Authority” and subsequent

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<sup>7</sup> Detailed discussion continues in this paragraph concerning the production capacity of the desalters and construction/expansion projects.

agreements. Thus, not only was increased Chino Basin water production by the City foreseen in the OBMP, but actually sanctioned and encouraged for purposes of achieving OBMP objectives.

The sufficiency of the groundwater supply that is available to OMUC is assured due to the abundance of groundwater in the central and southern portion of the Chino Basin, OBMP objectives that prioritize and assure production from the southern Chino Basin, coupled with desalting and ion-exchange treatment facilities that enable the use of this abundant supply for municipal (potable) purposes. As indicated in the quoted text of the OBMP, southern basin production, where the City is partially located, is the linchpin of several critical OBMP objectives. Thus, the sufficiency of groundwater is heightened and prioritized by the necessity of continued pumping from the southern Chino Basin under the OBMP which is administered by the Chino Basin Watermaster and ultimately enforced by continuing court jurisdiction over the Judgment.

The other referenced OBMP Program Elements are collectively directed to ensuring the sufficiency of Chino Basin groundwater supplies, particularly during dry years, and comprehensively address water quality and quantity, thus maximizing beneficial use over the long-term. Sufficiency of groundwater from the Chino Basin is further assured for the following reasons:

- IEUA is a member agency of MWD, which provides imported water from the State Water Project for direct use by parties to the Judgment in the Chino Basin and for Chino Basin recharge purposes (when supplies are available). IEUA has also reviewed the sufficiency of supplies for its service territory that includes the Chino Basin in connection with its 2015 UWMP.
- IEUA's UWMP is consistent with, and reiterative of, OBMP projects and programs (see Section 7.4 of IEUA/WFA in Appendix C). IEUA anticipates increased limitations for imported water for direct and recharge use while noting reductions during dry years (due to increased reliance on groundwater from the Chino Basin) and in the higher amount otherwise required in the absence of

OBMP projects and programs. The UWMP also analyzes the sufficiency of water supplies for single and multiple year drought scenarios and concludes the region is expected to meet 100 percent of its dry year demand under every scenario. Key assumptions included:

- Reliance on assurances provided by MWD in its 2015 UWMP that it could meet 100 percent of projected supplemental full-service water supply demands through 2040;
- Implementation of MWD's Chino Basin DYY Storage Program consistent with the contractual shift obligations of the participating agencies of up to 33,000 AF in a twelve-month period; and
- Sustain per capita water use reductions of 10 percent by 2015 and 20 percent by 2020.

IEUA concluded in its 2015 UWMP that the projected available water supply will meet projected water demand due to diversified water supply and water conservation measures. Based on IEUA water supply projections, there are sufficient water supplies to meet normal year water demands and single dry year demands. However, in the multiple dry year scenario a local supply gap of 283 AF is projected for 2040. IEUA and retail agencies plan to close the supply gap through utilizing local supplemental water supply opportunities and securing additional imported water as needed to accommodate for the variability in supply from the State Water Project (Appendix C, p. 3-16).

CWC section 10631(j) provides that urban water suppliers, that rely upon a wholesale agency for a source of water, such as IEUA, may rely upon water supply information provided by the wholesale agency in fulfilling UWMP informational requirements.

IEUA's independent analysis of contemporary regional water conditions in conjunction with MWD's most recent report, provide additional and reliable assurances concerning the sufficiency of imported water supplies that comprise a portion of overall Chino Basin supply sufficiency. As stated in the above-quoted OBMP text, however, "expanded use

of imported water in the northern part of the Chino Basin will have a lower priority than maintaining groundwater production in the southern part of the Chino Basin.”

The City’s participation in the DYY Storage Program described in Section 3, along with future water storage and recovery projects will drought-proof the Chino Basin and all other appropriative pool members from imported water shortages. This program is consistent with OBMP Program Element No. 9, “Develop and Implement Storage and Recovery Program.” Benefits to the Chino Basin associated with this program include the construction of facilities to enhance imported water deliveries and the production of water from the Chino Basin. Further demonstrating the sufficiency of Chino Basin groundwater is MWD’s DYY program to use the Chino Basin for dry year supply purposes, thus underscoring that sufficient Chino Basin groundwater is available during dry years not only for local use by agencies such as the City but also in connection with MWD’s regional reliability programs.

In conclusion, the sufficiency of groundwater supplies available to OMUC is assured because of the OBMP programs overseen by the Chino Basin Watermaster and conducted under the auspices of continuing Court jurisdiction that specifically direct and assure the long-term production of water pursuant to the City’s legal rights to produce such water necessary to meet ultimate water demands.

### **Conclusion**

The City’s total annual groundwater production has held relatively stable over the past 10 years at roughly 20,000 AFY (Chart 4-1). Production capacity meets current demands and is projected to increase to meet ultimate demand. The current water supply utilized by the City totals approximately 39,921 AFY (FY 19/20, Table 3-2). Currently, the City’s water rights in the Chino Basin as recorded by the Chino Basin Watermaster total approximately 23,620 AFY, with an additional 96,544 AF in storage (Table 4-1). Although annual fluctuations will occur, the City’s rights are projected to increase over the next 20 years due to more land use conversions and credits from recharge.



In conclusion, the water supplies available to OMUC currently meet and exceed citywide water demands. Groundwater production by OMUC is currently less than their existing rights and within their production capacity. Regardless, OMUC has the means and right to exceed their groundwater allocation in the Chino Basin when required to meet demand pursuant to the Judgment. Further, OMUC has rights to water held in storage that would supply all City demands for more than two years. In addition to groundwater, OMUC can supply water to the Project purchased from the WFA that is within their existing entitlements and capacities. Therefore, OMUC can meet the additional unplanned water demand of the proposed Project by producing additional groundwater or purchasing imported water supplies to which it has existing rights to and available capacity to use.

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## SECTION 5 - PRIMARY ISSUE FOR ASSESSMENT

The lead agency for a proposed project ...shall determine, based on the entire record, whether projected water supplies will be sufficient to satisfy demands of the project, in addition to existing and planned future uses (CWC section 10911). The lead agency is expected to approve or disapprove the project based on several factors, including but not limited to the WSA.

### Law

CWC Section 10910(g)(1): *Subject to paragraph (2), the governing body of each public water system shall submit the assessment to the city or county not later than 90 days from the date on which the request was received. The governing body of each public water system, or the city or county if either is required to comply with this act pursuant to subdivision (b), shall approve the assessment prepared pursuant to this section at a regular or special meeting.*

CWC Section 10911(b): *The city or county shall include the water assessment provided pursuant to Section 10910, and any information provided pursuant to subdivision 9a), in any environmental document prepared for the project pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code.*

*(c) The city or county may include in any environmental document an evaluation of any information included in that environmental document provided pursuant to subdivision (b). The city or county shall determine, based on the entire record, whether projected water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses. If the city or county determines that water supplies will not be sufficient, the city or county shall include that determination in its findings for the project.*

The lead agency is expected to review the Assessment and decide whether additional water supply information is needed for its consideration of the proposed Project.

## 5.1 Findings

Whereas:

1. The City of Ontario Municipal Utilities Company (OMUC) has been identified as the water supplier for the proposed *Rich-Haven Specific Plan Amendment No. 3* project (Project). The Project modifies the previously approved land use plan to transfer 518 dwelling units (DUs) from the NMC East Mixed Use District to the Residential District of the Specific Plan, and replace approximately 50 acres of Commercial with Light Industrial use.
2. A previous WSA/WV was prepared in 2004 for the 8,200-acre New Model Colony that includes the Project site; however, it is no longer valid.
3. The estimated potable water demand for the Project is 2,260 AFY and the recycled water demand is 511 AFY for a total demand of 2,771 AFY.
4. The TOP land use plan and buildout assumptions located in Appendix B to the Ontario 2015 UWMP were used to calculate the Project site as it was described at the time of the 2015 UWMP. This estimated potable water demand is 1,716 AFY and 525 AFY of recycled water for a total demand of 2,241 AFY.
5. The 530 AFY increase in total water demand between what was assumed in the 2015 UWMP and the proposed Project is primarily the increase in potable water demand in the Project's Residential District as a result of transferring 518 units from the Mixed Use District.
6. The increased water demand for the Project was not included in the 2015 UWMP dated July 2016, which was adopted by the City of Ontario City Council by Resolution 2016-072 on July 21, 2016 (Appendix A).
7. OMUC produced 18,395 AF of groundwater in FY 19/20. OMUC has water rights in the Chino Groundwater Basin that currently total 23,620 AFY, as well as groundwater storage accounts that total 96,544 AF (Table 4-1). The water supply production capacity from City wells is currently 63,936 AFY, which is projected to increase to 100,224 AFY to meet demand (Table 3-5).

8. OMUC holds shareholder entitlements to potable water from SAWCo in the amount of 600 AFY, and capacity rights to imported water from the WFA in the amount of 28,452 AFY. OMUC also has capacity rights to potable water from the CDA in the amount of 8,533 AFY. In FY 19/20, OMUC purchased 565 AF from SAWCo, 6,513 AF from WFA, and 6,636 AF from CDA (Table 3-2).
9. OMUC is entitled to the recycled water generated by IEUA from the City's annual share of sewer flows. In FY 19/20, OMUC was entitled to 12,715 AF, of which 7,812 AF was put to non-potable direct use (Table 3-2).
10. As of FY 19/20, citywide potable and recycled water demand were 31,385 AF and 7,812 AF, respectively (Table 2-2); ultimate combined potable and recycled water demand is estimated at 73,640 AFY (Table 2-3). The current production capacities are greater than needed to meet the average day demands under citywide buildout conditions. Additional wells are planned to supply the anticipated ultimate maximum day demand.
11. OMUC has forecasted excess water supplies will be available to meet citywide demand during single-dry and multiple dry water years over the next 20 years (Table 3-10 and Table 3-11).
12. Based on the evidence provided herein, the total projected potable and recycled water supplies available to the OMUC during normal, single dry, and multiple dry water years over a 20-year projection will be sufficient to meet the projected water demand associated with the proposed Project in addition to the water supplier's existing and planned future uses, including agricultural and manufacturing uses. State mandated conservation efforts will reduce demand in the future.

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## SECTION 6 - REFERENCES

	Ontario Municipal Utilities Company and City of Ontario, <i>Recycled Water Master Plan, Final Report</i> . April 2012 (Appendix L)
AKM 2011	AKM Consulting Engineers, <i>Ontario 2010 Urban Water Management Plan</i> . April 2011.
AKM 2012	AKM Consulting Engineers, <i>City of Ontario Water Master Plan</i> . April 2012. (Appendix K)
AKM 2016	AKM Consulting Engineers, <i>City of Ontario 2015 Urban Water Management Plan and Technical Memorandum "Ultimate Citywide Water Demand Estimate."</i> May 2016. (Appendix A)
Boyle 2000	Boyle Engineering, <i>City of Ontario Water Master Plan</i> . August 2000.
CBWM 2019	Chino Basin Watermaster, <i>(Draft) 2019/2020 Assessment Package (Production Year 2018/2019)</i> , printed Oct. 15, 2019.
CBWM 2020	Chino Basin Watermaster, <i>Approved 2020/2021 Assessment Package (Production Year 2019/2020)</i> , Nov. 19, 2020.
CDA 2016	Chino Basin Desalter Authority, <i>2015 Urban Water Management Plan</i> . June 2016. (Appendix D)
CDA 2019	Chino Basin Desalter Authority, <i>Special Board of Directors Meeting, July 11, 2019, Quarterly Operations Report</i> . (Available at <a href="https://www.chinodesalter.org/AgendaCenter/ViewFile/Agenda/07112019-267">https://www.chinodesalter.org/AgendaCenter/ViewFile/Agenda/07112019-267</a> )
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DWR 2003	California Department of Water Resources, <i>Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001 to assist water suppliers, cities, and counties in integrating water and land use planning</i> . October 8, 2003. (Available at <a href="https://water.ca.gov/LegacyFiles/pubs/use/sb_610_sb_221_guidebook/guidebook.pdf">https://water.ca.gov/LegacyFiles/pubs/use/sb_610_sb_221_guidebook/guidebook.pdf</a> .)
DWR Bulletin 118	Department of Water Resources. <i>8-002.01 Upper Santa Ana Valley – Chino Bulletin 118 Basin Boundaries</i> . Dated March 5, 2018. (Available at <a href="https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/B118-Basin-Boundary-Descriptions-2016/B118-Basin-Boundary-Description-2016---8_002_01.pdf">https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/B118-Basin-Boundary-Descriptions-2016/B118-Basin-Boundary-Description-2016---8_002_01.pdf</a> )
DYY 2014	<i>Amendment No. 8 to Groundwater Storage Program Funding Agreement No. 49960 By and Among The Metropolitan Water District of Southern California and Inland Empire Utilities Agency and Chino Basin Watermaster</i> . September 17, 2014. (Appendix J)
Executive Order B-37-16	State of California Executive Department, <i>Executive Order B-37-16 Making Water Conservation a California Way of Life</i> , May 9, 2016. (Available at <a href="https://www.gov.ca.gov/wp-content/uploads/2017/09/5.9.16_Attested_Drought_Order.pdf">https://www.gov.ca.gov/wp-content/uploads/2017/09/5.9.16_Attested_Drought_Order.pdf</a> .)

Executive Order B-40-17	State of California Executive Department, Executive Order B-40-17, April 7, 2017. (Available at <a href="https://www.gov.ca.gov/docs/4.7.17_Exec_Order_B-40-17.pdf">https://www.gov.ca.gov/docs/4.7.17_Exec_Order_B-40-17.pdf</a> .)
Fontana 2008	<i>Agreement by and between the City of Ontario and the City of Fontana regarding transfer of right of first purchase of recharged reclaimed water.</i> Dated Jan. 15, 2008. (Appendix N)
IEUA 2010	<i>Inland Empire Utilities Agency 2010 Urban Water Management Plan.</i> (Available at <a href="https://www.ieua.org/urban-water-management-plan-2010-june-01-2011/">https://www.ieua.org/urban-water-management-plan-2010-june-01-2011/</a> )
IEUA/WFA	Arcadis. <i>Inland Empire Utilities Agency and Water Facilities Authority 2015 Urban Water Management Plan Final.</i> June 2016. (Appendix C)
IEUA Resolution No. 2014-12-1	<i>Purchase Order for System Water to be Provided by The Metropolitan Water District of Southern California (Purchaser: Inland Empire Utilities Agency) and IEUA Resolution No. 2014-12-1.</i> Effective January 1, 2015. (Appendix F)
JCSD 2014	<i>Amendment Number 1 to Agreement by and between City of Ontario and Jurupa Community Services District Establishing an Operational Plan for Metropolitan Water District/Chino Basin Groundwater Storage Program, Providing for Water Supply to Ontario’s New Model Colony and Interconnection to Increase Water Supply Reliability.</i> November 21, 2014. (Appendix J)
Judgment	Judgment, <i>Chino Basin Municipal Water District v. City of Chino, et al.</i> , San Bernardino Ct. No. 164327 (filed Jan. 30, 1978). Includes amendments thereto. (Appendix M)
Making Water Conservation a California Way of Life	California Department of Water Resources, et. al., <i>Making Water Conservation a California Way of Life, Implementing Executive Order B-37-16 Final Report</i> , April 2017.
MBA	Michael Brandman Associates. <i>Rich Haven Specific Plan – Draft EIR.</i> July 3, 2007.
MWD	The Metropolitan Water District of Southern California, <i>2015 Urban Water Management Plan.</i> June 2016. (Appendix B)
OBMP	Wildermuth Environmental, <i>Optimum Basin Management Program Phase I report prepared for Chino Basin Watermaster.</i> August 19, 1999. (Available at <a href="http://cbwm.org/docs/engdocs/OBMP%20-%20Phase%20I%20(Revised%20DigDoc).pdf">http://cbwm.org/docs/engdocs/OBMP%20-%20Phase%20I%20(Revised%20DigDoc).pdf</a> )
OMUC 2019	Personal communication with Katie Gienger, P.E., Water Resources Manager, Ontario Municipal Utilities Company, November 7, 2019.
OMUC 2020	Personal Communication with Courtney Jones, Senior Associate Civil Engineer, Ontario Municipal Utilities Company, May 15, 2020.
OMUC 2021	Personal communication with Christopher Quach, PE, Senior Associate Engineer, Ontario Municipal Utilities Company, February 18, 2021.
Ord. 2689	Ontario Municipal Code, <i>Chapter 8C: Recycled Water Use</i> , effective Jun. 17, 1999.
Ord. 3027	Ontario Municipal Code, <i>Chapter 8A: Water Conservation Plan</i> , effective Oct. 1, 2015.
Ord. 99-07-02	<i>Ordinance No. 99-07-02 Ordinance of the Water Facilities Authority-JPA Repealing Ordinance 96-09-01.</i> (Appendix H)



RHSPA Draft	<i>Draft Rich-Haven Specific Plan Amendment, November 2020.</i>
SAWCO 2016	CivilTec Engineering Inc. <i>San Antonio Water Company 2015 Urban Water Management Plan.</i> June 2016. (Appendix E)
UWMP	Ontario Municipal Utilities Company, <i>City of Ontario 2015 Urban Water Management Plan Final,</i> July 2016. (Appendix A)
WEBB 2004	Albert A. Webb Associates, <i>Water Supply Assessment and Written Verification of Sufficient Water Supply for the New Model Colony.</i> October 27, 2004.
WEI 2020	Wildermuth Environmental, Inc. <i>2020 Safe Yield Recalculation Final Report</i> prepared for the Chino Basin Watermaster. May 15, 2020.
WFA 1985	<i>Installment Purchase Agreement Relating to Water Facilities Authority Water Treatment Plant by and between Water Facilities Authority, as Seller and City of Ontario, as Purchaser.</i> Dated as of October 1, 1985. (Appendix G)
WFA 2010	<i>2010 Urban Water Management Plan for Water Facilities Authority.</i> (Available at <a href="https://water.ca.gov/LegacyFiles/urbanwatermanagement/2010uwmps/Water%20Facilities%20Authority/2010%20UWMP%20Adopted%20-%20Water%20Facilities%20Authority%20May%202011.pdf">https://water.ca.gov/LegacyFiles/urbanwatermanagement/2010uwmps/Water%20Facilities%20Authority/2010%20UWMP%20Adopted%20-%20Water%20Facilities%20Authority%20May%202011.pdf</a> )

## **SECTION 7 - SPREADSHEETS**

**Land Use Plan for Rich-Haven Site that was assumed in 2015 UWMP**

(Based on Land Use from The Ontario Plan - TOP)

TOP Land Uses and Buildout Densities Assumed in 2015 UWMP					Water Demand <sup>1</sup>						
Residential Planning Areas (PA)	TOP Land Use	Gross Acreage	TOP Max Permitted Dwelling Units per PA	TOP Max Density (du/ac)	Domestic Water Unit Demand Factor (gpd/ac) <sup>2</sup>	Domestic Water Demand (gpd)	Domestic Water Demand (Acre-Feet Per Year)	Recycled Water Unit Demand Factor (gpd/ac) <sup>2</sup>	Recycled Water Demand (gpd)	Recycled Water Demand (Acre-Feet Per Year)	Total Water Demand (Acre-Feet Per Year)
1A	Low Density Residential (2.1-5 du/ac)	12.8	56	5	1,900	24,320	27.24	540	6,912	8	34.98
1B	Low Density Residential	12.7	60	5	1,900	24,130	27.03	540	6,858	8	34.71
1C	Low Density Residential	14.9	74	5	1,900	28,310	31.71	540	8,046	9	40.72
1D	Low Density Residential	20.5	97	5	1,900	38,950	43.63	540	11,070	12	56.03
1E	Low Density Residential	23.4	124	5	1,900	44,460	49.80	625	14,625	16	66.18
1F	Low Density Residential	26.3	119	5	1,900	49,970	55.97	540	14,202	16	71.88
<b>Subtotal</b>		<b>110.6</b>	<b>530</b>	<b>-</b>		<b>210,140</b>	<b>235</b>		<b>61,713</b>	<b>69</b>	<b>305</b>
2	Open Space Non-Recreational	20	-	-		0	0	1,340	26,800	30	30.02
3	Open Space Recreational	27	-	-	1,000	27,000	30	1,340	36,180	41	70.77
<b>Subtotal</b>		<b>47</b>	<b>-</b>	<b>-</b>		<b>27,000</b>	<b>30</b>		<b>62,980</b>	<b>71</b>	<b>101</b>
4A	Low Medium Density Residential (5.1-11 du/ac)	14	156	11	3,960	55,440	62	625	8,750	10	71.90
4B	Low Medium Density Residential	9.2	110	11	3,960	36,432	41	625	5,750	6	47.25
4C	Low Medium Density Residential	9.8	102	11	3,960	38,808	43	625	6,125	7	50.33
<b>Subtotal</b>		<b>33</b>	<b>368</b>	<b>-</b>		<b>130,680</b>	<b>146</b>		<b>20,625</b>	<b>23</b>	<b>169</b>
5A	Medium Density Residential (11.1-25.0 du/ac)	9.1	229	25	6,690	60,879	68	670	6,097	7	75.02
5B	Medium Density Residential	14.2	362	25	6,690	94,998	106	670	9,514	11	117.07
5C	Medium Density Residential	27	453	25	6,690	180,630	202	670	18,090	20	222.60
5D	Medium Density Residential	30.3	509	25	6,690	202,707	227	670	20,301	23	249.80
5E	Open Space Non-Recreational	17.76	-	-		-	-	1,340	23,798	2	1.50
<b>Subtotal</b>		<b>98.4</b>	<b>1553</b>	<b>-</b>		<b>539,214</b>	<b>604</b>		<b>77,800</b>	<b>62</b>	<b>666</b>
<b>Total Residential Planning Areas</b>		<b>224.2</b>	<b>2451</b>	<b>-</b>		<b>880,034</b>	<b>986</b>	<b>2,680</b>	<b>136,340</b>	<b>153</b>	<b>1,138</b>
<b>Total Residential District</b>		<b>289.0</b>	<b>2,451</b>	<b>-</b>		<b>907,034</b>	<b>1,016</b>		<b>223,118</b>	<b>225</b>	<b>1,241</b>

Buildout Projections Assumed in 2015 UWMP for NMC East Mixed Use District <sup>3</sup>				Water Demand <sup>1</sup>						
Mixed Used District	TOP Assumed Residential Density (du/ac)/Commercial Intensity (FAR)	Acreage by Land Use (Gross) <sup>3</sup>	TOP Assumed Buildout Projections for Commercial/Office (SF) or Dwelling Units (DU)	Domestic Water Unit Demand Factor (gpd/ac) <sup>2</sup> or (gpd/du) <sup>5</sup>	Domestic Water Demand (gpd)	Domestic Water Demand (AFY)	Recycled Water Unit Demand Factor (gpd/ac) <sup>2</sup> or (gpd/du) <sup>5</sup>	Recycled Water Demand (gpd)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
NMC East	30% of 263.7 acres at 25 DU/ac	79.11	1,978	120	237,330	265.84	18	35,600	40	305.72
	30% of 263.7 acres at 0.35 FAR for Office	79.11	-	2,500	197,775	221.54	1,340	106,007	119	340.28
	40% of 263.7 acres at 0.3 FAR for Retail Uses	105.48	2,584,524	1,800	189,864	212.68	890	93,877	105	317.83
	Edison Easement- Open Space Non-Recreational	24.24	-		0	0.00	1,340	32,482	36	36.38
<b>Total NMC East</b>		<b>288</b>	<b>2,584,524</b>		<b>624,969</b>	<b>700</b>		<b>267,966</b>	<b>300</b>	<b>1,000</b>
<b>Total Rich Haven</b>		<b>577</b>	<b>4,429</b>		<b>1,532,003</b>	<b>1,716</b>		<b>491,084</b>	<b>525</b>	<b>2,241</b>

<sup>1</sup> Factors from Table 2 Future Domestic Water Unit Demand Factors, AKM, Technical Memorandum (May 2016).

<sup>2</sup> Recycled water assumed to be available for project. No potable water demand assumed for open space non-recreational planning areas.

<sup>3</sup> Ontario 2015 UWMP, Appendix B, p. 5, May 2016.

<sup>4</sup> From Draft Rich Haven Specific Plan Amendment 3, Section 9.2 TOP Consistency Tables (Nov. 2020).

<sup>5</sup> MU Residential Uses use Potable and Recycled Water Demand Factor of (GPD/DU)

FAR = floor to area ratio

ac - acre

du - dwelling units

**Rich-Haven Specific Plan Amendment No. 3 Water Demand**

(Based on Rich-Haven Specific Plan Amendment #3 Land Use Summary Table 3-1, 2021)

Rich-Haven Specific Plan Amendment # 3 Residential District					2015 UWMP Water Demand Factors				Rich-Haven Specific Plan Amendment #3 Water Demand				
Planning Areas	Project Land Use	Project Maximum Dwelling Units (DU)	Project Gross Acres (AC)	Project Gross Density (DU/AC)	Corresponding TOP Land Use	TOP Max Density	Potable Water Demand Factor (GPD/AC)	Recycled Water Demand Factor (GPD/AC)	Potable Water Demand (GPD)	Potable Water Demand (AFY)	Recycled Water Demand (GPD)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
1A	Residential - SFD	115	25.5	4.5	Low Density Residential (w/ RW)	5	1,900	540	48,450	54.27	13,770.00	15.42	69.70
1B	Residential - SFD	175	24.5	7.1	Low Medium Density Residential (w/ RW)	11	3,960	625	97,020	108.68	15,312.50	17.15	125.83
1C	Residential - SFD	731	60.6	12.1	Medium Density Residential (w/ RW)	25	6,690	670	405,414	454.12	40,602.00	45.48	499.60
<b>Subtotal</b>		<b>1,021</b>	<b>110.6</b>	<b>9.2</b>					<b>550,884</b>	<b>617.07</b>	<b>69,684.50</b>	<b>78.06</b>	<b>695.12</b>
2	Edison Parcel	-	20.0	-	Open Space Non-Recreational (w/ RW)	-	-	1,340	0	0.00	26,800.00	30.02	30.02
3	Park	-	27.0	-	Open Space Recreational (w/ RW)	-	1,000	1,340	27,000	30.24	36,180.00	40.53	70.77
<b>Subtotal</b>		<b>-</b>	<b>47.0</b>	<b>-</b>					<b>27,000</b>	<b>30.24</b>	<b>62,980.00</b>	<b>70.55</b>	<b>100.79</b>
4A	Residential - SFD/Attached	154	14.1	10.9	Low Medium Density Residential (w/ RW)	11	3,960	625	55,836	62.54	8,812.50	9.87	72.42
4B	Residential - SFD/Attached	101	9.2	11.0	Low Medium Density Residential (w/ RW)	11	3,960	625	36,432	40.81	5,750.00	6.44	47.25
4C	Residential - SFD/Attached	108	9.8	11.0	Low Medium Density Residential (w/ RW)	11	3,960	625	38,808	43.47	6,125.00	6.86	50.33
<b>Subtotal</b>		<b>363</b>	<b>33.1</b>	<b>11.0</b>					<b>131,076</b>	<b>146.82</b>	<b>20,687.50</b>	<b>23.17</b>	<b>170.00</b>
5A	Residential - SFD/Attached	109	9.1	12.0	Medium Density Residential (w/ RW)	25	6,690	670	60,879	68.19	6,097.00	6.83	75.02
5B	Residential - SFD/Attached	165	14.2	11.6	Medium Density Residential (w/ RW)	25	6,690	670	94,998	106.41	9,514.00	10.66	117.07
5C	Residential - SFD/Attached	332	27.0	12.3	Medium Density Residential (w/ RW)	25	6,690	670	180,630	202.33	18,090.00	20.26	222.59
5D	Residential - SFD/Attached	361	30.3	11.9	Medium Density Residential (w/ RW)	25	6,690	670	202,707	227.06	20,301.00	22.74	249.80
<b>Subtotal</b>		<b>967</b>	<b>80.6</b>	<b>12</b>					<b>539,214</b>	<b>604.00</b>	<b>54,002.00</b>	<b>60.49</b>	<b>664.48</b>
5E	Edison Easement	-	17.8	-	Open Space Non-Recreational (w/ RW)	-	-	1,340	0	0.00	23,798.40	26.66	26.66
<b>Subtotal</b>		<b>-</b>	<b>17.8</b>	<b>-</b>					<b>0</b>	<b>0.00</b>	<b>23,798.40</b>	<b>26.66</b>	<b>26.66</b>
<b>Residential Land Uses Total</b>		<b>2,351</b>	<b>224.3</b>	<b>10</b>					<b>1,221,174</b>	<b>1,367.89</b>	<b>144,374.00</b>	<b>161.72</b>	<b>1,529.60</b>
<b>All Residential District Planning Areas Total</b>		<b>2,351</b>	<b>289.1</b>						<b>1,248,174</b>	<b>1,398</b>	<b>231,152.40</b>	<b>259</b>	<b>1,657</b>

Rich-Haven Specific Plan Amendment # 3 Mixed Use District							2015 UWMP Water Demand Factors				Rich-Haven Specific Plan Amendment #3 Water Demand				
Mixed Used Planning Areas	Land Use	Maximum Dwelling Units (DU)	Gross Acres (AC)	Gross Acres by Land Use	Gross Res. Density (du/ac)	Maximum Commercial / Office / Industrial (SF)	UWMP Land use	Max Density	Potable Water Demand Factor (GPD/AC) or (GPD/DU) <sup>3</sup>	Recycled Water Demand Factor (GPD/AC) or (GPD/DU) <sup>3</sup>	Potable Water Demand (GPD)	Potable Water Demand (AFY)	Recycled Water Demand (GPD)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
				-	-	-									-
6B <sup>1</sup> + 9B	Regional Commercial	-		2.50	-	76,320	MU-Office (w/ RW)	-	2,500	1,340	6,257.38	7.01	3,353.96	3.76	10.77
	Stand Alone Residential Overlay	1,406	65.1	49.24	28.60	-	MU-High Density Residential (w/ RW)	40	120	18	168,720.00	188.99	25,308.00	28.35	217.34
	Edison Easement/Neighborhood Edge	-		13.36	-	-	Open Space Non-Recreational (w/ RW)	-	-	1,340	-	-	17,902.40	20.05	20.05
7A	Light Industrial	-	49.4	49.40	-	1,183,525	Industrial (w/ RW)	-	1,400	890	69,160.00	77.47	43,966.00	49.25	126.72
	Open Space-Non Recreation	-	6.6	6.60	-	-	Open Space Non-Recreational (w/ RW)	-	-	1,340	-	-	8,844.00	9.91	9.91
7B <sup>2</sup>	Regional Commercial	-	25.1	25.10	-	300,000	MU-Office (w/ RW)	-	2,500	1,340	62,750.00	70.29	33,634.00	37.67	107.96
	Stand Alone Residential Overlay	-		10.66	-	325,000	MU-Office (w/ RW)	-	2,500	1,340	26,646.33	29.85	14,282.43	16.00	45.85
8A <sup>1</sup>	Stand Alone Residential Overlay	852		49.04	17.40	-	MU-High Density Residential (w/ RW)	40	120	18	102,240.00	114.52	15,336.00	17.18	131.70
	Edison Easement/Neighborhood Edge	-	61.4	1.70	-	-	Open Space Non-Recreational (w/ RW)	-	-	1,340	-	-	2,278.00	2.55	2.55
	Regional Commercial	-		4.05	-	123,400	MU-Office (w/ RW)	-	2,500	1,340	10,117.41	11.33	5,422.93	6.07	17.41
8B	Stand Alone Residential Overlay	407	19.7	15.65	26.00	-	MU-High Density Residential (w/ RW)	40	120	18	48,840.00	54.71	7,326.00	8.21	62.91
	Regional Commercial	-		5.45	-	166,182	MU-Office (w/ RW)	-	2,500	1,340	13,625.05	15.26	7,303.03	8.18	23.44
6A + 9A	Stand Alone Residential Overlay	2,178		79.45	27.40	-	MU-High Density Residential (w/ RW)	40	120	18	261,360.00	292.76	39,204.00	43.91	336.67
	Edison Easement	-	85.6	0.70	-	-	Open Space Non-Recreational (w/ RW)	-	-	1,340	-	-	938.00	1.05	1.05
	Regional Commercial	-		4.05	-	123,400	MU-Office (w/ RW)	-	2,500	1,340	10,117.41	11.33	5,422.93	6.07	17.41
<b>Total Mixed-Use District Residential Land Uses</b>		<b>4,843</b>		<b>193.38</b>	<b>25.0</b>					<b>581,160.00</b>	<b>650.98</b>	<b>87,174.00</b>	<b>97.65</b>	<b>748.63</b>	
<b>Total Mixed-Use District</b>		<b>4,843</b>	<b>312.9</b>	<b>312.9</b>	<b>25.0</b>	<b>2,174,427</b>					<b>769,716.17</b>	<b>862</b>	<b>225,098.75</b>	<b>252</b>	<b>1,114</b>
<b>Total- Rich Haven Residential and Mixed Use Districts</b>		<b>7,194</b>	<b>602.0</b>	<b>602.0</b>	<b>17.22</b>						<b>2,017,890.17</b>	<b>2,260</b>	<b>456,251.15</b>	<b>511</b>	<b>2,771</b>

<sup>1</sup> The Rich-Haven Land Use Summary Table 3-1 does not contain acreages for Mixed Use Overlay that appears to be within PAs 6B and 8A. Potential water demand is captured in the unit water demand factors of PAs 6B and 8A.  
<sup>2</sup> The Rich-Haven Land Use Summary Table 3-1 does not contain SCE easement acreages that appear to be within PA 7B. Potential water demand of these easements is assumed to be captured in the unit water demand factors of the nearby land uses within PA 7B.  
<sup>3</sup> Mixed Use Residential (MU-High Density Residential) land uses used Potable and Recycled Water Demand Factor GPD/DU; Non-Residential land uses used Potable Water Demand Factor GPD/AC  
<sup>4</sup> Acreages for Edison Easement/Neighborhood Edge in Mixed Use District were obtained from Section 9.2 (TOP Consistency Tables) of the SPA3.  
<sup>5</sup> Unit water use factor for Mixed Use-Office instead of Mixed Use Non-Office was assumed to be conservative.

SFD = single family detached.  
w/ RW = with recycled water  
No potable water demand for Edison easements, neighborhood edge, or Edison parcel.  
A FAR of 0.7 was assumed in order to calculate an acreage for Regional Commercial in PA 6B+9B, 8A, 8B, and 6A+9A. FAR of 0.7 is the maximum allowed per the TOP NMC East Mixed Use District

**WRITTEN VERIFICATION OF SUFFICIENT WATER SUPPLY**  
**RICH-HAVEN SPECIFIC PLAN AMENDMENT NO. 3**

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## **SB 221 WRITTEN VERIFICATION OF SUFFICIENT WATER SUPPLY**

### **1.1 INTRODUCTION**

Senate Bill 221 (SB 221) was enacted in 2001 and became effective as of January 1, 2002. SB 221 establishes the relationship between the Water Supply Assessment (WSA) prepared for a project pursuant to Senate Bill 610 (SB 610), and the project approval under the Subdivision Map Act. SB 221 amends Section 11010 of the Business and Professional Code, and amends Section 65867.5 to add Sections 66455.3 and 66473.7 to the California Government Code. Pursuant to Government Code Section 66473.7, the public water supplier must provide a written verification of sufficient water supply (WV) prior to the approval of a tentative subdivision map, or a parcel map for which a tentative map was not required, or a development agreement for a subdivision of property of more than 500 dwelling units, except as specified, including the design of the subdivision or similar type of improvement.

### **1.2 Purpose**

The purpose of the WV is to provide the legislative body of a city, county or the designated advisory agency with written verification from the applicable public water supplier that a sufficient water supply is available, or, in addition, a specified finding is made by the local agency that sufficient water supplies are, or will be, available prior to completion of the project.

The WV shall be supported by substantial evidence, which may include relevant portions of an applicable Urban Water Management Plan (UWMP) or a WSA prepared per SB 610. Many of the requirements for SB 610 compliance will satisfy the requirements of SB 221. There are four factors to be considered in a WV which are not required in a WSA as specified by Government Code Section 66473.7. Those four factors, which are specifically addressed in this WV are as follows:

1. Historical water supplies for at least 20 years;

2. Urban Water Shortage Contingency Analysis prepared for the water supplier's UWMP;
3. Supply reduction for "specific water use sector" per water supplier's resolution, ordinance, or contract; and
4. Amount of water that can be reasonably relied upon from specific supply projects, subject to the determinations outlined in Government Code Section 66473.7.

### **1.3 Project Description and Water Demand**

This WV has been prepared in conjunction with a WSA for *Amendment No. 3* to the *Rich-Haven Specific Plan (PSPA19-006)* (SPA3 or "Project"). The Rich-Haven Specific Plan encompasses 602 acres within the City of Ontario's 8,200-acre Ontario Ranch. This includes Southern California Edison parcels and easements that are within the Project boundary. *Annexed in 1999, the presently agricultural Ontario Ranch is planned to be developed into residential, commercial, industrial, and public uses* (UWMP, p. 3-1). The proposed Project is the third specific plan amendment; the primary changes of which are to move 518 dwelling units (DUs) from the Mixed Use District to the Residential District of the Specific Plan, and replace approximately 50 acres of Commercial with Light Industrial use.

With the land use changes that are proposed by the Project implemented, the Rich-Haven Specific Plan will allow for up to a maximum of 7,194 DUs, a maximum of 990,902 square feet (SF) of commercial/office uses, and a maximum of 1,183,525 SF of light industrial uses. The Mixed Use District allows for combinations of commercial, office, light industrial, and residential development at various densities/intensities. The projected total water demand for ultimate development of the Rich-Haven Specific Plan with SPA3 is 2,771 acre-feet per year (AFY) (Table 2-6, Water Supply Assessment).



The City of Ontario Municipal Utilities Company (OMUC)<sup>1</sup> is the water supplier for the Project and for the City. OMUC commissioned a WSA and WV from Albert A. Webb Associates (WEBB) on January 25, 2021. The purpose of preparing this WV for the entire Project is to preclude the need for individual “Written Verification” letters being prepared for the individual residential development projects that will qualify for a WV within the Rich-Haven Specific Plan area. SB 221 applies to the Project because there will be residential subdivisions that will have more than 500 DUs which exceed the criteria set in 66473.7(a) of 500 DUs.

The key question for this WV to address per SB 221: whether the water supplier is able to provide a sufficient water supply based upon an analysis as to whether water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection will meet the projected demand associated with the proposed subdivision, in addition to existing and planned future uses, including, but not limited to, agriculture and industrial uses (DWR 2003).

#### **1.4 Verification of Sufficient Water Supply**

A detailed evaluation of OMUC’s water supply was performed under the attached WSA for the Project. Attached to the WSA is the adopted City of Ontario 2015 UWMP which addresses normal, single dry, and multiple dry year conditions (Appendix A). The 2015 UWMP determined that sufficient water supply exists to support the demands of the OMUC service area. The WSA determined that the water demand of the Project is greater than the water demand for the same site that was assumed in the 2015 UWMP; therefore, the increased demand was not accounted for in the 2015 UWMP. However, the WSA concludes that sufficient water supply exists to support the Project.

#### **20-Year Water Supply Availability**

OMUC has been able to meet all water demands with its available water supplies for the past 20 years. Table 3-2 of the attached WSA shows the recorded water supplies

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<sup>1</sup> OMUC is a department of the City of Ontario and the terms may be used interchangeably herein.

from 2000-2020 that were utilized to meet the demand within OMUC's service area. A supply source that is available to OMUC that is not included in Table 3-2 are the groundwater storage accounts to which OMUC has rights to store water in the Chino Basin. As of FY 19/20, the City has approximately 96,544 AF held in storage (Table 4-1).

### ***Urban Water Shortage Contingency Analysis***

The urban water shortage contingency analysis prepared for the most recent UWMP is contained within Chapter 8 of Ontario's 2015 UWMP (Appendix A). The UWMP water shortage contingency analysis is based on the provisions adopted in City of Ontario Ordinance No. 3027 (effective Oct. 1, 2015), which updated the City's Water Conservation Plan that is codified in Chapter 8A of the City municipal code. The analysis includes stages of action, prohibitions on end uses, penalties and enforcement measures, determination of water shortage reductions, revenue and expenditure impacts, catastrophic supply interruption, and minimum supply for the next three years.

Ordinance No. 3027 made the City's Water Conservation Plan consistent with the more stringent emergency conservation regulations mandated by the State Water Resources Control Board in response to statewide drought conditions. The purpose of the ordinance and the Water Conservation Plan are to minimize the potential for a water shortage through the practice of water conservation, and to minimize the effect of a shortage of water supplies on the water customers of the City. In addition, it is the intent of the ordinance and the Water Conservation Plan to adopt provisions that will significantly reduce the inefficient consumption of water, thereby extending the available water resources necessary for domestic, sanitation, and fire protection of the community to the greatest extent possible (Municipal Code Sec. 6-8.21).

The City's Water Conservation Plan describes the methods to respond to a water supply shortage of up to 50 percent. Fives stages of conservation are described

(Stages 0-4) with Stages 1-4 being mandatory with increasing conservation requirements and penalties depending on the severity of the shortage (UWMP, p. 8-1).

The water supply and water demand comparisons incorporated herein from the 2015 UWMP do reflect the implementation of water shortage contingency measures corresponding to Stages 0-4. Specifically, during normal years and the first single dry year, voluntary Stage 0 reductions in water consumption of up to 10 percent are assumed. During the second dry year, a Stage 2 mandatory reduction in water demand of 15 percent is assumed in demand projections. Further, the third dry year is assumed to be in a Stage 3 with mandatory minimum reductions in water demands of 20 percent. (UWMP, p. 7-6)

### ***Supply Reduction for Specific Water Use Sector***

OMUC's current Water Conservation Plan establishes voluntary and mandatory water conservation requirements which shall take effect upon implementation. During a water shortage crisis, certain mandatory restrictions on water use will be imposed on the public. Stage 0 prohibitions are entirely voluntary. Stages 1 to 4 prohibitions will be progressively implemented according to the severity of the water crisis (UWMP, p. 8-2). The restrictions and prohibitions on end users that correspond to Stages 0 to 4 are outlined in Table 8-2 of the City's 2015 UWMP (p. 8-3). OMUC does not have a water supply allocation plan. No single water use sector is identified in the Water Conservation Plan for supply reductions in the event of a water shortage crisis.

### ***Amount of Water That Can Be Reasonably Relied Upon from Specific Supply Project(s)***

This requirement of the WV pertains to projected water supplies that the water supplier can reasonably rely on that are not currently available to the public water system. All projected water supplies are currently available to OMUC but may not be fully utilized to date. Descriptions of the supplies available to OMUC are in Section 3 of the attached WSA.

## **1.5 Substantial Evidence of Verification of Sufficient Water Supply**

This WV does not rely on projected water supplies that are not currently available to OMUC. The water supplies that OMUC will continue to rely on that are projected to be sufficient to meet current and future needs are described in Section 3 of the attached WSA. Because projected supply sources are currently available to OMUC, supporting information pursuant to Gov. Code section 66473.7 is not provided herein. This would include This would include written contracts or other proof of valid rights to supplies under development, an adopted capital outlay program to finance delivery of supplies under development, permits to construct supply infrastructure for supplies under development, and regulatory approvals for conveyance or delivery of supplies under development. Copies of the rights, contracts, and other entitlements to water supplies available to OMUC are provided in the appendices to the attached WSA.

## **1.6 Impacts to Agricultural and Industrial Users**

Gov. Code section 66473.7 requires this WV to contain a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources for agricultural and industrial uses within the water supplier's service area that are not currently receiving water from the water supplier but are utilizing the same sources of water. Water supplies that industrial and agricultural users may be using that are not provided to them by OMUC would be their private wells to access the Chino Groundwater Basin, which OMUC also utilizes. Adverse impacts to such entities as a result of the Project is not anticipated because the Chino Basin is an adjudicated basin with a court appointed Watermaster who monitors and enforces the provisions of the 1978 Judgment and subsequent orders of the court. As discussed in Section 4 of the attached WSA, the Watermaster develops and implements an Optimum Basin Management Program to sustainably manage the basin for all users.

The *Rich-Haven Specific Plan Draft Environmental Impact Report* (EIR) prepared by MBA and dated July 3, 2007, addressed the conversion of the existing agricultural land use to a mixed urban use development. As stated in the Draft EIR section on

Significant and Unavoidable Impacts: *Implementation of this project would permanently convert agricultural operations and agricultural production on the project site to urban uses. Specifically, the Prime Farmland would be permanently converted and no longer available for agricultural uses or agricultural production (p. 6-1).* The document further states, *The project is being proposed despite significant and unavoidable impacts because it represents one of thirty planning subareas within the NMC [Ontario Ranch] planned for cohesive, identifiable neighborhoods within the NMC [Ontario Ranch] for the purpose of implementing the vision of the NMC [Ontario Ranch] (p. 6-2).*

As discussed in the attached WSA, agricultural properties are projected to decrease with the conversion of Ontario Ranch to non-agricultural activities (Table 2-4). Table 3-7 of the attached WSA forecasts declines in recycled water use by agriculture. Further, industrial is currently (2015) one of the two most common land use types in the City, making up approximately 4,671 acres or 15 percent (UWMP, p. 3-3). The ultimate citywide land use plan plans for an increase of business parks and industrial uses to cover about 8,103 acres or 25 percent at buildout (UWMP, p. 3-6). Table 2-3 in the attached WSA shows an increasing citywide projection of water use by industrial uses from 1,839 AFY in 2020 to 5,138 AFY in 2040.

For each acre of agricultural land that converts to urban use, the initial Safe Yield of the appropriate pool member serving the converted land is increased by 2 acre-feet. In addition, properties that were on private wells are expected to connect to OMUC infrastructure. Therefore, OMUC's share of the safe yield will continue to increase as Ontario Ranch develops, and a decline in private wells is expected.

### **1.7 Priority to Proposed Lower Income Housing Projects**

Pursuant to Gov. Code section 65589.7, the determinations made by the WV shall be consistent with the obligation of a public water system to grant a priority for the provision of available and future water resources or services to proposed housing

developments that help meet the City’s (or County’s) share of the regional housing needs for lower income households.

The 2015 UWMP states that 2,592 very low income units are planned between 2013 and 2021, and half of those units are designated for extremely low income families (p. 3-9). Further, the 2015 UWMP estimates 15,143 AFY of water demand will come from lower income households by buildout in 2040 (p. 4-4).

The following excerpt from the Draft Rich-Haven SPA3 General Plan Consistency Analysis describes the Project’s consistency with applicable policies from the TOP Housing Element (p. 9-20):

HOUSING ELEMENT	
<b>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.</b>	
H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.	The Specific Plan allows for the development of up to 893 residential dwelling units comprised of a variety of single-family detached homes. Residential land use areas are linked by a network of street- separated sidewalks and bicycle trails connecting all neighborhoods to parks and schools. Residential development is designed to address a variety of lifestyles and economic segments of the marketplace, such as singles, families, executives and “empty nesters.”
H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.	The Specific Plan includes architectural design guidelines to encourage development of diverse neighborhoods with the use of varied architectural styles articulated with elements true to the architectural characteristics of each style
<b>GOAL H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.</b>	
H5-2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation and other amenities.	The Specific Plan allows for the development of condominium and multi-family home types designed to accommodate families with children. The Specific Plan requires that all condominium and multi-family developments within the project provide private recreational areas and/or pocket parks for residents of the development.

## **1.8 Verification That Relies on Groundwater**

### Law

*Gov. Code Sec. 66473.7 (h) Where a water supply for a proposed subdivision includes groundwater, the public water system serving the proposed subdivision shall evaluate, based on substantial evidence, the extent to which it or the landowner has the right to extract the additional groundwater needed to supply the proposed subdivision. Nothing in this subdivision is intended to modify state law with regard to groundwater rights.*

Section 4 of the attached WSA describes OMUC's legal right to extract groundwater from the Chino Basin.

## **1.9 Finding of Sufficient Water Supply**

As depicted in Table 3-2 and Table 3-9 of the attached WSA, the City's existing and future total water supply (39,921 AFY in FY 19/20 and 73,640 AFY in 2040, respectively) are sufficient to meet the existing and anticipated water demands from its service area including the proposed Project's demand of 2,771 AFY (Table 2-6 of attached WSA). Based on the analysis herein and the attached WSA, OMUC finds that "sufficient water supply" is available to support the projected subdivisions within the Rich-Haven Specific Plan as currently described in SPA3.

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## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO. PGPA19-005, AN AMENDMENT TO THE LAND USE ELEMENT OF THE POLICY PLAN (GENERAL PLAN), REVISING EXHIBIT LU-01 (OFFICIAL LAND USE PLAN) AND EXHIBIT LU-03 (FUTURE BUILDOUT), AFFECTING PROPERTIES LOCATED AT THE SOUTHEAST CORNER OF RIVERSIDE DRIVE AND HAVEN AVENUE, FROM 105.4 ACRES OF LOW DENSITY RESIDENTIAL (2.1 – 5 DU/AC) TO 23.41 ACRES OF LOW DENSITY RESIDENTIAL (2.1 – 5 DU/AC), 24.16 ACRES OF LOW-MEDIUM DENSITY RESIDENTIAL (5.1 – 11 DU/AC), 57.83 ACRES OF MEDIUM DENSITY RESIDENTIAL (11.1 – 25 DU/AC), AND AFFECTING PROPERTIES LOCATED AT THE NORTHWEST CORNER OF HAMNER AVENUE AND ONTARIO RANCH ROAD, FROM 66.01 ACRES OF MIXED USE (9 – NMC EAST) AND 10.36 ACRES OF OPEN SPACE – NON RECREATION TO 20.46 ACRES OF MIXED USE (9 – NMC EAST), 48.61 ACRES OF INDUSTRIAL, AND 7.3 ACRES OF OPEN SPACE – NON RECREATION, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 0218-161-04, 0218-161-05, 0218-161-10, 0218-161-11, 0218-211-17, 0218-211-24 AND 0218-211-27. (SEE ATTACHMENTS 1 AND 2) (PART OF CYCLE 2 FOR THE 2021 CALENDAR YEAR).

WHEREAS, RICH HAVEN MARKETPLACE, LLC, has filed an Application for the approval of a General Plan Amendment, File No. PGPA19-005, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of The Ontario Plan in January 2010. Since the adoption of The Ontario Plan, the City has evaluated Exhibits LU-01: Official Land Use Plan and LU-03: Future Buildout further and is proposing modifications; and

WHEREAS, the proposed changes to Exhibit LU-01 Official Land Use Plan include changes to land use designations of certain properties shown on Exhibit A, for the purpose of creating a land use buffer of Light Industrial designated property between the SCE Mira Loma Substation and potential sensitive land uses; and

WHEREAS, Policy Plan Exhibit LU-03 (Future Buildout) specifies the expected buildout for the City of Ontario, incorporating the adopted land use designations. The proposed changes to Exhibit LU-01 (Official Land Use Plan) will require that Exhibit LU-03 (Future Buildout) is modified to be consistent with Exhibit LU-01 (Official Land Use Plan), as depicted on Exhibit B, attached; and

WHEREAS, Specific Plan Amendment, Tentative Tract Map and Development Plan, File Nos. PSPA19-006, PMTT20-003 and PDEV20-007, respectively, were filed in conjunction with the proposed General Plan Amendment. The three applications consist of: [1] An amendment (File No. PSPA19-006) to the Rich Haven Specific Plan, which includes the following map and text revisions: [A] Change the land use designation on 110.1 gross acres of land from Planning Area 1A – 1F (Residential - SFD), to 25.5 gross acres of Planning Area 1A (Residential - SFD), 24.5 gross acres of Planning Area 1B (Residential – SFD/SFA) and 60.6 gross acres of Planning Area 1C (Residential - SFD/SFA); [B] Change the land use designation on 81.1 gross acres of land within Planning Area 7 (Stand-Alone Residential Overlay, Mixed-Use Overlay, Regional Commercial, and SCE Easement/Gas Easement) to, Planning Area 7A (49.4 gross acres of Light Industrial and 6.6 gross acres of Open Space – Non Recreation) and Planning Area 7B (25.1 gross acres of Regional Commercial); [C] Change the land use designation on 4.13 acres of land within Planning Area 6A from Regional Commercial to Stand-Alone Residential Overlay; [D] Change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial; and [E] Various changes to the Specific Plan development standards, exhibits, and text, to reflect the proposed land uses; [2] A Tentative Tract Map (File No. PMTT20-003) to subdivide 6.65 acres of land into one numbered lot for condominium purposes, 26 numbered lots for single-family dwellings, and 20 lettered lots; and [3] A Development Plan (File No. PDEV20-007) to construct 26 detached single-family units (6-Pack Cluster) and 77 multiple-family units (14-plex Courtyard Townhomes); 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, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (“CEQA”); and

WHEREAS, as the first action on the Project, on April 27, 2021, the Planning Commission recommended approval of a Resolution recommending the City Council adopt an Addendum to the Environmental Impact Report (State Clearinghouse No. 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001. The Addendum finds that the proposed project introduces no new significant environmental impacts, and all previously adopted mitigation measures are incorporated into the Project by reference; and

WHEREAS, on March 23, 2021 the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and continued said hearing to April 27, 2021, to allow the applicant additional time to complete the project Addendum; and

WHEREAS, on April 27, 2021 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: Environmental Determination and Findings.** As the recommending body 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 EIR”), which was certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001;

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

(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 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.

**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: *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 Ontario International Airport Land use Compatibility Plan (“ALUCP”), establishing the Airport Influence Area for Ontario International Airport (“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 recommending body 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 4: *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 through 3, above, the Planning Commission hereby concludes as follows:

(1) The proposed General Plan Amendment is consistent with the goals and policies of The Ontario Plan as follows:

(a) **CE1-1 - Jobs-Housing Balance.** We pursue improvement to the Inland Empire’s balance between jobs and housing by promoting job growth that reduces the regional economy’s reliance on out-commuting.

Compliance: The proposed land use designation changes from 66.01 acres of Mixed Use (9 – NMC East) land to 20.46 acres of Mixed Use (9 – NMC East), 48.61 acres of Industrial, and 7.3 acres of Open Space – Non Recreation designated, will provide a land use buffer between the SCE substation and sensitive land uses. The proposed industrial land uses will assist towards promoting local/regional job growth and furthering the goal of jobs and housing balance within the Inland Empire.

(b) **CE1-2 - Jobs and Workforce Skills.** We use our economic development resources to: 1) attract jobs suited for the skills and education of current and future City residents; 2) work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3) attract businesses that increase Ontario’s stake and participation in growing sectors of the regional and global economy.

Compliance: The proposed land use designation changes from 66.01 acres of Mixed Use (9 – NMC East) land to 20.46 acres of Mixed Use (9 – NMC East), 48.61 acres of Industrial, and 7.3 acres of Open Space – Non Recreation, will facilitate the construction

of future industrial and commercial developments and eliminate sensitive land uses. The proposed industrial/mixed use land use changes will assist towards creating jobs suited for the skills and education of current and future City residents and provide jobs in growing sectors of the regional and global economy.

(c) **CE1-11 - Socioeconomic Trends.** We continuously monitor, plan for, and respond to changing socioeconomic trends.

Compliance: The proposed land use designation changes from 66.01 acres of Mixed Use (9 – NMC East) land to 20.46 acres of Mixed Use (9 – NMC East), 48.61 acres of Industrial, and 7.3 acres of Open Space – Non Recreation, will facilitate the construction of future industrial and commercial developments. The project site was initially intended to be developed with a combination of residential and commercial land uses. In responding to changing socioeconomic trends, larger industrial/business park complexes have grown in demand and commercial/retail space demand has declined. Also, the existing surrounding uses such as the SCE Mira Loma Substation and industrial development to the east, within the City of Eastvale, could create visual and noise impacts for sensitive land uses such as residential. The proposed General Plan Amendment is in response to changing socioeconomic trends which has shifted to on-line shopping resulting in greater demands for warehouse industrial uses.

(2) The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City;

(3) The Land Use Element is a mandatory element allowed four general plan amendments per calendar year and this general plan amendment is the second amendment to the Land Use Element of the 2021 calendar year consistent with Government Code Section 65358;

(4) Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project will be consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan.

Senate Bill 330 (“SB 330”) – Housing Accountability Act (Government Code Section 65589.5 et seq.) – was passed by the California Legislature, signed by the Governor and became effective on January 1, 2020. The bill is the result of the Legislature’s extensive findings regarding the California “housing supply crisis” with “housing demand far outstripping supply.”

SB 330 amended Government Code Sections 65589.5, adding Government Code Sections 65940, 65943 and 65950, and repealed and readopted Sections 65906.5, 65913.10 and 65941.1. To summarize, no city may disapprove a residential housing development project for low- to moderate-income households (as defined therein) unless it makes a finding that the housing development project “would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households...” such as where the housing development project is proposed on land “which does not have adequate water or wastewater facilities to serve the project.” (Government Code Section 65589.5(d)(2), (4)).

In addition, the legislation adds Chapter 12 to Division 1 of Title 7 of the Government Code (Section 66300 et seq.) that applies to “affected cities,” which are identified as cities in urbanized areas as determined by the most recent census. In accordance with SB 330, the Department of Community Development and Housing (“HCD”) has prepared a list of affected cities and has determined that Ontario is an “affected city.” Therefore, pursuant to Government Code section 66300(b)(1)(A) and (b):

*(b) (1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:*

*(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018...”*

except when approved by HCD or when the following exception is set out in Government Code Section 66300(i)(1) applies:

*(i) (1) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.*

As discussed in the GPA section of the staff report, a GPA and SPA is proposed to change the site’s land use designations from Mixed-Use to Industrial. The GPA would eliminate the Mixed-Use allowable housing, thereby theoretically eliminating 725 units (as allocated



by Policy Plan Exhibit LU-03, Future Buildout, and the Rich Haven SP Land Use Summary Table 3-1).

To address the removal of 725 residential units and demonstrate a “no net loss,” and demonstrate that the Project is compliant with provisions of Section 66300(i)(1) have been met and there is no net loss of residential capacity, the applicant is proposing to increase the density/capacity within other areas of the Rich Haven Specific Plan controlled by Rich Haven Marketplace. The proposed General Plan and Specific Plan amendments will create a combined increase of 725 units within the Rich Haven Specific Plan area that will offset the loss of 725 residential units located at the northwest corner of Hamner Avenue and Ontario Ranch Road (Planning Area 7 of the Rich Haven Specific Plan), resulting in a no net loss of residential units, and maintaining compliance requirements with SB330.

(5) During the amendment of the general plan, opportunities for the involvement of citizens, California Native American Indian tribes (Government Code Section 65352.3.), public agencies, public utility companies, and civic, education, and other community groups, through public hearings or other means were implemented consistent with Government Code Section 65351.

**SECTION 5: *Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVES the proposed General Plan Amendment, as depicted in Attachment 1 (Policy Plan Land Use Plan (Exhibit LU-01) Revision) and Attachment 2 (Future Buildout (Exhibit LU-03) Revision) of this Resolution.

**SECTION 6: *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 7: *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 8: *Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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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 27th day of April 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

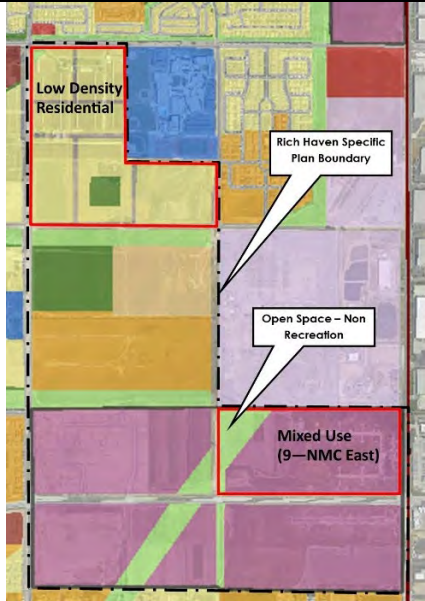
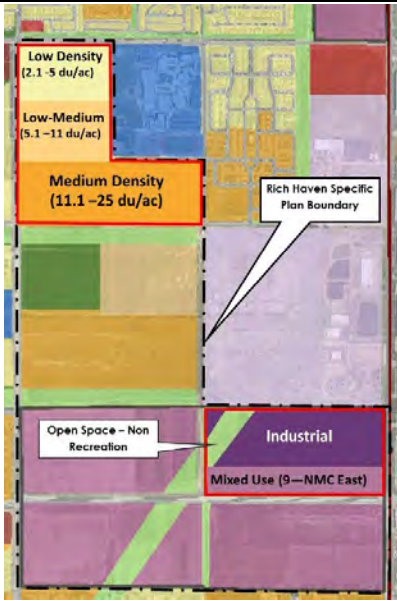
ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT 1: Policy Plan Land Use Plan (Exhibit LU-01) Revision**

Existing Policy Plan Land Use	Assessor Parcel Number(s) Involved	Proposed Policy Plan Land Use
 <ul style="list-style-type: none"> <li>▪ 105.4 acres of Low Density Residential (2.1 – 5 du/ac)</li> <li>▪ 66.01 acres of Mixed Use (9 – NMC East)</li> <li>▪ 10.36 acres of Open Space – Non Recreation</li> </ul>	<p>0218-161-04, 0218-161-05,            0218-161-10, 0218-161-11,            0218-211-17, 0218-211-24 and            0218-211-27</p> <p>(1 of 7 properties)</p> <p>3 parcels located on the northwest corner of Hamner Avenue and Ontario Ranch Road and 4 parcels located on the southeast corner of Riverside Drive and Haven Avenue</p>	 <ul style="list-style-type: none"> <li>▪ 23.41 acres of Low Density Residential (2.1 – 5 du/ac)</li> <li>▪ 24.16 acres of Low-Medium Density Residential (5.1 – 11 du/ac)</li> <li>▪ 57.83 acres of Medium Density Residential (11.1 – 25 du/ac)</li> <li>▪ 20.46 acres of Mixed Use (9 – NMC East)</li> <li>▪ 48.61 acres of Industrial</li> <li>▪ 7.3 acres of Open Space – Non Recreation</li> </ul>

**ATTACHMENT 2: Future Buildout (Exhibit LU-03) Revision**



**LU-03 Future Buildout<sup>1</sup>**

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Population <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Residential</b>						
Rural	529	2.0 du/ac	1,058	4,231		
Low Density <sup>6</sup>	<del>7,221</del> 7,149	4.0 du/ac (OMC) 4.5 du/ac (NMC)	<del>30,477</del> 30,108	<del>121,816</del> 120,341		
Low-Medium Density <sup>6</sup>	<del>992</del> 1,016	8.5 du/ac	<del>8,432</del> 8,638	<del>33,704</del> 34,525		
Medium Density	<del>1,921</del> 1,979	18.0 du/ac (OMC) 22.0 du/ac (NMC)	<del>38,724</del> 39,996	<del>135,508</del> 139,678		
High Density	183	35.0 du/ac	6,415	21,470		
<i>Subtotal</i>	<b>10,857</b>		<del>85,187</del> 86,215	<del>316,729</del> 320,245		
<b>Mixed Use</b>						
• Downtown	113	• 60% of the area at 35 du/ac • 40% of the area at 0.80 FAR for office and retail	2,365	4,729	1,569,554	2,808
• East Holt Boulevard	57	• 25% of the area at 30 du/ac • 50% of the area at 1.0 FAR office • 25% of area at 0.80 FAR retail	428	856	1,740,483	3,913
• Meredith	93	• 47% of the area at 39.46 du/ac • 48% at 0.35 FAR for office and retail uses • 5% at 0.75 FAR for Lodging	1,725	3,450	832,497	975
• Transit Center	76	• 10% of the area at 60 du/ac • 90% of the area at 1.0 FAR office and retail	457	913	2,983,424	5,337
• Inland Empire Corridor	37	• 50% of the area at 20 du/ac • 30% of area at 0.50 FAR office • 20% of area at 0.35 FAR retail	368	736	352,662	768
• Guasti	77	• 20% of the area at 30 du/ac • 30% of area at 1.0 FAR retail • 50% of area at 0.70 FAR office	465	929	2,192,636	4,103
• Ontario Center	345	• 30% of area at 40 du/ac • 50% of area at 1.0 FAR office • 20% of area at 0.50 FAR retail	4,139	8,278	9,014,306	22,563
• Ontario Mills	240	• 5% of area at 40 du/ac • 20% of area at 0.75 FAR office • 75% of area at 0.50 FAR retail	479	958	5,477,126	7,285
• NMC West/South	315	• 30% of area at 35 du/ac • 70% of area at 0.70 FAR office and retail	3,311	6,621	6,729,889	17,188
• NMC East	<del>264</del> 218	• 30% of area at 25 du/ac • 30% of area at 0.35 FAR for office • 40% of area at 0.30 FAR for retail uses	<del>1,978</del> 1,636	<del>3,956</del> 3,272	<del>2,584,524</del> 2,138,088	<del>4,439</del> 3,672
• Euclid/Francis	10	• 50% of the area at 30 du/ac • 50% of area at 0.8 FAR retail	156	312	181,210	419
<i>Subtotal</i>	<del>1,627</del> 1,581		<del>15,869</del> 15,527	<del>31,738</del> 31,055	<del>33,658,311</del> 33,211,876	<del>69,797</del> 69,030



LU-03 Future Buildout<sup>1</sup>

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Population <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Retail/Service</b>						
Neighborhood Commercial <sup>6</sup>	285	0.30 FAR			3,725,556	9,015
General Commercial	446	0.30 FAR			5,827,805	5,414
Office/Commercial	433	0.75 FAR			14,145,457	31,369
Hospitality	142	1.00 FAR			6,177,679	7,082
<b>Subtotal</b>	<b>1,306</b>				<b>29,876,497</b>	<b>52,880</b>
<b>Employment</b>						
Business Park	1,259	0.40 FAR			21,940,980	38,495
Industrial	<del>6,822</del> 6,871	0.55 FAR			<del>163,443,809</del> 164,608,398	<del>143,695</del> 144,628
<b>Subtotal</b>	<del>8,081</del> <b>8,130</b>				<del>185,384,789</del> <b>186,549,379</b>	<del>182,100</del> <b>183,123</b>
<b>Other</b>						
Open Space-Non-Recreation	<del>1,232</del> 1,229	Not applicable				
Open Space-Parkland <sup>6</sup>	950	Not applicable				
Open Space-Water	59	Not applicable				
Public Facility	97	Not applicable				
Public School	621	Not applicable				
LA/Ontario International Airport	1,677	Not applicable				
Landfill	137	Not applicable				
Railroad	251	Not applicable				
Roadways	4,891	Not applicable				
<b>Subtotal</b>	<del>9,915</del> <b>9,912</b>					
<b>Total</b>	<b>31,786</b>		<b>100,976</b> <b>101,743</b>	<b>348,467</b> <b>351,300</b>	<b>248,919,589</b> <b>249,637,751</b>	<b>304,778</b> <b>305,034</b>

Notes

- Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. To view the buildout assumptions, access the Methodology report.
- Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.
- Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
- Projections of population by residential designation are based on a persons-per-household factor that varies by housing type. For more information, access the Methodology report.
- To view the factors used to generate the number of employees by land use category, access the Methodology report.
- Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park, Industrial and Commercial Overlays. Estimates for these areas are included within the corresponding Business Park, Industrial and General Commercial categories.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO. PSPA19-006, AN AMENDMENT TO THE RICH-HAVEN SPECIFIC PLAN TO: 1) CHANGE THE LAND USE DESIGNATION ON 110.1 GROSS ACRES OF LAND FROM PLANNING AREA 1A – 1F (RESIDENTIAL - SFD), TO 25.5 GROSS ACRES OF PLANNING AREA 1A (RESIDENTIAL - SFD), 24.5 GROSS ACRES OF PLANNING AREA 1B (RESIDENTIAL – SFD/SFA) AND 60.6 GROSS ACRES OF PLANNING AREA 1C (RESIDENTIAL - SFD/SFA) ON FOUR PROPERTIES LOCATED AT THE SOUTHWEST CORNER OF RIVERSIDE DRIVE AND HAMNER AVENUE; 2) CHANGE THE LAND USE DESIGNATION ON 81.1 GROSS ACRES OF LAND WITHIN PLANNING AREA 7 (STAND-ALONE RESIDENTIAL OVERLAY, MIXED-USE OVERLAY, REGIONAL COMMERCIAL, AND SCE EASEMENT/GAS EASEMENT) TO, PLANNING AREA 7A (49.4 GROSS ACRES OF LIGHT INDUSTRIAL AND 6.6 GROSS ACRES OF OPEN SPACE – NON RECREATION) AND PLANNING AREA 7B (25.1 GROSS ACRES OF REGIONAL COMMERCIAL) ON THREE PROPERTIES LOCATED AT THE NORTHWEST CORNER OF ONTARIO RANCH ROAD AND HAMNER AVENUE; 3) CHANGE THE LAND USE DESIGNATION ON 4.13 ACRES OF LAND WITHIN PLANNING AREA 6A FROM REGIONAL COMMERCIAL TO STAND-ALONE RESIDENTIAL OVERLAY FOR ONE PROPERTY LOCATED ON THE NORTHEAST CORNER ONTARIO RANCH ROAD AND HAVEN AVENUE; 4) CHANGE THE LAND USE DESIGNATION ON 4.13 ACRES OF LAND WITHIN PLANNING AREA 9A FROM STAND-ALONE RESIDENTIAL OVERLAY TO REGIONAL COMMERCIAL FOR ONE PROPERTY LOCATED ON THE SOUTHEAST CORNER ONTARIO RANCH ROAD AND HAVEN AVENUE; AND 5) AMEND THE SPECIFIC PLAN TO UPDATE THE DEVELOPMENT STANDARDS, EXHIBITS, AND TEXT CHANGES TO REFLECT THE PROPOSED LAND USES, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 0218-161-04, 0218-161-05, 0218-161-10, 0218-161-11, 0218-211-17, 0218-211-24, 0218-211-27, 0218-211-01 AND 0218-393-10.

WHEREAS, BROOKCAL ONTARIO, LLC AND RICH-HAVEN MARKETPLACE, LLC, (hereinafter referred to as "Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA19-006, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to nine properties totaling 199.46 gross acres of land located within the Rich-Haven Specific Plan, which is generally bounded by Riverside Drive, Colony High School and the SCE substation to the north, Hamner Avenue to the east, Old Edison Road to the south, and Hamner Avenue to the west. The

Rich-Haven Specific Plan is presently improved with a combination of SCE Easements, agricultural and dairy farms, and residential subdivisions; and

WHEREAS, the properties to the north of the Rich-Haven Specific Plan are within the Creekside Specific Plan, Civic and Specific Plan Agricultural Overlay Zoning District, and are developed with a flood control channel, Colony High School, and the SCE Mira Loma Substation. The properties to the east are within the Edenglen Specific Plan, Civic and the Specific Plan Agricultural Overlay Zoning District, and are developed with Colony High School, a Residential Subdivision, the SCE Mira Loma Substation and industrial warehouse and commercial uses within the City of Eastvale. The properties to the south are within the Esperanza Specific Plan and the Specific Plan Agricultural Overlay Zoning District and are developed with agricultural and dairy farms. The properties to the west are within the West Haven Specific Plan and the Avenue Specific Plan and are developed with residential subdivisions; and

WHEREAS, the Specific Plan Amendment includes changes to Planning Areas 1, 6, 7, 8, and 9, which are reflected within the Rich-Haven Land Use Plan Figure 3-1, and/or Land Use Summary - Table 3-1; and

WHEREAS, Planning Area 1A – 1F (Residential - SFD) is located at the southeast corner of Riverside Drive and Haven Avenue, totaling 110.1 gross acres of land and allows for up to 503 dwelling units at a density of 4.5 dwelling units per acre. The applicant is proposing to reduce the number of subareas within PA1 from 6 to 3. Planning Area 1 (1A-1C) proposes a total of 1,021 dwelling units, with an overall density of 9.2 dwelling units per acre. The amendment will retain low density ranges along Riverside Drive and increase density ranges gradually to the south; and

WHEREAS, Planning Area 1A (Residential - SFD) totals 25.5 gross acres of land and allows 115 dwelling units at a density of 4.5 dwelling units per acre; and

WHEREAS, Planning Area 1B (Residential – SFD/SFA) totals 24.5 gross acres of land and allows 175 dwelling units at a density of 7.1 dwelling units per acre; and

WHEREAS, Planning Area 1C (Residential - SFD/SFA) totals 60.6 gross acres of land and allows 731 dwelling units at a density of 12.1 dwelling units per acre; and

WHEREAS, Planning Area 7 is comprised of 81.1 gross acres of land that is located at the northwest corner of Ontario Ranch Road and Hamner Avenue. PA7 is comprised of four land use designations that include, Regional Commercial, Mixed-Use Overlay, SCE Easement/Gas Easement, and Stand-Alone Residential Overlay that allows a maximum of 725 dwelling units at a minimum density of 14 dwelling units per acre. The amendment proposes to eliminate all residential land uses and create two



subareas. The planned 725 dwelling units will be redistributed to Planning Areas 1A, 1B, 1C and 8B of the Rich-Haven Specific Plan; and

WHEREAS, Planning Area 7A will be located along the northern portion of PA7. PA 7A totals 56 gross acres of land and will consist of 49.4 acres of Light Industrial designated property, allowing up to 1,183,525 square feet of industrial development at 0.55 FAR, and 6.6 acres of Open Space – Non-Recreation designated property. PA 7A will no longer be part of the Mixed-Use District of the Rich-Haven Specific Plan and will become a separate land use designation; and

WHEREAS, Planning Area 7B consists of 25.1 gross acres of land located along Ontario Ranch Road, between Hamner and Mill Creek Avenues, south of PA 7A. PA 7B will continue to be part of the Rich-Haven Mixed Use District and will have a land use designation of Regional Commercial and allow for up to 300,000 square feet of commercial land uses; and

WHEREAS, Planning Area 8B is comprised of 19.7 acres of land located within the southeast portion of the Rich-Haven Specific Plan and consists of two land use designations: Stand Alone Residential Overlay and Regional Commercial. The Rich-Haven Specific Plan Land Use Summary Table 3-1 allows a maximum of 200 dwelling units and 123,400 square feet of commercial development. The proposed SPA would increase the maximum number dwelling units from 200 to 407 for Planning Area 8B, to mitigate the loss of dwelling units proposed from Planning Area 7; and

WHEREAS, the Applicant submitted a Tentative Tract Map (File No. PMTT20-003) and Development Plan (File No. PDEV20-007) for a residential project located at the northeast corner Ontario Ranch Road and Haven Avenue, within Planning Area 6A, which presently has a General Commercial land use designation. To facilitate the proposed development, the Applicant submitted an amendment to the Rich-Haven Specific Plan to change the land use designation on 4.13 acres of land within Planning Area 6A, from Regional Commercial to Stand-Alone Residential Overlay, and change the land use designation on 4.13 acres of land within Planning Area 9A, from Stand-Alone Residential Overlay to Regional Commercial. The proposed land use changes between the combined Planning Areas 6A and 9A will result in a no net change in dwelling units or commercial building area within the Specific Plan. Under this reorganization of land uses, Planning Area 6A will be comprised solely of Stand-Alone Residential Overlay designated property and Planning Area 9A will provide commercial land uses across its Ontario Ranch Road street frontage; and

WHEREAS, the Amendment includes the addition of light industrial development standards and land use matrix, updates to the existing residential and mixed use development standards and land use matrix, updates to various exhibits reflecting the

new planning subareas, along with text/map changes to reflect the proposed land use designation changes; and

WHEREAS, General Plan Amendment, Tentative Tract Map and Development Plan, File Nos. PGPA19-005, PMTT20-003 and PDEV20-007, respectively, were filed in conjunction with the proposed Specific Plan Amendment. The three applications consist of: [1] A General Plan Amendment to modify Policy Plan (general plan) Exhibit LU-01, Policy Plan Land Use Plan, changing the land use designation on 105.4 acres of Low Density Residential (2.1 – 5 du/ac), 66.01 acres of Mixed Use (9 – NMC East), and 10.36 acres of Open Space – Non Recreation designated property, to 23.41 acres of Low Density Residential (2.1 – 5 du/ac), 24.16 acres of Low-Medium Density Residential (5.1 – 11 du/ac), 57.83 acres of Medium Density Residential (11.1 – 25 du/ac), 20.46 acres of Mixed Use (9 – NMC East), 48.61 acres of Industrial, and 7.3 acres of Open Space – Non Recreation designated property; and modify Policy Plan (general plan) Exhibit LU-03, Future Buildout, to be consistent with the herein described land use changes; [2] A Tentative Tract Map (File No. PMTT20-003) to subdivide 6.65 acres of land into one numbered lot for condominium purposes, 26 numbered lots for single-family dwellings, and 20 lettered lots; and [3] A Development Plan (File No. PDEV20-007) to construct 26 detached single-family units (6-Pack Cluster) and 77 multiple-family units (14-plex Courtyard Townhomes); 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 make recommendation to the City Council 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, as the first action on the Project, on April 27, 2021, the Planning Commission issued a Resolution recommending City Council adopt 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 March 23, 2021 the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and continued said hearing to April 27, 2021 to allow the applicant additional time to complete the project Addendum; and

WHEREAS, on April 27, 2021, 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: Environmental Determination and Findings.** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the Addendum, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Addendum, the initial study, and 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 EIR”), which was certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001; and

(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; and

(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; and

(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.

**SECTION 2: Subsequent or Supplemental Environmental Review Not Required.** Based on the EIR 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 Certified EIR 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

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: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on 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.

Senate Bill 330 (“SB 330”) – Housing Accountability Act (Government Code Section 65589.5 et seq.) – was passed by the California Legislature, signed by the Governor and became effective on January 1, 2020. The bill is the result of the Legislature’s extensive findings regarding the California “housing supply crisis” with “housing demand far outstripping supply.”

SB 330 amended Government Code Sections 65589.5, adding Government Code Sections 65940, 65943 and 65950, and repealed and readopted Sections 65906.5, 65913.10 and 65941.1. To summarize, no city may disapprove a residential housing development project for low- to moderate-income households (as defined therein) unless it makes a finding that the housing development project “would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households...” such as where the housing development project is proposed on land “which does not have adequate water or wastewater facilities to serve the project.” (Government Code Section 65589.5(d)(2), (4)).

In addition, the legislation adds Chapter 12 to Division 1 of Title 7 of the Government Code (Section 66300 et seq.) that applies to “affected cities,” which are identified as cities in urbanized areas as determined by the most recent census. In accordance with SB 330, the Department of Community Development and Housing (“HCD”) has prepared a list of affected cities and has determined that Ontario is an “affected city.” Therefore, pursuant to Government Code section 66300(b)(1)(A) and (b):

*(b) (1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:*

*(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018...”*

except when approved by HCD or when the following exception is set out in Government Code Section 66300(i)(1) applies:

*(i) (1) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.*

As discussed in the GPA section of the staff report, a GPA and SPA is proposed to change the site’s land use designations from Mixed-Use to Industrial. The GPA would eliminate the Mixed-Use allowable housing, thereby theoretically eliminating 725 units (as allocated

by Policy Plan Exhibit LU-03, Future Buildout, and the Rich Haven SP Land Use Summary Table 3-1).

To address the removal of 725 residential units and demonstrate a “no net loss,” and demonstrate that the Project is compliant with provisions of Section 66300(i)(1) have been met and there is no net loss of residential capacity, the applicant is proposing to increase the density/capacity within other areas of the Rich Haven Specific Plan controlled by Rich Haven Marketplace. The proposed General Plan and Specific Plan amendments will create a combined increase of 725 units within the Rich Haven Specific Plan area that will offset the loss of 725 residential units located at the northwest corner of Hamner Avenue and Ontario Ranch Road (Planning Area 7 of the Rich Haven Specific Plan), resulting in a no net loss of residential units, and maintaining compliance requirements with SB330.

**SECTION 4: *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 recommending 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 5: *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 through 4, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed Specific Plan, or amendment thereto, 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 Rich-Haven

Specific Plan amendment will provide land use consistency with the related proposed General Plan Amendment (File No. PGPA19-005). The proposed amendments will accommodate the construction of future residential, industrial, and commercial developments and eliminate sensitive land uses within the southeast portion of the Specific Plan which is consistent with goals, policies, plans and City Council priorities of The Ontario Plan.

(2) ***The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed amendments to the Rich-Haven Specific Plan will establish consistency with the related proposed General Plan Amendment (File No. PGPA19-005). The proposed Specific Plan Amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The land use changes will provide a combination of residential, mixed-use, commercial, and light industrial uses within the Rich-Haven Specific Plan, which is consistent with the type and intensity of development specified in The Ontario Plan and evaluated by The Ontario Plan Environmental Impact Report.

(3) ***In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The proposed amendments will accommodate the construction of future residential, industrial, and commercial developments. The amendment will also eliminate residential sensitive land uses within the southeast portion of the Specific Plan and establish a light industrial land use buffer between planned commercial uses and the existing SCE Mira Loma Substation in order to establish a harmonious relationship between the existing surrounding land uses and planned uses within the southeast quadrant of the specific plan.

(4) ***In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** The subject site is physically suitable to accommodate the future residential, commercial, mixed use and light industrial land uses. The Rich-Haven Specific Plan amendment includes development standards to facilitate the proposed land uses, which will be developed with adequate lot sizes, access, and utilities to serve the project site.

**SECTION 6: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and the herein described Specific Plan Amendment, included as "Attachment B" of this resolution incorporated herein by this reference.



**SECTION 7: *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 8: *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 9: *Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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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 27th day of April 2021, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Rick Gage  
Planning Commission Chairman

ATTEST:

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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 April 27, 2021, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PSPA19-006  
Departmental Conditions of Approval**

*(Departmental conditions of approval to 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*

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**Meeting Date:** April 27, 2021  
**File No:** PSPA19-006  
**Related Files:** PGPA19-005, PMTT20-003 and PDEV20-007

**Project Description:** An amendment (File No. PSPA19-006) to the Rich-Haven Specific Plan, which includes the following map and text revisions: [A] Change the land use designation on 110.1 gross acres of land from Planning Area 1A – 1F (Residential - SFD), to 25.5 gross acres of Planning Area 1A (Residential - SFD), 24.5 gross acres of Planning Area 1B (Residential – SFD/SFA) and 60.6 gross acres of Planning Area 1C (Residential - SFD/SFA); [B] Change the land use designation on 81.1 gross acres of land within Planning Area 7 (Stand-Alone Residential Overlay, Mixed-Use Overlay, Regional Commercial, and SCE Easement/Gas Easement) to, Planning Area 7A (49.4 gross acres of Light Industrial and 6.6 gross acres of Open Space – Non Recreation) and Planning Area 7B (25.1 gross acres of Regional Commercial); [C] Change the land use designation on 4.13 acres of land within Planning Area 6A from Regional Commercial to Stand-Alone Residential Overlay; [D] Change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial; and [E] Various changes to the Specific Plan development standards, exhibits, and text, to reflect the proposed land uses. The Rich-Haven Specific Plan is generally bounded by Riverside Drive, Colony High School and the SCE substation to the north, Hamner Avenue to the east, Old Edison Road to the south, and Hamner Avenue to the west; (APNs: 0218-161-04, 0218-161-05, 0218-161-10, 0218-161-11, 0218-211-17, 0218-211-24, 0218-211-27, 0218-211-01 and 0218-393-10); **submitted by Rich-Haven Marketplace LLC and Brookcal Ontario, LLC.**

**Prepared By:** Lorena Mejia, Senior Planner  
Phone: 909.395.2276 (direct)  
Email: [Imejia@ontarioca.gov](mailto:Imejia@ontarioca.gov)

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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 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:

**1.1 Specific Plan/Specific Plan Amendment.** The following shall be submitted to the Planning Department within 30 days following City Council approval of the Specific Plan/Specific Plan Amendment:

- (a) Fifteen copies of the final Specific Plan document;
- (b) One complete, unbound copy of the final Specific Plan document;
- (c) One CD containing a complete Microsoft Word copy of the final Specific Plan document, including all required revisions;
- (d) Five CDs, each containing a complete PDF copy of the final Specific Plan document, including all required revisions; and

(e) One CD containing a complete electronic website version of the final Specific Plan document, including all required revisions.

**1.2** 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.

**1.3** 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.

**1.4** Tribal Consultation Conditions.

(a) The project developer shall retain a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.

(b) The project developer shall retain a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. A copy of the executed contract shall be submitted to the City of Ontario Planning Department prior to the issuance of any grading permit (any ground-disturbing activity). At their discretion, a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry can be present during the removal of dairy manure to native soil, but not at the developers' expense.

(c) A qualified archaeologist and a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).

(d) Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

(e) There shall be no Scientific study or the utilization of any invasive diagnostics on any Native American human remains.

(f) If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.

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

#### **1.5** 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.

**ATTACHMENT B:**

**File No. PSPA19-006  
Rich Haven Specific Plan Document**

*(SPA Document follows this page)*

# RICH - HAVEN

## SPECIFIC PLAN AMENDMENT

### ONTARIO, CALIFORNIA

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CITY COUNCIL APPROVED: DECEMBER 4, 2007 ORDINANCE NO. 2884

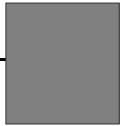
CITY COUNCIL APPROVED SPECIFIC PLAN AMENDMENT (FILE NO. PSPA16-001): MARCH 15, 2016  
RESOLUTION NO.'S 2016-024, 2016-025

CITY COUNCIL APPROVED SPECIFIC PLAN AMENDMENT (FILE NO. PSPA16-005): FEBRUARY 20, 2018  
RESOLUTION NO.'S 2018-017, 2018-018

CITY COUNCIL APPROVED SPECIFIC PLAN AMENDMENT (FILE NO. XXXX00-000): NOVEMBER 00, 2020  
RESOLUTION NO.'S 0000-000, 0000-000



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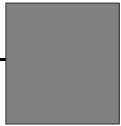
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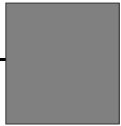
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## SECTION 1 - INTRODUCTION

The Rich-Haven Specific Plan applies to approximately 584.2 gross acres of land in the southern portion of the City of Ontario, within the Ontario Ranch, (previously referred to as the New Model Colony - NMC). The Rich-Haven Specific Plan must be consistent with the planning guidelines of the City's The Ontario Plan, adopted by the City of Ontario in 2010 or as amended.

The Ontario Plan (TOP) establishes the direction and vision for the City of Ontario, providing a single guidance system that will shape the Ontario community for the future. The Plan provides for policies to accommodate change over 30-year period. The Ontario Plan consists of a six-part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback.

The Rich-Haven Specific Plan defines a development that can be financed, marketed, and absorbed within a reasonable time frame. At 584.2 gross acres, Rich-Haven will be developed as a cohesive community, incorporating a series of well-integrated neighborhoods, including residential, regional commercial, commercial, mixed use, light industrial and community facility land uses. Upon adoption, the Rich-Haven Specific Plan will be implemented through the development standards, design guidelines, and land use plan contained within this document. Development within the Rich-Haven Specific Plan area that is consistent with this Plan and the City's TOP will not require subsequent specific plans or environmental review, as the planning requirements for consistent development will have already been satisfied.

The Rich-Haven Specific Plan is a regulatory document prepared pursuant to California Government Code, Title 7, Division 1, Chapter 3, Article 8, and Sections 65450 through 65457, and serves as the regulating zoning document for the property within the Specific Plan area.

### 1.1 LOCATION AND SETTING

The Rich-Haven Specific Plan is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles east of downtown Los Angeles, 20 miles west of San Bernardino, and 30 miles northeast of Orange County. The project site is located west of Interstate 15 (I-15), and south of State Route 60 (SR-60), within the 8,200-acre Ontario Ranch. The Rich-Haven Specific Plan area is located in the southeast portion of The Ontario Plan (TOP). The TOP land use designations for the project area are Low Density Residential, Low-Medium Density Residential, Medium Density Residential, Industrial, Mixed-Use, Open Space Non Recreation and Open Space Parkland.

The project site is bounded to the north by Riverside Drive and the property line for Colony High School and the Southern California Edison substation. Haven Avenue bounds the project to the west. Mill Creek Avenue and Hamner Avenue form the eastern boundaries and Old Edison Road forms the boundary to the south. The Esperanza Specific Plan is located to the south of the eastern half of the site. See Figure 1-1, *Regional Map*, and Figure 1-2, *Local Map*.





NOT TO SCALE

## RICH-HAVEN SPECIFIC PLAN LOCAL VICINITY MAP

FIGURE 1-2

1.2 SPECIFIC PLAN PURPOSE AND OBJECTIVES

The Rich-Haven **Specific** Plan serves to implement the City’s TOP Policy Plan (General Plan) for the project site and provides zoning regulations for the development of the project site by establishing permitted land uses, development standards, **design guidelines**, infrastructure requirements, and implementation requirements for development. The Rich-Haven Specific Plan includes the potential development of up to 7,194 dwelling units, a maximum **990,902** square feet of commercial/office uses **and a maximum of 1,183,525 square feet of light industrial uses**.

The City’s TOP overall vision for the Ontario Ranch is to create a self-sustaining place of diversity, extending into Ontario’s existing fabric of development. The City’s TOP also envisions each neighborhood and commercial center within the Ontario Ranch as a place uniquely identifiable for its residents, employees, and visitors, united through an area-wide network of greenways, trails, open spaces, amenities, and infrastructure.

The Rich-Haven Specific Plan provides the specific regulations necessary to meet and enhance the City’s TOP’s vision and goals. To do so, the Rich-Haven Specific Plan establishes its own vision, objectives, and policies, and provides regulations and standards pertaining to the density, permitted, conditional, and prohibited uses, implementation, and design of Rich-Haven.

The vision for Rich-Haven is to *“create a vibrant community with a mixture of uses all connected through a series of trails providing opportunities for people to live, work and play.”* In order to actualize this vision, a series of objectives are provided to augment the NMC-wide objectives and policies identified within the City’s TOP. These objectives and policies are as follows:

**Livable Neighborhood Development**

- ❖ Incorporate Traditional Neighborhood Design guiding principles during the design phase to provide for opportunities to achieve the project’s vision statement, including:
  - **Central Focus.** To create a community with a central focus that combines commercial, civic, cultural, and recreational uses.
  - **Connections.** To provide a series of sidewalks and trails connecting community parks, civic uses, **employment areas**, mixed-use and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
  - **Traditional Street Network.** To design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, as well as creating a visually favorable and comfortable environment for pedestrians and bicyclists.
  - **Main Street Environment.** To design commercial/retail areas to a human scale with storefronts oriented to the street providing a “Main Street” atmosphere for strolling and shopping, all within walking distance from most homes.

- **Public Spaces.** To create plazas, parks, and community gathering places placed within centralized areas providing synergy between adjacent land uses.
  - **Identifiable Neighborhoods.** To design neighborhoods around a discernable center, which may include a small park, square, school or mixed-use center, within a five-minute walking distance.
  - **Mix of Housing.** To provide neighborhoods with a range of household types: a variety of single-family detached homes, attached units for young families, and live/work units for small at-home businesses.
- 
- ❖ Design a mixed-use environment to ensure compatible uses that are cohesive and integrate a diversity of residential neighborhoods, with a range of commercial uses, and supporting open spaces.
  - ❖ Utilize transportation, utility, and greenways/open space networks to establish clear edges and boundaries.
  - ❖ Accommodate residential, commercial, open space, public, and other uses in accordance with the generalized distribution of uses depicted within the City's TOP Land Use Plan.
  - ❖ Implement elements that will ensure walkability throughout the Project Area to discourage automobile dependency and encourage walking, biking, and other forms of transportation. This is achieved through the incorporation of subarea greenways and pedestrian connections and through sensitive site design of mixed-use development.
  - ❖ Implement technological advances within residential communities, including internet access, to allow residents to shop and work from home and to decrease reliance on automobiles.
  - ❖ Provide opportunity for at least one major public plaza/square as a centerpiece of community activities, including events and celebrations, outdoor performances, community meetings, picnics, farmers markets, and similar functions.
  - ❖ Establish a clearly defined "edge" for the City's TOP area, where appropriate, that avoids the use of walls and creation of a "walled" enclave.
  - ❖ Incorporate electrical transmission corridors and similar elements to form "edges" for residential neighborhoods and centers and/or accommodate public greenways/trails/corridors.

***Residential District***

- ❖ Create a livable community with neighborhoods designed at a human scale and oriented for pedestrian access to mixed-use, educational, and recreational uses.
- ❖ Provide for a range and diversity of housing products (detached single-family, detached and attached condominiums, and townhomes) that respond to a variety of homeownership needs and desires.
- ❖ Design residential projects to complement the character of adjacent neighborhoods.
- ❖ Encourage interaction among residents through the provision of an organized, simple, and “neo-traditional” system of streets, pathways, and entries to allow residents to walk or bike to parks, recreation, and public facilities (including schools).
- ❖ Promote outdoor activity and casual social contact among residents and neighbors by designing neighborhoods around a central park where they can gather.
- ❖ Provide a focal point of activity within each residential planning area that may include a park, school, common area, or public meeting facility.
- ❖ Encourage architectural styles and traditional design elements that reflect the historic and eclectic mixture of architecture, reflective of the greater Ontario area.
- ❖ Increase densities adjacent to commercial centers.
- ❖ Establish clear defined “edges” and “entries” that contribute to the neighborhood identity.
- ❖ Avoid the use of walls to separate residential areas from arterials and other high traffic volume streets by expanded landscape setbacks, frontage roads, and other appropriate techniques.
- ❖ Include clustered multi-family housing within the Residential District, in order to create a diverse range of housing products and opportunities, while still in keeping with the overall low-density residential designation.
- ❖ Locate higher-density residential uses that provide population to support adjacent regional commercial centers.
- ❖ Provide sufficient on-site recreational amenities within higher density developments.
- ❖ Include community oriented uses such as public meeting rooms, plazas and courtyards, and similar uses.
- ❖ Establish visual and physical links among the individual multi-family developments to create a cohesive and continuous corridor.
- ❖ Design building elevations to promote visual interest.
- ❖ Provide linkages between community service facilities, multi-family corridors, and residential neighborhoods.

***Regional Commercial/Mixed-Use District***

- ❖ Accommodate a diversity of large scale retail, community and neighborhood shopping, office, medical research, entertainment, hotel/motel, dining, housing, cultural, public, and similar uses that will serve the project area and neighboring Planning Areas.
- ❖ Function with a high level of activity and/or employment.
- ❖ Accommodate development of multi-family housing, mixed-use buildings that incorporate housing and retail/office, and live/work facilities.
- ❖ Accommodate single-use buildings and mixed-use structures containing a variety of uses from residential over retail or office-to-office over retail.
- ❖ Encourage traditional, mixed-use design of commercial buildings, by requiring a lower maximum floor area ration (FAR) for single-use buildings, and a higher maximum FAR for mixed-use buildings.
- ❖ Develop plaza areas and other amenities to provide places of social interaction.
- ❖ Include one or more public “squares” to serve as gathering places.
- ❖ Incorporate modulated building volumes, mass, height, and articulated facades to create individual spaces.
- ❖ Site a portion of the buildings on peripheral streets to provide connectivity to adjacent uses.
- ❖ Orient buildings towards the local streets whenever possible to create an urban edge and sense of arrival and place.
- ❖ Include sidewalks of sufficient width to accommodate pedestrian activity and outdoor restaurants, newsstands, and other uses.
- ❖ Create visual interest through the opening of streets and sidewalks/plazas towards building elevations.
- ❖ Incorporate landscaping to enhance the environment.
- ❖ Visually integrate parking structures to continue the intended design character of the district.
- ❖ Incorporate multi-family housing to create a cohesive and continuous corridor.
- ❖ Ensure an appropriate mix of uses (residential and commercial) that are compatible.
- ❖ Encourage pedestrian access and ease of use within the mixed-use area by designing pedestrian and bike paths.
- ❖ Create a “Main Street” environment with buildings designed to a human scale where pedestrian activity is not overwhelmed by automobile traffic.
- ❖ Utilize urban design to create a “Gateway” or portal to the Ontario Ranch.



***Industrial District***

- ❖ Incorporate transitions and/or buffers between commercial/mixed-use and industrial areas and adjacent residential areas.
- ❖ To contribute to the regional jobs to housing balance by providing employment opportunities while minimizing development impacts on surrounding neighborhoods.
- ❖ To create a high-quality industrial park development that attracts an array of businesses and provides employment opportunities within proximity to area residents.
- ❖ Provide safe and efficient access/circulation routes for the distribution/transportation of goods.

***Circulation***

- ❖ Provide a circulation system designed to promote pedestrian activity through a network of off-street pedestrian walkways linking each neighborhood to parks, mixed-use commercial, and residential uses.
- ❖ Design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, creating a visually attractive, enhanced, and comfortable environment for pedestrians and bicyclists.
- ❖ Design streets to incorporate landscaped parkways and pedestrian walkways separated from the street to enhance safety and enjoyment of residents and visitors.
- ❖ Provide opportunities for transit connections and alternative modes of transportation.

***Recreation/Trails***

- ❖ Provide new recreational opportunities for residents through the development of a series of public and private parks.
- ❖ Provide a series of pedestrian trails connecting community parks, civic uses, mixed-use, and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
- ❖ Incorporate off-street multi-use trails within the Southern California Edison easements.
- ❖ Incorporate a system of on- and off-street bicycle pathways with access from the residences to mixed-use areas.
- ❖ Use landscaping and streetscape materials that are low maintenance in recreation and trail areas.
- ❖ Provide a system of on-street bikeways integrated throughout the project to provide access to schools, parks, and commercial uses.

- ❖ Provide new recreational opportunities for residents through the development of a series of parks ranging in size.

### ***Community Facilities***

- ❖ Incorporate existing major utilities into the overall fabric of the community.
- ❖ Provide opportunities for incorporation of community facilities (e.g. schools, fire station) as identified by the various agencies.

### 1.3 LAND USE PLAN OVERVIEW

The Rich-Haven Specific Plan proposes a land use plan that includes a mixture of uses, and is based on Traditional Neighborhood Design principles and concepts, including pedestrian and bicycle connectivity, a traditional grid street network, and a variety of housing types and architectural styles. **The land use plan provides a logical extension of commercial and residential uses and a transitional Light Industrial buffer adjacent to existing utility facilities and industrial/warehouse land uses.**

The Specific Plan area is separated into a Residential District encompassing approximately 271.3 gross acres and Regional Commercial/Mixed-Use/**Light Industrial** Districts encompassing approximately 312.9 gross acres. The Residential District is planned to include low-, medium-, and high-density residential units, park and open space areas, a public park and a fire station site. A variety of uses, as identified within Section 5, *Development Regulations* and allowed by the City's TOP, are proposed within the Regional Commercial/Mixed-Use District. Together, the Residential District and the Regional Commercial/Mixed-Use District include a project-wide total of a maximum of 7,194 dwelling units, a maximum of **990,902** square feet of commercial/**office** uses **and a maximum of 1,183,525 square feet of industrial uses.**

#### 1.3.1 Residential District

The Rich-Haven Residential District includes approximately 271.3 gross acres within Specific Plan Planning Areas 1 through 5. This District provides for a variety of housing types at low and medium densities, and a total of 1,833 dwelling units. In addition to housing, the Residential District also includes approximately 27.0 acres of public parks and 20.0 acres of open space within the Southern California Edison parcel.

Housing units planned within the Residential District are oriented around park and open space amenities, fostering identifiable sub-neighborhoods and enhanced opportunities for people to meet and recreate. Some residential neighborhoods may be gated with private streets. Integrated throughout the Residential District is a series of trails and sidewalk systems providing connectivity and opportunities to utilize alternative modes of transportation to the public park, Regional Commercial/Mixed-Use District, and the greater **Ontario Ranch** area.

#### 1.3.2 Regional Commercial/Mixed-Use District

The Regional Commercial/Mixed-Use District includes approximately **256.9** gross acres within Specific Plan Planning Areas 6, **7B**, 8 and 9. This District is envisioned per the City's TOP as a highly active area with a variety of uses that are responsive to market demands, including commercial, office, residential, medical office, and research, as well as other uses identified in Section 5, *Development Regulations*. In total, a maximum of ~~5,361~~ **4,843** dwelling units and a maximum of ~~1,131,702~~ **990,902** square feet of regional commercial uses are planned within this District. Residential uses shall include both mixed-use, multi-

family attached residential as well as stand-alone residential neighborhoods, accommodated for through a “Stand Alone Residential Overlay”.

To provide developers with the opportunity to respond to changes in the market, the ultimate mix of uses developed within the Regional Commercial/Mixed-Use District is flexible.

### **1.3.3 Light Industrial Land Use District**

The Industrial District includes approximately 56.0 gross acres within Specific Plan Planning Area 7A. This District is envisioned per the City’s TOP as a transitional area with a potential for a variety of uses that are responsive to market demands, including uses allowed within the Regional Commercial/Mixed Use District and Industrial uses identified in Section 5, *Development Regulations*. In total, a maximum of 1,183,525 square feet of Light Industrial uses are allowed within this District.

To provide developers with the opportunity to respond to changes in the market, the ultimate mix of uses developed within the Industrial Land Use District is flexible.

## 1.4 SPECIFIC PLAN AUTHORITY AND REQUIREMENTS

### 1.4.1 AUTHORITY

The California Government Code establishes the authority for a legislative body to adopt an ordinance or resolution requiring that a specific plan be prepared. As with General Plans, the Planning Commission must hold a public hearing before the planning agency can recommend the adoption of a specific plan. The City Council may then adopt a specific plan by ordinance.

The Specific Plan is regulatory in nature, and serves as zoning law for the properties involved. Development plans, site plans, and tentative tract and parcel maps must be consistent with both this Rich-Haven Specific Plan and the City of Ontario's TOP. The scope of subjects covered in the Specific Plan is the same as that of the City's TOP to the extent that the subject under consideration involves the Ontario Ranch portion of the City of Ontario.

The Rich-Haven Specific Plan is established through the authority granted to the City of Ontario by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).

### 1.4.2 REQUIREMENTS

The California Government Code, Article 8, Sections 65450 et seq., establishes the minimum requirements and review procedures for specific plans, requiring that a specific plan include text and diagrams that specify all of the following in detail:

- ❖ The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- ❖ The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan, and needed to support the land uses described in the plan.
- ❖ Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- ❖ A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the project.

**1.4.3 DEVELOPMENT APPROVAL COMPONENTS**

Rich-Haven’s development approval process is as follows:

**SPECIFIC PLAN** – The Rich-Haven Specific Plan is a regulatory document that establishes the zoning, land use designations, densities, and design guidelines for the entire Specific Plan Project Area. The Rich-Haven Specific Plan will implement the City’s TOP, as amended by this Specific Plan proposal. The Specific Plan will be considered by the Planning Commission and City Council and will be adopted by Ordinance. Subsequent tract or parcel maps and site development plans must be in compliance with the adopted Specific Plan.

**ENVIRONMENTAL IMPACT REPORT** – The Rich-Haven Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (CEQA). As part of the approval process for the Specific Plan, an Environmental Impact Report must be considered and certified by the City prior to approval of the Specific Plan.

**SUBDIVISION MAPS** – A series of subdivision maps will be reviewed and approved by the City of Ontario for the residential components of the project area that will include information on lot layout and dimensions, roads, grading, easements, and slope. Subsequent to approval by the City, final maps will be prepared that will become the legal recorded documents that will establish legal parcels. Development in the Regional Commercial, Mixed-Use and Light Industrial Districts of this Specific Plan (Planning Areas 6, 7, 8, and 9) will require approval of parcel subdivision and/or condominium maps by the City of Ontario for residential, mixed-use, light industrial and commercial plans.

**DEVELOPMENT PLAN REVIEW** – Development of individual planning areas within the Rich-Haven Specific Plan will be subject to the Development Plan Review process consistent with the City of Ontario’s Development Code.

**DEVELOPMENT AGREEMENT** – Unless done in a coordinated manner and with adequate fiscal planning, development projects within Ontario Ranch are likely to present a challenge in their implementation because of the lack of existing public facilities, including streets, sewer, transportation, drinking water, school, and utility facilities. California law has established a mechanism for ensuring the adequate provision of such facilities, while at the same time providing assurances to applicants that, upon approval of the project, the applicants can proceed with their projects. Approval of this Specific Plan without a development agreement may result in a waste of resources, escalate housing prices for the consumer, and discourage investment in and commitment to comprehensive planning, as envisioned by the City, which seeks to make maximum efficient utilization of resources at the least economic cost to the public.

Therefore, a statutory development agreement, authorized pursuant to California Government Code sections 65864 et seq., shall be required in conjunction with the approval of this Specific Plan. For the abovementioned reasons, the development agreement for this Specific Plan shall include, among other things, methods for financing

acquisition and construction of infrastructure, acquisition and development of adequate levels of parkland and schools, as well as the provision of adequate housing opportunities for various segments of the community consistent with the regional housing needs assessment. Such development agreement shall have been fully approved before the issuance of the first building permit for this project.

**1.4.4 RELATIONSHIP TO THE ONTARIO PLAN, AIRPORT LAND USE COMPATIBILITY PLANS AND ZONING**

On January 26th, 2010, the City of Ontario adopted The Ontario Plan (TOP) which serves as the City’s new business plan and includes a long term Vision and a principle based Policy Plan (General Plan).

The City’s Policy Plan, which acts as the City’s General Plan, designates the project site for the following land uses:

- Low Density Residential (2.1-5.0 dwelling units per acre) – Planning Areas 1A, 1B, 1C, 1D, 1E and 1F.
- Low Medium Residential (5.1- 11.0 dwelling units per acre) – Planning Areas 4A, 4B, 4C and 4D.
- Medium Density Residential (11.1-25.0 dwelling units per acre) – Planning Areas 5A, 5B, 5C and 5D.
- Mixed Use (14.0-50.0 dwelling units per acre for residential and maximum 0.7 FAR for commercial/office) – Planning Areas 6A, 6B, 7B, 8A, 8B, 9A and 9B.
- **Industrial (maximum 0.55 FAR) – Planning Area 7A.**
- Open Space: Parkland – Planning Area 3.
- Open Space: Non-Recreation – Planning Areas 2 and 5E.

Section 9 – (TOP Residential, ~~and~~ Mixed Use **and Light Industrial Use** Consistency Tables) provides a summary of the minimum and maximum number of units allowed within each Residential Planning Area (PA 1, 4 and 5) and shows that the Rich Haven Specific Plan Land Use Plan is consistent with the assigned TOP Land Use Designation.

The Mixed Use Planning Areas (6A, 6B, 7B, 8A, 8B, 9A and 9B) TOP Land Use designated areas within Rich Haven Specific Plan allow for a combination of Regional Commercial, Mixed-Use Overlay and a Stand-Alone Residential Overlay uses. Projects within these areas shall be required to maintain a Residential density range of 14.0 – 50 du/ac and shall not exceed 0.7 Floor Area Ratio for any commercial/office use to be consistent with City’s TOP policies. **Light Industrial projects shall not exceed 0.55 Floor Area Ratio to be consistent with City’s TOP policies.** The Consistency Tables within Section 9 includes a detailed breakdown of how each Mixed Use **and Light Industrial** Planning Area is consistent with the TOP.

The Rich-Haven Specific Plan is located within the Airport Influence Area (AIA) of the Ontario International Airport and Chino Airport and required to be consistent with both Airport Land Use Compatibility Plans.

#### 1.4.5 CEQA COMPLIANCE

An Environmental Impact Report (EIR) has been prepared for the project to analyze significant environmental impacts of the project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provisions of the California Environmental Quality Act (CEQA). This EIR has analyzed the entire Rich-Haven Specific Plan area and addresses potential impacts associated with development of the Specific Plan area. The EIR includes recommended mitigation measures and will analyze implementing actions for development. The EIR has been prepared to fulfill the requirements for environmental documentation for most subsequent discretionary and ministerial applications for development within the Rich-Haven Specific Plan.

Subsequently, ~~an~~ addendums to The Ontario Plan Environmental Impact Report were prepared for the annexation of Planning Areas 9A and 9B into the Rich Haven Specific Plan and for land use changes to Planning Areas 1, 7 and 9.



## 1.5 SPECIFIC PLAN ORGANIZATION

The Rich-Haven Specific Plan is organized into the following sections:

**INTRODUCTION** – This section includes an overview of the Specific Plan, an overview of the Development Plan, identifies the Specific Plan’s authority and requirements, and also includes a glossary of terms.

**EXISTING CONDITIONS** – Provides the location of the property, the surrounding land uses, and discusses environmental opportunities and constraints of the site.

**LAND USE** – Contains the overall design concepts that define the community as well as the neighborhoods, **regional commercial, mixed-use and light industrial areas**.

**INFRASTRUCTURE AND SERVICES** – Establishes circulation improvements, identifies development criteria for the community facilities, and provides master planned and conceptual infrastructure requirements for water, wastewater, storm drainage, and dry utilities in the Specific Plan Area.

**DEVELOPMENT REGULATIONS** – Sets forth the land use designations, **development standards** and regulations and describes the development plan of the Specific Plan area for **residential, commercial, mixed-use and light industrial uses**.

**DESIGN GUIDELINES** – Sets forth the Design Programs and provides requirements for development, including **site planning, architecture**, landscaping and signage.

**ADMINISTRATION AND IMPLEMENTATION** – Sets forth administrative procedures for implementing the mixed-use implementation mechanisms, modification, and procedures for amending the Specific Plan, and establishes the implementation, phasing, financing, improvement responsibilities, and subsequent Design Review submittal requirements.

**THE ONTARIO PLAN CONSISTENCY** – The City of Ontario Policy Matrix describes the relationship of the Rich-Haven Specific Plan to the policy requirements of the City’s TOP.

## 1.6 GLOSSARY OF TERMS

The meaning and constructions of words, phrases, title, and terms shall be the same as provided in the City of Ontario Development Code unless otherwise provided herein.

**Ancillary use:** A use which is incidental or supplementary to a primary permitted use.

**Area, gross:** A unit of land measure, including easements, existing and future rights-of-way and other future dedications.

**Area, net:** A unit of land measure, not including the area within the established rights-of-way of a public or private street, or any other area dedicated or required to be dedicated in the future for a public use.

**Conditional Use Permit (CUP):** A zoning instrument used primarily to review the location, site development, or operation of certain land uses. A conditional use permit is granted at the discretion of the Planning Commission or Zoning Administrator and is not the automatic right of the applicant or landowner.

**Daily Vehicle Trips:** The number of vehicle trips per a specific use during an average day.

**Development Advisory Board (DAB):** A board in the City as established by the City Council charged with the responsibility for the review and approval of development plans.

**Dwelling unit, single family:** An attached or detached building not to contain more than one kitchen and which, regardless of the form of ownership, is not designed to accommodate more than one household.

**Dwelling unit, multi-family:** One or more rooms designed, occupied, or intended for occupancy as separate living quarters, with cooking, sleeping, and sanitary facilities provided within the same unit for the exclusive use of the household.

**Floor area ratio (FAR):** The total building square footage on a given lot, divided by the lot area of the same lot. Building square footage includes all structures on the lot, including accessory structures.

**Height, building:** The vertical dimension of a building or any other structure, measured from the highest point of the roof to adjacent grade within five feet of the building immediately below the point of measurement, not including chimneys, antennas, elevators, or other appurtenant structures.

**Home occupation:** An occupation conducted by the occupant of a dwelling as a secondary use in which there is no display, no stock-in-trade, no commodity sold on the premises, no person employed other than residents of the dwelling, and no mechanical equipment used except for that necessary for housekeeping purposes.

**Light Industrial:** The Light Industrial Specific Plan area, accommodates lighter manufacturing and assembly activities, storage and warehousing activities and other similar uses developed at a maximum intensity of 0.55 FAR. This land use district is intended to serve as a buffer between heavier industrial uses and commercial, residential, parks and schools.

**Lane:** A public or private way permanently reserved as a secondary means of access to abutting property.

**Live/Work:** A dwelling unit that acts as both a residence and a place of commercial activity, where the residential use is the primary use, and the commercial activity is the secondary use.

**Mixed use:** Horizontal mixed use includes a variety of uses adjacent to each other from commercial to office, etc. Vertical mixed use includes a mixture of uses vertically stacked on one parcel or building from office over commercial to residential over commercial.

**Open Space/Non-Recreation:** Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use.

**Setback, front yard:** The horizontal distance between the front property line and a line parallel thereto at the nearest point of a structure on the site.

**Setback, rear yard:** The horizontal distance between the nearest part of a main building and the nearest point of the rear property line.

**Setback, side yard:** The horizontal distance between the side property line and a line parallel thereto at the nearest point of a structure on the site.

**Street, arterial:** A street with signals at important intersections and stop signs on the side streets, that collects and distributes traffic to and from other arterial streets, and moves regional traffic.

**Street, collector:** A street that collects traffic from local streets and connects with arterial streets. Collector streets may be signalized under certain conditions.

**Street, local:** A street designed to provide vehicular access to abutting property.

**Trip Allocation:** The number of average daily trips for individual planning areas.

**Trip Budget:** The total average daily vehicular trips generated by use located within the project.

**Use:** The purposes for which a site or a structure is arranged, designed, intended, constructed, or erected.

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## SECTION 2 - EXISTING CONDITIONS

This section of the Rich-Haven Specific Plan discusses the existing physical natural and man-made conditions of the Rich-Haven Specific Plan area at the time of the preparation of the Specific Plan, including existing land uses, infrastructure and improvements, topography, geology, and vegetation and wildlife.

### 2.1 OWNERSHIP/WILLIAMSON ACT CONTRACTS

Within the Specific Plan area, one private property owner has property currently under Williamson Act contracts. See Figure 2-1, Ownership Map.

### 2.2 LAND USES

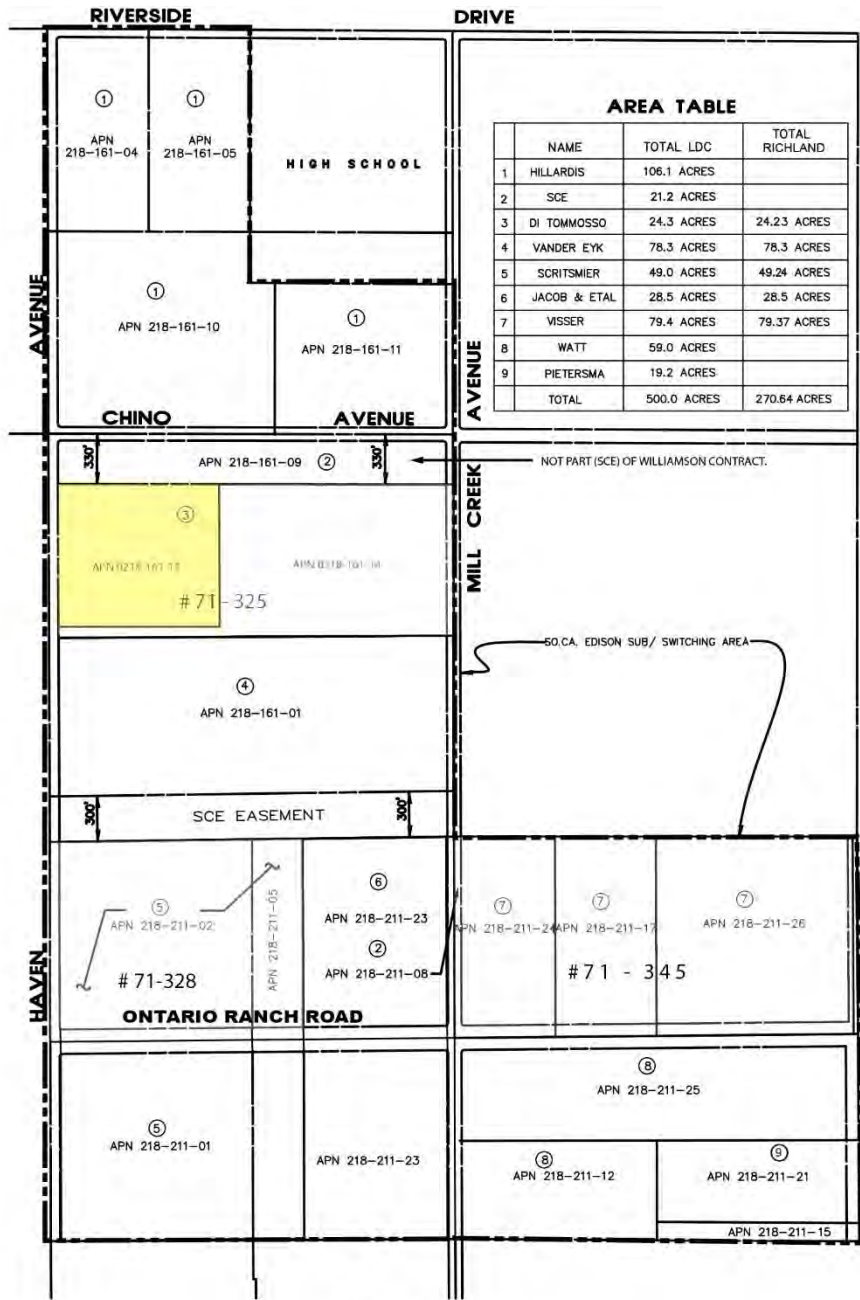
#### 2.2.1 ON-SITE LAND USES

The Rich-Haven project site is presently used for agricultural purposes, including the raising of livestock, however the southern portion of the project site along Ontario Ranch Road is transitioning to commercial and residential development with the ongoing implementation of the Rich Haven Specific Plan. Fallow and cultivated fields are present, with multiple dry basins and windrows throughout the central portion of the site. Additionally, Southern California Edison (SCE) easements containing power transmission lines cross the site in an east to west direction directly south of the Chino Avenue alignment (mid-way between Chino Avenue and Ontario Ranch Road) and directly south of Ontario Ranch Road. Transmission lines also run north/south along the east side of Mill Creek Avenue, and northeast to southwest diagonally across the site near the intersection of Mill Creek Avenue and Ontario Ranch Road. See Figure 2-2, *Existing Conditions*.

#### 2.2.2 SURROUNDING LAND USES

Existing land uses in the vicinity include residential development to the north, and Colony High School to the northeast. A Southern California Edison (SCE) Substation is located adjacent to the project on the east, separating the site from existing industrial uses to the east of the Substation. Both active and fallow agricultural lands, including dairy farms, are present to the west and south of the project area. To the west, east, and south, new development is proposed for the adjacent existing agricultural areas.

## EXISTING CONDITIONS



NOTE:  
LDC TOTALLED NUMBERS ARE FOR REFERENCE ONLY

LEGEND  
 Williamson Act - Active Contracts

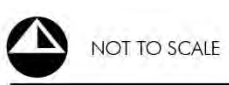


FIGURE 2-1



LEGEND

-  SCE Power Line
-  30 Foot Natural Gas Line
-  Project Boundary
-  County Boundary
-  Dairy Pond

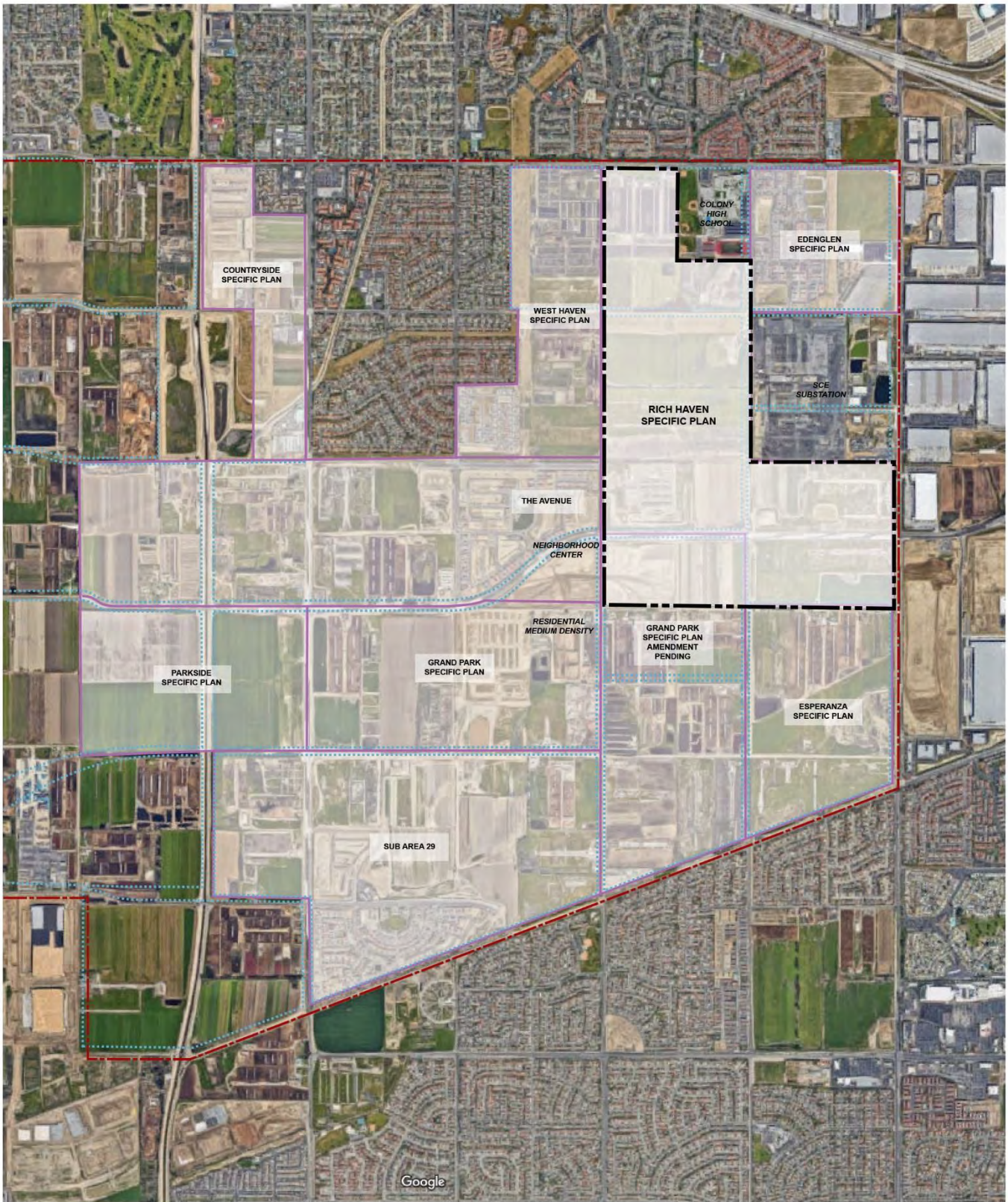


NOT TO SCALE

RICH-HAVEN SPECIFIC PLAN  
EXISTING LAND USES

FIGURE 2-2

March 2021



RICH-HAVEN SPECIFIC PLAN  
 SURROUNDING PROPOSED LAND USES

FIGURE 2-3

March 2021



Projects proposed in the immediate area include the West Haven Specific Plan area, directly to the west of the project across Haven Avenue, designated low- and medium-density residential, and an elementary school. The Edenglen Specific Plan area is adjacent to the project on the northeast side, and also proposes low and medium-density residential areas. The Esperanza Specific Plan located adjacent to the southern portion of the project and includes a mixture of residential uses and a school. Residential low and medium-density and Neighborhood Commercial uses are also designated in **The Avenue Specific Plan consistent with** the City's TOP for the lands generally to the southeast of the Rich-Haven Specific Plan. See Figure 2-3, *Surrounding Land Uses*.

### 2.2.3 ONTARIO AIRPORT INFLUENCE AREA SECTION

Existing conditions and impacts include:

- **Safety Zones** – The project site is located outside the ONT ALUCP Safety Zones. Refer to *ONT ALUCP*.
- **Noise Impact Zones** – Portions of the Rich Haven SP are located within the 60-65 dB CNEL Noise Impact Zone. New Residential land uses within the 60-65 dB CNEL noise impact zone must incorporate exterior-to-interior noise level reduction (NLR) design features and be capable of attenuating exterior noise to 45 dB interior noise level. Acoustical data documenting that the structure will be designed to comply with the criteria must be provided. Refer to *ONT ALUCP*.
- **Airspace Protection Zones** – Allowable structure heights for the project site are greater than 200 feet.
  - **Policy A1b of the ONT ALUCP** states: The FAA requires that it be notified about any proposal to construct or alter a structure that would be taller than 200 feet above the ground level regardless of the structure's proximity to ONT or any other airport. Refer to *ONT ALUCP*.
- **Overflight Notification Zones** – Portions of the project site are located within a Recorded Overflight Notification Zone and the following is required. Refer to *ONT ALUCP*:
  - New Residential land uses are required to have a Recorded Overflight Notification appearing on the Property Deed and Title incorporating the following language: (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.)

- Portions of the project site are located within Real Estate Transaction Disclosure Notification Zone and the following is required:
  - 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.***

### 2.3 EXISTING IMPROVEMENTS

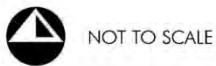
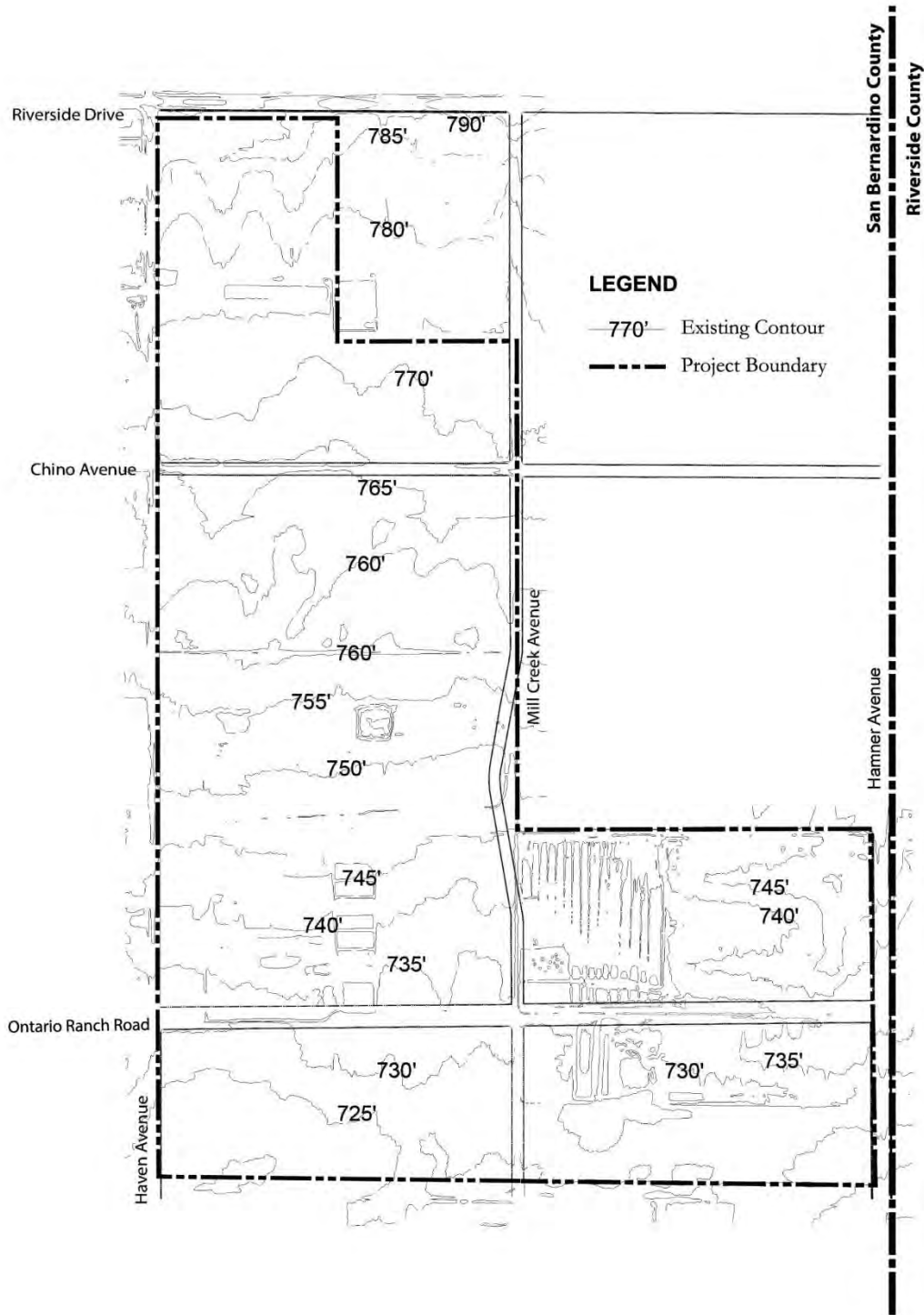
~~Presently, few improvements exist on and adjacent to the Rich-Haven project site. Riverside Drive to the north is an improved roadway running from east to west, and Mill Creek Avenue is improved as it runs adjacent to Colony High School, but unimproved as it runs adjacent to the project site. Chino Avenue, which has a proposed alignment running east to west across the project, is also an unimproved, dirt road.~~

Roadway and utility infrastructure improvements within and adjacent to the Rich-Haven project are expanding to accommodate the implementation of several Specific Plans that surround the project site and to accommodate approved development projects within the Rich-Haven project area. Riverside Drive, portions of Mill Creek, Chino Avenue, Haven Avenue and Ontario Ranch Road have been constructed to their ultimate design and improvements will continue to be expanded as future development occurs around and within the project area.

Remaining structures associated with the current agricultural and dairy uses of the site are present mainly in the northwest, ~~southwest~~, and southeast portions of the project area. Dairy ponds are also present in active and abandoned dairy properties. See Figure 2-2, *Existing Land Uses*.

### 2.4 TOPOGRAPHY

Like the rest of the Ontario Ranch, the Rich-Haven Specific Plan area is relatively flat, located in the central portion of the Chino Basin. Ground elevations in the Ontario Ranch vary from 780 to 630 feet above sea level, and, like the area at large, the Rich-Haven Specific Plan Area is relatively flat with an average slope of approximately two percent (2%). See Figure 2-4, *Site Topography*.



RICH-HAVEN SPECIFIC PLAN  
SITE TOPOGRAPHY

FIGURE 2-4

## 2.5 CIRCULATION AND ACCESS

The Ontario Ranch is served by two freeways, State Route 60 to the north and Interstate 15 to the east, and one state highway, Euclid Avenue (SR-83) to the west. Euclid Avenue (SR-83) is a major divided arterial, with four to six lanes.

The Rich-Haven Specific Plan is directly accessed by arterial and collector roads that pass through and adjacent to the site, including Riverside Drive to the north, Haven Avenue to the west and Hamner Avenue to the east. Riverside Drive is a three-lane primary arterial with an existing 60-foot right-of-way. Haven Avenue is a two-lane major arterial with an existing 60-foot right-of-way. Hamner Avenue is a four lane major arterial with an existing 80-foot right-of-way. Mill Creek Avenue is unimproved south of the Colony High School, and is a rural dirt road as it passes the project site.

Chino Avenue is unimproved and is currently designated as a four-lane collector street. Few other internal roadways exist, with the exception of unimproved dirt roads serving the site's agricultural operations. The existing Ontario Ranch Road roadway alignment to the south of the project site is proposed to be realigned through a portion of the Rich-Haven Specific Plan.

## 2.6 INFRASTRUCTURE AND UTILITIES

See Figure 2-5 for existing onsite and surrounding electric, communications, wells, and gas lines locations.

### 2.6.1 WATER

The Rich-Haven Specific Plan area is located within the Chino Groundwater Basin, and water demand from the Rich-Haven Specific Plan is currently served by private wells, as the Ontario Ranch area currently does not have a water distribution infrastructure system. The Chino Groundwater Basin, the primary source of groundwater for the City of Ontario, has an estimated storage capacity of 13 million acre-feet and a current storage of approximately 7.5 million acre-feet.

The project site is located within the 1010 and 925 Pressure Zones of the City's water delivery system. Existing infrastructure near the project within the 1010 Pressure Zone includes 12-inch water main within Archibald Avenue and Turner Avenue to the west of the project, and both a 10-inch and a 12-inch water main within Riverside Drive, adjacent to the project to the north. The 925 Pressure Zone includes an existing 16-inch high-pressure water main along a portion of the east side of Hamner Avenue, within the County of Riverside, owned by Jurupa Community Services District. There is a City of Ontario existing water line in Hamner Avenue which has an existing 24"/30" water main.

In compliance with the Chino Basin Water Master's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City of Ontario for approval prior to the issuance of permits for any construction activity. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system (residential to the domestic water system and agricultural to the recycled water system) when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and require permitting from the County Health Department.

A copy of such permit and Form DWR 188 Well Completion Form shall be provided to the Development Engineering Department and the Utilities Engineering Department prior to issuance of grading and/or building permits. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City of Ontario for such use prior to issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement.

### 2.6.2 SEWER

Wastewater from the project site is currently disposed of through private septic systems. An existing 10-inch sewer line is located within Riverside Drive, although, it does not service the site. The Eastern Trunk Sewer line is also located in the vicinity of the project, running north to south, to the west of the Rich-Haven project site in Archibald Avenue.

Four wastewater treatment plants are in the vicinity of the Ontario Ranch: RP1 to the north, RP2 to the North, Carbon Canyon Wastewater Treatment Plant (CCWTP) to the southwest, and RP5 also to the southwest. Sewage will ultimately be conveyed to RP5 from the Rich-Haven Specific Plan area through the Eastern Trunk Sewer line to the Kimball Interceptor.

### 2.6.3 STORM DRAINAGE

The major improved drainage facility affecting the Rich-Haven Specific Plan is the Cucamonga Creek Channel, which runs parallel to Archibald Avenue, west of the project site. Cucamonga Creek Channel is a major north-to-south rectangular concrete line channel, carrying storm water from the mountains to the Santa Ana River.

Lower Deer Creek Channel feeds into the Cucamonga Creek Channel, by way of the Chris Basin, a county-owned groundwater recharge basin west of the project site. Lower Deer Channel also conveys flows from a very small portion of the eastern half of the Ontario Ranch area.

Drainage facilities on-site include unimproved basins and open earthen swales along area roadways. Because of the existing agricultural uses, normal rainfall does not cause runoff. Ground waters within the NMC, as a whole, contain high concentrations of salt, attributable to historic agricultural activities such as dairy farming. The high organic content of on-site soils has contributed incrementally to the degradation of surface and groundwater quality.

### 2.6.4 ELECTRIC

Currently, the project site is located within the service territory of the Southern California Edison Company (SCE). SCE facilities located within and adjacent to the project area consist of a substation, 500 kV, 220kV, 115kV, 66kV, and 12kV lines, and SCE Communications lines. See Figure 2-5, *Existing On-Site Facilities*.

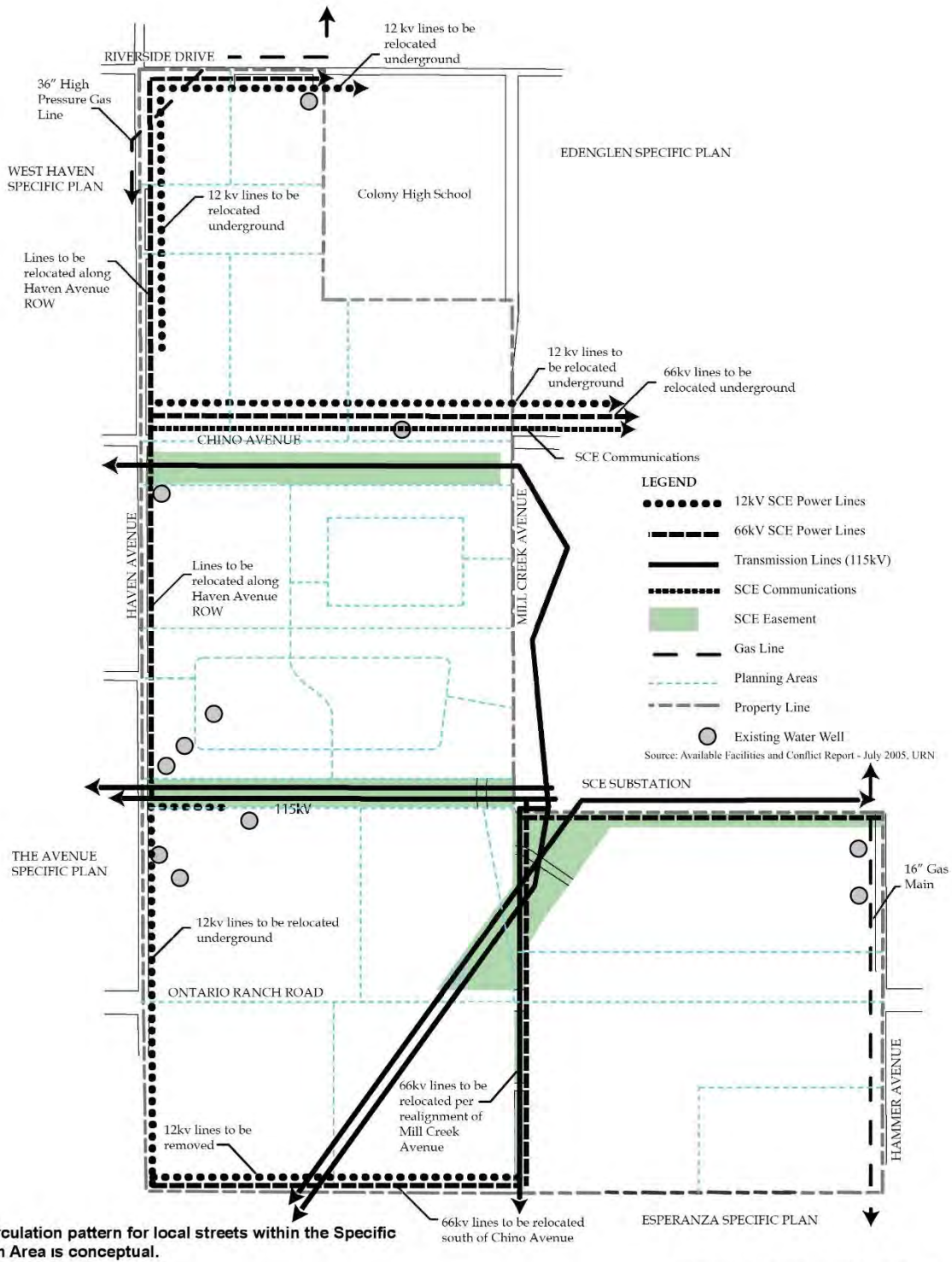
Electric power transmission lines associated with the adjacent Southern California Edison (SCE) Substation transverse the site. Electric power 115kv transmission lines are present within a 330-foot wide SCE easement, crossing the site east to west.

Electric power 115kv transmission lines are also present between Chino Avenue and Ontario Ranch Road within a 300-foot SCE easement, which also crosses the site east to west. In a 355-foot-wide SCE easement running northeast to southwest near the

intersection of Mill Creek Avenue and Ontario Ranch Road, 115kv transmission lines cross the site as they follow Mill Creek Avenue north. These lines connect to north-to-south 115kv transmission lines along the east side of Mill Creek Avenue, ultimately connecting to the SCE Substation.

In addition to the 115kv transmission lines, there are existing 66kv, 12kv, and SCE communications lines that transverse the site. Electric power 66kv and 12kv lines exist along the north side of the existing old Ontario Ranch Road roadway alignment running east to west. Electric power 66kv, 12kv, and communication lines are located along the north side of Chino Avenue running east to west. Along the east side of Haven Avenue electric power 66kv and 12kv lines exist running north to south. Electric power 66kv lines exist along the east side of Mill Creek Avenue running north to south. Electric power 66kv, 12kv, and communication lines are located along the north side of Chino Avenue running east to west as well as, along northern portion of property between Mill Creek Avenue and Hamner Avenue. All existing facilities with 34.5kV or less will be underground in accordance to City ordinance.





### 2.6.5 NATURAL GAS

Southern California Gas Company (The Gas Company) provides natural gas service to the area. The Gas Company has an existing 36" high pressure main extending through the site at the northwest corner of the project along a gas easement that continues extending east along Riverside Drive and turns north at about 1,000 feet before the extension of Mill Creek Avenue. There is a four-inch main that extends in an east/west direction along Riverside Drive and parallels the 36" high-pressure main along Riverside Drive for about 800 feet. A three-inch main is located on the west side of Haven Avenue and extends in a north/south direction and continues south to existing Ontario Ranch Road, transitioning east for about 1,200 feet. In addition, a 16" main extends in a north/south direction along the west side of Hamner Avenue.

### 2.6.6 COMMUNICATIONS SYSTEMS

Currently, Verizon provides telephone service within the project area. Verizon has existing underground facilities located on the east side of Haven Avenue that transition to overhead lines just south of Riverside Avenue to Chino Avenue, where the lines cross over to the west side of Haven Avenue terminating approximately 1,200 feet south.

SBC has existing underground telephone lines on the east side of Hamner Avenue extending in a north/south direction.

Charter Spectrum and Frontier have existing overhead facilities on the south side of Riverside Drive.

### 2.6.7 SOLID WASTE

The Ontario Municipal Utilities Company (OMUC) currently, by request, provides solid waste collection and disposal services to the Ontario Ranch.

## **2.7 GEOLOGY AND SOILS**

A Preliminary Geotechnical Investigation for a majority of the project was prepared by Petra in September 2005 and revealed from subsurface investigation that the project site is underlain by Quaternary-age alluvial deposits to the maximum depth explored (51.5 feet below ground surface). A relatively thin layer of artificial fill mantles the ground surface throughout the entire site. Surface layers of manure, generally six to 12-inches thick were observed within existing cattle pens at the dairy farms, in addition to stockpiles of manure, some several feet high, within the dairies and the pig farm.

### **2.7.1 SEISMICITY**

The project site is located within the Southern California area, dominated by northwest-trending faults associated with the San Andreas system. No active or potentially active faults are known to extend through the site. Several active or potentially active faults are in close proximity and include the Chino-Central Avenue fault approximate 7 mile to the northeast, the San Jose fault 10 miles to the southeast, Cucamonga fault 11 miles to the south, Whittier fault and Glen Ivy fault 11 miles to the northeast, and the San Andreas fault 19 miles to the southwest.

## **2.8 VEGETATION & WILDLIFE**

Little or no naturally occurring vegetation is present on the project site, due to its historic dairy and agricultural use. Existing vegetation within dairy lands include cattle pastures, while agricultural uses consist of cultivated and fallow fields, in addition to windrows along internal, unimproved roadways.

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**SECTION 3 - LAND USE**

This section of the Rich-Haven Specific Plan discusses the land uses proposed within the Rich-Haven development. Land uses include the residential, commercial, mixed-use, retail, office, **light industrial**, parks and open space, and community facility components planned for Rich-Haven.

**3.1 COMMUNITY DESIGN**

The Rich-Haven Specific Plan is envisioned as a high quality residential and mixed-use community, designed with reference to “Traditional Neighborhood Design” principles. Rich-Haven is organized into two Districts, a Residential District and a Regional Commercial/Mixed-Use District. Each district is designed around Planning Areas, which form smaller neighborhoods. Each Planning Area can contain a variety of residential and/or commercial product types, but will be organized around one common internal street system. Rich-Haven’s Residential District contains Planning Areas 1 through, 5, and the Regional Commercial/Mixed-Use District is comprised of Planning Areas 6, 7, 8 and 9.

**3.1.1 TRADITIONAL NEIGHBORHOOD DESIGN**

To best create Rich-Haven’s distinct Residential District and plan for a well-integrated Regional Commercial/Mixed-Use District, the Rich-Haven Specific Plan proposes numerous Traditional Neighborhood Design (TND) principles. The application of TND principles can simultaneously give Rich-Haven identity as well as better connect it to the rest of the Ontario Ranch. The TND principles to be implemented at Rich-Haven include:

- ❖ **CONNECTIONS** – Rich-Haven is designed to provide both internal and external connectivity, providing connections between Rich-Haven’s own land use components and between Rich-Haven and surrounding future and existing developments. Sidewalks, linear parks and bike trails will internally connect Rich-Haven’s residential areas, neighborhood parks, community facilities, proposed **public parks**, and the retail, commercial, and office uses of the Regional Commercial/Mixed-Use District. Additionally, Rich-Haven’s Land Use Plan includes a segment of the SCE Corridor Trail System, which extends through all of the Ontario Ranch, connecting Rich-Haven’s residents with important uses and amenities outside of Rich-Haven.

Connectivity within Rich-Haven is also achieved by designing the community at a walkable scale and density, similar to those of traditional neighborhoods. This allows non-drivers, such as children, seniors, and those with disabilities to be active and independent.

**TRADITIONAL STREET NETWORK** – The Rich-Haven Land Use Plan is designed around a hierarchy of streets, connected by a grid network with a variety of routes for pedestrians and vehicles. The Rich-Haven street grid extends through both the Residential and Regional Commercial/Mixed-Use Districts. Traditional street

networks are visually favorable and comfortable environment for pedestrians, bicyclists, and Rich-Haven's residents at large.

- ❖ **INCORPORATION OF NEIGHBORHOOD AND COMMUNITY INSTITUTIONS** – The Rich-Haven Specific Plan proposes a public park site within the Rich-Haven community. Inclusion of a school site helps to define Rich-Haven as a cohesive and complete community, and draws on the traditional organization of a community around a neighborhood school. Other community facilities, including a fire station, will also be located within the Residential District.
- ❖ **IDENTIFIABLE NEIGHBORHOODS** – Identifiable neighborhoods can make Rich-Haven more attractive to residents and employers by increasing a “sense of community” and belonging. This document’s Design Guidelines stress the use of defined neighborhood edges and entrances within the Residential District to make this District’s neighborhoods more distinct and identifiable. Within the Regional Commercial/Mixed-Use District, neighborhoods will be identifiable through other means, as the normally defined edges between adjacent uses are intentionally blurred to create a well-integrated mixed-use neighborhood. The mix of residential and commercial uses within the Regional Commercial/Mixed-Use District can itself provide neighborhood identity.
- ❖ **MIX OF HOUSING TYPES** – A variety of housing types and varying architectural styles are proposed within Rich-Haven, in order to address varying housing needs caused by the different lifestyles of families, singles, students, executives, retirees, and empty nesters.
- ❖ **PUBLIC SPACES** – Rich-Haven’s residential neighborhoods are organized around a number of small parks and open space areas. These public spaces provide opportunities for neighbors to meet and socialize, and children to play, within a safe and visible environment. The Regional Commercial/Mixed-Use District will also be organized around common public facilities including central parks, plazas, and paseos.
- ❖ **MAIN STREET ENVIRONMENT** – The Regional Commercial/Mixed-Use District may include retail, commercial, office and residential uses, along with well-incorporated central parks, plazas, and paseos, designed to a human scale. Creation of a Main Street environment aids in keeping pedestrian activity from being overwhelmed by automobile traffic. A vital “town center” atmosphere will offer the opportunity for higher-density residential uses to be within a five-minute walk of all goods and services offered in the heart of each mixed-use neighborhood. These higher-density units will provide for a more vibrant Main Street environment.

## 3.2 LAND USE PLAN

The Rich-Haven Land Use Plan outlines how land uses, dwelling units, and commercial square footage are allocated within the community's two Districts. The Land Use Plan is organized into 9 Planning Areas, with Planning Areas 1 through 5 comprising the Residential District, and Planning Areas 6, 7, 8 and 9 comprising the Regional Commercial/Mixed-Use District. In total, the Land Use Plan proposes a maximum of 7,194 dwelling units (including all residential dwelling unit types), a maximum of 990,902 square feet of commercial/office space, a maximum of 1,183,525 square feet of industrial space, 27 acres of public parkland, approximately 20.0 acres SC Edison Parcel open space, a 1.5-acre fire station site, along with additional private parklands and Edison Easements.

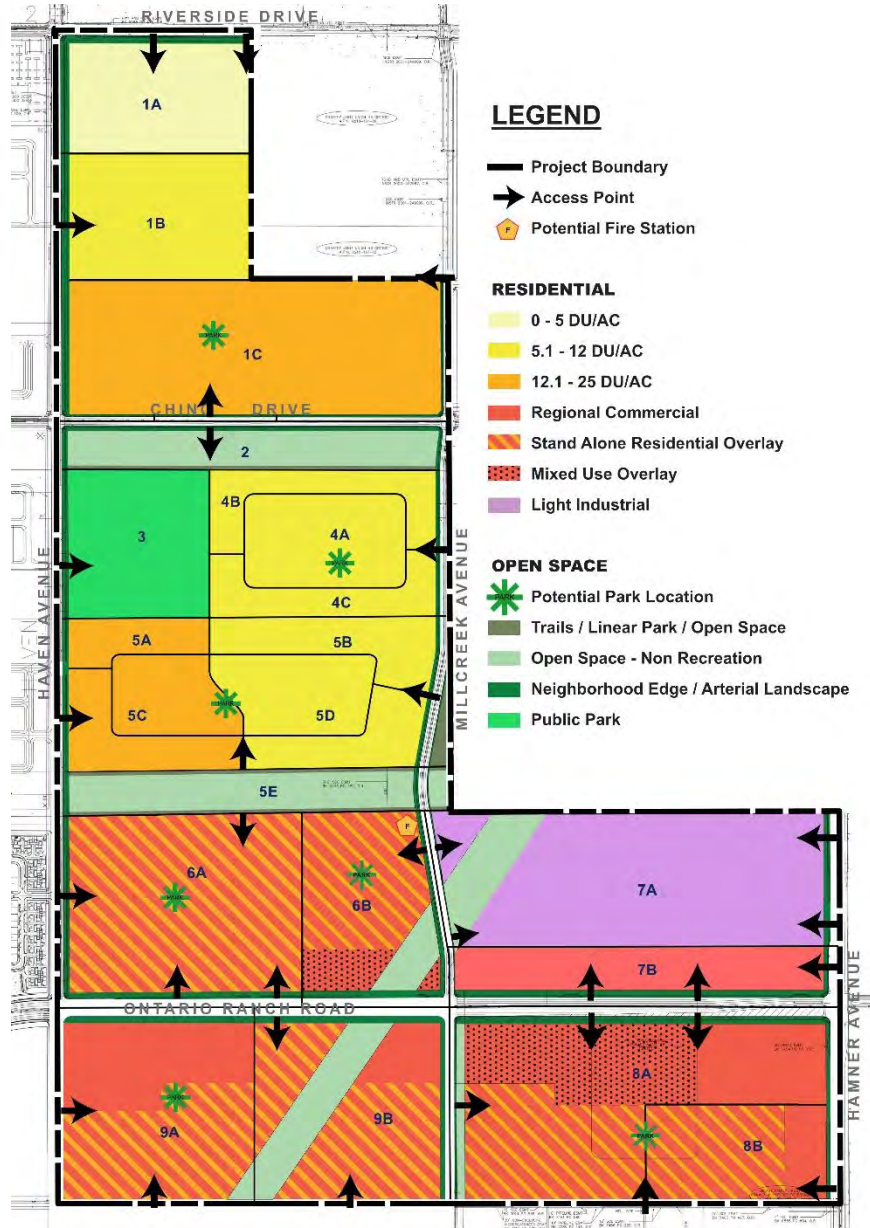
Figure 3-1, *Specific Plan Land Use Plan*, and Table 3-1, *Land Use Plan Summary*, describe how these uses and dwelling units are allocated within the two districts and 9 Planning Areas of the Rich-Haven Specific Plan.

### 3.2.1 RESIDENTIAL DISTRICT

Rich-Haven's Residential District includes approximately 271.3 acres organized into 5 Planning Areas, each planned around local parks and open space. In total, the Residential District includes 1,833 dwelling units, approximately 27.0 acres of public park and 20.0 acres of open space within the Southern California Edison parcel.

Rich-Haven's Residential District Planning Areas include a variety of housing products that respond to a variety of homeownership needs and desires. These housing products may include detached single-family, detached and attached condominiums, townhomes, and live/work units. Clustered multi-family housing may be included throughout the District, including its lower density neighborhoods. In general, the density of the District's neighborhoods increase from north to south, with:

- Planning Area 1A up to 5.0 dwelling units per acre,
- Planning Areas 1B, 4A, 4B, 4C, 5B and 5D up to 12.0 dwelling units per acre,
- Planning Areas 1C, 5A and 5C up to 25.0 dwelling units per acre,



\* Circulation pattern for local streets within Specific Plan Area to be established at Tentative Tract Map submittal.

\*\* Residential development along the frontage of Haven Avenue within Planning Areas 5A, 5C and 6A and residential development along the frontage of Ontario Ranch Road within Planning Areas 6A and 7 shall average a density of 18 to 25 dwelling units per acre to support Bus Rapid Transit (BRT) along Haven Avenue.

\*\*\* After full dedication of Master Plan **streets** and neighborhood edges, residential development within Planning Areas 6A + 9A and residential development within Planning Areas 6B + 9B shall meet a minimum net density of 14 dwelling units per acre.

The minimum density in Planning Areas 6A + 9A and Planning Areas 6B + 9B can be averaged between the two areas and shall be established at Tentative Tract submittal for each Planning Area.

\*\*\*\* Planning Area 7B shall have a minimum depth of 300 feet along Ontario Ranch Road measured from the back of the ROW and Neighborhood Edge.

## RICH HAVEN SPECIFIC PLAN LAND USE PLAN

FIGURE 3-1



Residential District Planning Area <sup>3,4</sup>	Land Use	Gross Acreage	Dwelling Units <sup>1</sup>	Density (Gross)
1A	Residential - SFD	<del>12.8</del> 25.5	<del>58</del> 115	4.5
1B	Residential - SFD/SFA	<del>12.7</del> 24.5	<del>57</del> 175	<del>4.5</del> 7.1
1C	Residential - SFD/SFA	<del>14.9</del> 60.6	<del>68</del> 731	<del>4.5</del> 12.1
<del>1D</del>	<del>Residential - SFD</del>	<del>20.5</del>	<del>91</del>	<del>4.5</del>
<del>1E</del>	<del>Residential - SFD</del>	<del>23.4</del>	<del>109</del>	<del>4.5</del>
<del>1F</del>	<del>Residential - SFD</del>	<del>26.3</del>	<del>120</del>	<del>4.5</del>
<b>Subtotal</b>		<b>110.6</b>	<b><del>503</del> 1,021</b>	<b><del>4.5</del> 9.2</b>
2	Edison Parcel <sup>2</sup>	20.0		
3	Park <sup>2</sup>	27.0		
<b>Subtotal</b>		<b>47.0</b>		
4A	Residential - SFD/Attached	14.1	154	11.0
4B	Residential - SFD/Attached	9.2	101	11.0
4C	Residential - SFD/Attached	9.8	108	11.0
<b>Subtotal</b>		<b>33.1</b>	<b>363</b>	<b>11.0</b>
5A <sup>5</sup>	Residential - SFD/Attached	9.1	109	12.1
5B	Residential - SFD/Attached	14.2	165	11.7
5C <sup>5</sup>	Residential - SFD/Attached	27.0	332	12.3
5D	Residential - SFD/Attached	30.3	361	11.9
5E	Edison Easement	-	-	-
<b>Subtotal</b>		<b>80.6</b>	<b>967</b>	<b>12.0</b>
<b>Total Residential District</b>		<b>271.3</b>	<b><del>1,833</del> 2,351</b>	<b><del>6.7</del> 8.7</b>

Mixed Use District Planning Area <sup>5, 6, 7, 8</sup>	Land Use	Gross Acreage	Residential Maximum	Commercial/Office Min (SF)	Commercial/Office Max (SF)
6A + 9A	Residential & Commercial	85.6	2,178	109,335	166,182
6B + 9B	Residential & Commercial	65.1	1,406	36,639	76,320
<b>Subtotal</b>		<b>150.7</b>	<b>3,584</b>	<b>145,974</b>	<b>242,502</b>
<del>7B</del>	<del>Commercial</del>	<del>25.1</del>	<del>-</del>	<del>100,000</del>	<del>440,800</del> 300,000
<b>Subtotal</b>		<b>25.1</b>		<b>100,000</b>	<b>300,000</b>
8A	Residential & Commercial	61.4	852	95,000	325,000
8B	Residential & Commercial	19.7	<del>200</del> 407	20,000	123,400
<b>Subtotal</b>		<b>81.1</b>	<b>1,259</b>	<b>115,000</b>	<b>448,400</b>
<b>Total Mixed Use District</b>		<b>256.9</b>	<b>4,843</b>	<b>360,974</b>	<b>990,902</b>

Light Industrial District Planning Area	Land Use	Gross Acreage	Residential Maximum	Commercial/Office Min (SF)	Commercial/Office Max (SF)	Light Industrial Max (SF)
<del>7</del> 7A	<del>Commercial</del> Light Industrial Open Space-Non Recreation	<del>81.1</del> 49.4 6.6	<del>725</del>	-	-	1,183,525
<b>Total Light Industrial District</b>		<b>56.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,183,525</b>

<b>OVERALL TOTAL</b>		<b>584.2</b>	<b>7,194</b>	<b>360,974</b>	<b><del>1,131,702</del> 990,902</b>	<b>1,183,525</b>
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**NOTES:**

- ALL RESIDENTIAL DWELLING UNITS SHOWN IN LAND USE SUMMARY ARE MAXIMUMS.
- PROJECT TOTAL & SUBTOTAL RESIDENTIAL DISTRICT DENSITIES ARE CALCULATED USING RESIDENTIAL ACREAGES ONLY, THEREFORE THE ACREAGES OF PA 2 & 3 ARE NOT INCLUDED.
- WITHIN THIS SPECIFIC PLAN DOCUMENT, REFERENCES TO PLANNING AREAS ARE ONLY 1 THROUGH 9. SUB-PLANNING AREAS SUCH AS 1A, 1B, ETC ARE DESIGNATED TO HELP ADDRESS OWNERSHIP PATTERNS AND ARE NOT INTENDED TO BE USED FOR DENSITY TRANSFER.
- RESIDENTIAL DEVELOPMENT ALONG THE FRONTAGE OF HAVEN AVENUE WITHIN PLANNING AREAS 5A, 5C AND 6A SHALL AVERAGE A DENSITY OF 18 TO 25 DWELLING UNITS PER ACRE TO SUPPORT BUS RAPID TRANSIT (BRT) ALONG HAVEN AVENUE.
- RESIDENTIAL DEVELOPMENT WITHIN PLANNING AREAS 6A, 6B, 8A, 8B, 9A AND 9B SHALL MEET A MINIMUM NET DENSITY OF 14 DWELLING UNITS PER TOP ADJUSTED GROSS ACREAGE. THE MINIMUM 14 DWELLING UNITS PER ACRE MAY BE AVERAGED OVER A SINGLE PLANNING AREA SUBJECT TO PLANNING DIRECTOR REVIEW AND APPROVAL AND SHALL BE CODIFIED WITHIN A DEVELOPMENT AGREEMENT.

## RICH HAVEN SPECIFIC PLAN LAND USE SUMMARY

TABLE 3-1

Consistent with the City's TOP, the Rich-Haven Specific Plan encourages residential neighborhoods designed around Traditional Neighborhood Design (TND) principles, planned to include multiple pedestrian routes, bikeways, and multi-use trails, neo-traditional street-grid systems, a diversity of housing types, and the integration of public facilities into the community fabric.

The land use plan for the Rich-Haven Residential District responds by including park and open space amenities throughout, including linear parks and SCE parcel/easement areas that provide pedestrian and bikeway connectivity. The internal backbone streets proposed within the District are planned on a traditional grid system, creating a visually attractive street network that connects well both internally, between the Residential and Regional Commercial/Mixed-Use Districts, and between Rich-Haven and its surrounding development. Additionally, the Residential District includes a variety of housing types, with a gradient increase in density from the north to the south, and may include gated neighborhoods. Finally, the Residential District is designed to include community facilities and public institutions, including a proposed public park and fire station site.

### 3.2.2 REGIONAL COMMERCIAL/MIXED-USE DISTRICT

The Regional Commercial/Mixed-Use District includes approximately 256.9 gross acres within Planning Areas 6, 7B, 8, and 9. This District is envisioned as a highly active area with a variety of commercial uses, including retail, office, residential, medical, research, entertainment and other comparable uses identified in Section 5, *Development Regulations*. As a true mixed-use district, residential uses are also to be included. In total, a maximum of ~~5,361~~ 4,843 dwelling units and a maximum of 990,902 square feet of regional and local commercial uses are planned within this District. Additionally, the Regional Commercial/Mixed-Use District includes appropriate required acreage of private parklands, a 1.5-acre fire station site and additional open space found within the existing Southern California Edison easements.

Residential uses allowed within the Regional Commercial/Mixed-Use District include high-density attached residential / mixed-use, as well as standalone residential neighborhoods, accommodated through a "Stand Alone Residential Overlay". The Stand Alone Residential Overlay is identified on the Land Use Plan Figure 3-1 and may include gated residential neighborhoods. Within this overlay area, residential uses are permitted without being vertically mixed with commercial uses, and may include single-family detached residential units. Stand Alone Residential Development within the Mixed Use Areas (Planning Areas 6A + 9A, 6B + 9B, 7, 8A and 8B) are required to be developed at a minimum average density of 14 units per TOP adjusted Gross Acreage, consistent with the City's TOP. Compliance with the TOP's minimum density shall be established with Tentative Tract Map submittal.

The community design concept to be implemented within the Regional Commercial/Mixed-Use District is one of a Main Street environment, with uses seamlessly integrated and designed at a pedestrian friendly scale. Like the Residential District, the Regional Commercial/Mixed-Use District will be designed with a high level of connectivity, both between its own land use components, between the District and the rest of Rich-Haven, and between Rich-Haven and the rest of the Ontario Ranch. The integration of common public spaces, including plazas, paseos and small park areas will be included in the design of this District, and a mix of housing products will provide a diversity of opportunities for the District's residents, further executing the Traditional Neighborhood Design Principles encouraged by the City's TOP.

Commercial development within Planning Area 7B is proposed to extend along Ontario Ranch Road between Mill Creek Avenue and Hamner Avenue incorporating a minimum of 25.1 gross acres. There is no maximum area allowed to be within Planning Area 7B. Additional mixed use development above the 25.1 acre minimum will be reduced from the remaining acres within Planning Area 7A.

The design concept to be implemented within Planning Area 7B is intended to encourage retail, office, medical office and restaurant uses to establish a commercial/mixed use character along Ontario Ranch Road with a pedestrian friendly scale and a high level of connectivity to the balance of the Regional Commercial/Mixed Use development components, the residential development and the rest of the Ontario Ranch. Within Planning Area 7B, a minimum of 100,000 square feet and a maximum of 300,000 square feet of retail/office, medical office and/or retail uses are allowed.

### 3.2.3 LIGHT INDUSTRIAL LAND USE DISTRICT

The Light Industrial Land Use District includes approximately 56.0 gross acres within Planning Areas 7A. This District is intended to allow for large scale industrial and warehouse uses to provide a transition to the SCE substation and similar industrial uses to the east of the project site. A maximum of 1,183,525 square feet of industrial uses are planned within this District.

The TOP and Specific Plan Land Use Plans designates the land use on SCE easement area within the Industrial District as "Open Space – Non Recreational". In Planning Area 7A, this land use designation allows for truck, trailer and vehicle parking that is compatible with the adjacent Light Industrial uses.

### 3.3 COMMUNITY FACILITIES

A variety of community facilities are included within the Rich-Haven Specific Plan Land Use Plan, including private parks and open space, a proposed public park site, a fire station site, and a network of greenbelts and landscaped neighborhood edges.

#### 3.3.1 PARKS

A series of private parks will be provided throughout the Rich-Haven community, in both the Residential and Regional Commercial/Mixed-Use Districts. Linear parks are proposed within the Edison easements, and a series of private parks are proposed within each of the community neighborhoods or districts. Refer to Figure 3-1, *Land Use Plan*, for general individual private park locations.

The Policy Plan (Policy PR1-5) has established a standard of 5-acres of parklands (public and private) per 1,000 residents, with a minimum of 2-acres of developed private park space per 1,000 residents (Policy PR1-16). The proposals within the Rich-Haven Land Use Plan will include enough parkland to meet the minimum ratio of 2-acres per 1,000 residents. The remaining acreage of parkland required will be accommodated through the payment of in-lieu park fees.

A portion of the required park area may be provided within the SCE Easement. Any easement area will be required to be improved and maintained by the Master Development and/or Homeowners Association in order to receive park credit. Refer to Section 5.4.1.13 of the Development Regulations.

Additionally, a 27.0-acre public park area will be located in Planning Area 3. Access to this park will be provided along internal streets.

#### 3.3.2 FIRE STATION

A potential 1.5-acre fire station pad is allowed within the Regional Commercial/Mixed-Use District. The fire station would serve surrounding areas, and be located in the southern portion of the Specific Plan area, potentially within Planning Area 7. See Figure 3-1 for approximate location.

### 3.3.3 GREENBELTS AND LANDSCAPED NEIGHBORHOOD EDGES

#### *Greenbelts*

Greenbelts throughout the Rich-Haven Specific Plan encompass a network of easements belonging to Southern California Edison (SCE) with exception to Planning Area 2 fee-owned rights-of-way. These greenbelts crisscross the Ontario Ranch, are to be jointly used as a trails and bikeways system and identified as the SCE Corridor Trail connecting the various neighborhoods of the Ontario Ranch.

The greenbelts extend across the Rich-Haven Specific Plan area in three places; east to west along the southern side of the proposed Chino Avenue; east to west to the south of Rich-Haven Planning Area 5; and extending diagonally to the southwest across the proposed Mill Creek (Cleveland) Avenue. See Figure 4-3, *Trails and Bikeways Plan*.

Access to the SCE trails will be provided through the various residential areas of the Rich-Haven development, providing pedestrian and bicycle accessibility between residential areas, parks, schools, and shopping and town centers. The corridor will include a multi-use pathway, fencing, signage, and landscaping, and will be accessible to wheelchairs, bicycles, and pedestrians. The multi-use pathway will also provide access for maintenance equipment and vehicles.

#### *Landscape Neighborhood Edges*

Landscape neighborhood edges will be located along the internal backbone roadway system of the Specific Plan and include expanded parkways.

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## SECTION 4 - INFRASTRUCTURE AND SERVICES

This section of the Rich-Haven Specific Plan discusses the proposed infrastructure and public services that will support Rich-Haven’s residential, ~~mixed-use~~, commercial, mixed use and light industrial districts. Infrastructure discussed herein includes the construction of master planned facilities. Public services include schools, parks, fire, law enforcement, library, telephone and technology wiring, natural gas, electricity, and solid waste disposal. A discussion of project grading is also provided.

### General Notes

1. Master planned utilities serving and surrounding the development, as identified in the approved respective Master Plan, shall be constructed prior to issuance of first occupancy.
2. All development and corresponding utilities shall be constructed and be consistent with the NMC Construction Agreement.
3. Public Utilities construction shall be avoided within private alleys; where city has limited access.
4. Public Utilities construction (especially water lines) shall be avoided beneath roundabouts/traffic circles.
5. All signalized intersections and approaches on designated truck routes shall be concrete.

### 4.1 CIRCULATION PLAN

The Circulation Plan for the Rich-Haven Specific Plan will provide effective movement of automobiles and trucks as well as pedestrians, bicyclists, and transit. The Rich-Haven Specific Plan will be served by a system of new and varied parkway, arterial, and collector roadways to be improved per City’s TOP and current Master Plan of Streets and Highways, and, through proposed local backbone streets to be constructed as part of the project site development. Improvements will be constructed for Haven Avenue, Ontario Ranch Road, Hamner Avenue, Chino Avenue, and Mill Creek Avenue, which run through or border the project site.

Within the Specific Plan area, local backbone streets will provide efficient movement of vehicles and pedestrians. Roadways will be designed to meet current and approved design standards. Figure 4-1B, *Conceptual Circulation Plan*, illustrates backbone on-site roadway circulation, access points, potential roundabout locations, signalized intersections, and non-signalized access points. Access points are from Hamner Avenue to the east, and Haven Avenue to the west of the project site, as noted in figure 4-1. The location of final access points and round-about locations will be determined at time of the tentative tract mapping in the residential areas and site plan review in commercial areas. The traffic study will verify the need for additional right-of-way at critical intersections to accommodate left and right turn lanes.

The minimum design speeds to be used for centerline curve radii, super-elevation, corner sight distance, vertical and horizontal alignment and sight distance, are listed below:

- |                       |        |                      |        |
|-----------------------|--------|----------------------|--------|
| - Ontario Ranch Road: | 50 mph | - Haven Avenue:      | 45 mph |
| - Chino Avenue:       | 40 mph | - Mill Creek Avenue: | 40 mph |
| - Riverside Drive:    | 45 mph | - Hamner Avenue:     | 50 mph |



#### 4.1.1 STREET NETWORK

The proposed Rich-Haven street network is based on the existing underlying grid system of improved and unimproved streets, adjacent to and within the project site. And will be consistent with the City's Master Plan of Streets and Highways. See *Street Cross Sections*. The developer(s) of the Rich-Haven Specific Plan area will be responsible for all off-site improvements for the entire project frontage or as otherwise indicated. Phasing of the improvements will be implemented as required by the City Engineer and pursuant to the mitigation measures identified in the Environmental Impact Report (EIR) and/or the Conditions of Approval established on the approved tentative tract maps for the project. Additionally, bus turnouts and shelters, to serve the future residents, shall be provided on arterial and collector roadways prescribed by the City.

The following is a description of the streets to be improved within the Rich-Haven Specific Plan and NMC L.L.C. associated improvements:

**HAMNER AVENUE** – Bounding the project at the east, Hamner Avenue is designated as a divided Other Principal Arterial with eight lanes and a minimum right-of-way of 140 feet. Access to Hamner Avenue via driveways from residential units and on-street parking will be prohibited. **Vehicular access locations to the proposed development from Hamner Avenue will be allowed at controlled locations identified on the Land Use Plan. Additional access locations may be approved by the City Engineer to provide for safe and efficient traffic distribution for the intended mix of land uses.** The developer shall be responsible for those improvements to Hamner Avenue as determined by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or to the Conditions of Approval established on the approved tentative tract maps for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans. Proposed traffic signals along Hamner Avenue are shown in Figure 4-1.

**HAVEN AVENUE** – Located on the western boundary of the project site, Haven Avenue is classified by the Mobility Element of Policy Plan (Figure M-2 Functional Roadway Classification Plan) as a proposed Other Principal Arterial, with four travel lanes and a double row of parkway trees. Haven Avenue, as it borders the project site, is proposed at a minimum right-of-way of 124 feet with multi-purpose trail. Right of way areas with parkways and sidewalks are also proposed. Access to this street via driveways from residential units and on-street parking will be prohibited. The developer shall be responsible for those improvements to Haven Avenue as determined by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or to the Conditions of Approval established on the approved tentative tract maps for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans. Proposed traffic signals along Haven Avenue are shown in Figure 4-1.

**ONTARIO RANCH ROAD** – Bounding and crossing the site along the south, Ontario Ranch Road is classified the Mobility Element of Policy Plan (Figure M-2 Functional Roadway Classification Plan) as an Other Principal Arterial, with eight travel lanes at build-out, and a minimum right-of-way of 160 feet. The right of way area is proposed with landscaped

buffers/parkways, sidewalks and an 8-foot multipurpose trail on the south side between Mill Creek Avenue and Hamner Avenue within the Rich-Haven Specific Plan. Access to this street via driveways from residential units and on-street parking will be prohibited. Ontario Ranch Road connects the project site to Hamner Avenue to the east, the rest of the Ontario Ranch to the west and the City of Chino further to the west. To the east of the project is the Cantu-Galeano Ranch Road/I-15 Interchange. The developer shall be responsible for those improvements to Ontario Ranch Road as determined by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or to the Conditions of Approval established on the approved tentative tract maps for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans. Proposed traffic signals along Ontario Ranch Road are shown in Figure 4-1.

Ontario Ranch Road is a designated truck route. Ontario Ranch designated truck routes will direct truck traffic along arterial roadways and out of residential areas.

**RIVERSIDE DRIVE** – Bounding the site on the north, Riverside Drive is designated as a Minor Arterial with a 108-foot right-of-way with a landscape buffer along its neighborhood edge. A sidewalk and parkway is also proposed within the right of way area, as well as an 8-foot multipurpose trail on the north side between Haven Avenue and Mill Creek Avenue and curb adjacent 5-foot bike lanes on both sides of the street. Access to this street via driveways from residential units and on-street parking will be prohibited. The developer shall be responsible for those improvements to Riverside Drive as determined by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or to the Conditions of Approval established on the approved tentative tract maps for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans. Proposed traffic signals along Riverside Drive are shown in Figure 4-1

**CHINO AVENUE** – Crossing the site from east to west, Chino Avenue is identified as a Collector Street the Mobility Element of Policy Plan (Figure M-2 Functional Roadway Classification Plan), to be improved to two travel lanes in each direction with a minimum 88-foot right-of-way, which includes a parkway, sidewalk, 8 foot multipurpose trail on the north side between Haven Avenue and Mill Creek Avenue and curb adjacent 5-foot bike lanes on both sides of the street. Access to this street via driveways from residential units and on-street parking will be prohibited. The developer shall be responsible for those improvements to Chino Avenue as determined by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or to the Conditions of Approval established on the approved tentative tract maps for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans. Proposed traffic Signals along Chino Avenue are shown in Figure 4-1

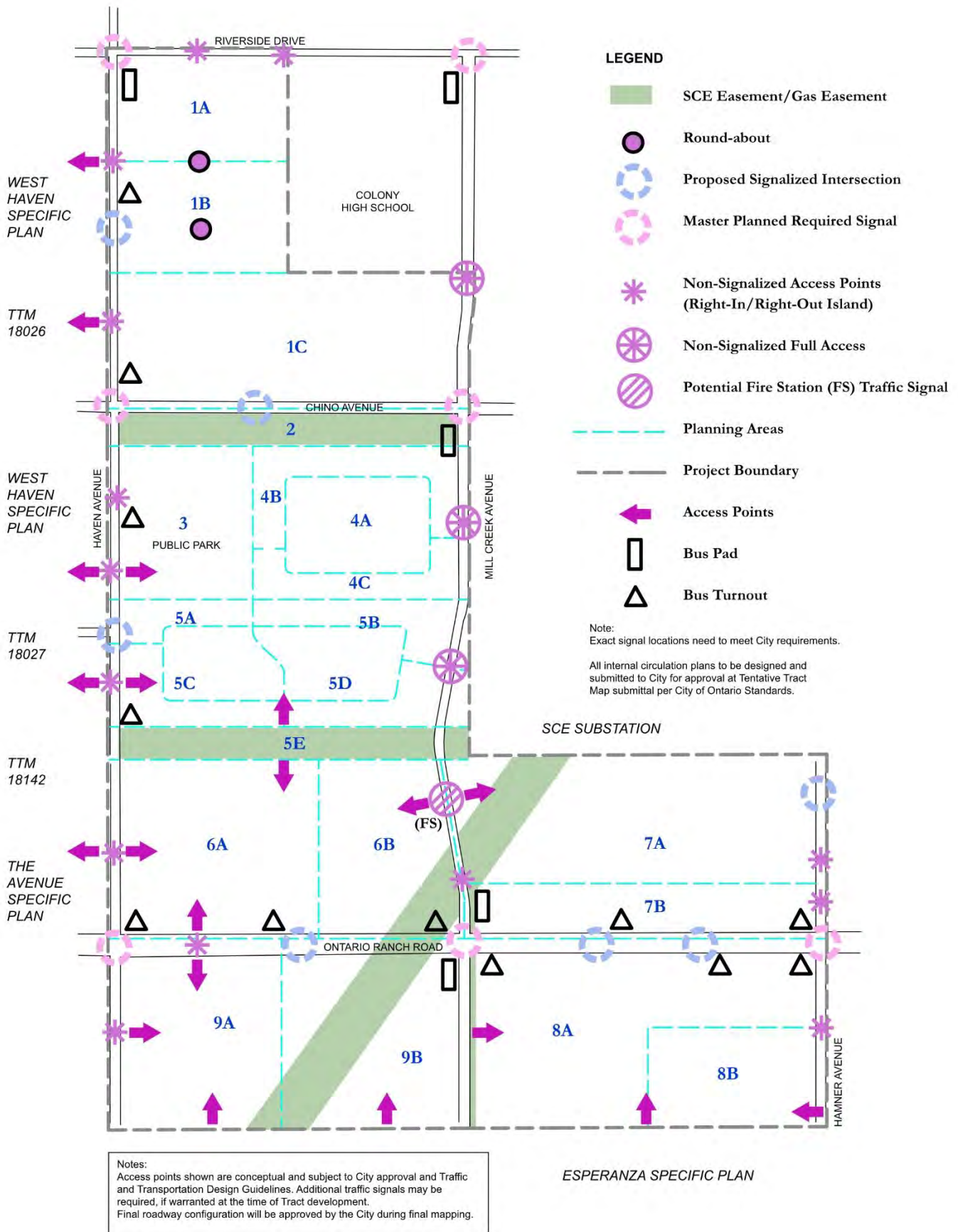
**MILL CREEK AVENUE** –Bisecting the site from north to south, Mill Creek Avenue is identified as a Collector Street the Mobility Element of Policy Plan (Figure M-2 Functional Roadway Classification Plan), to be improved to four lanes, with a minimum 88-foot right-of-way. For the portion of Mill Creek Avenue between Ontario Ranch Road and Chino Avenue, proposed minimum right of way is 83-feet. Right of way areas are also proposed that consist of a sidewalk, an adjacent parkway, an 8 foot multipurpose trail on the west side

between Chino Avenue, and Ontario Ranch Road and curb adjacent 5-foot bike lanes on both sides of the street. Access to this street via driveways from residential units and on-street parking will be prohibited. The roadway will be realigned to the west starting approximately 50 feet south of the existing high school and continuing south beyond the project area. The ultimate alignment of Mill Creek Avenue will be determined as part of the Master Infrastructure Improvements to be determined by the City and NMC, LLC. The developer shall be responsible for those improvements to Mill Creek Avenue as determined by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or to the Conditions of Approval established on the approved tentative tract maps for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans. Proposed traffic signals for Mill Creek Avenue are shown in Figure 4-1.

**LOCAL BACKBONE STREETS** – Connecting the above regional backbone roadways, the project’s local backbone streets will connect the project’s various components and provide for safe and efficient vehicular circulation. Internal project access points will be taken from Haven Avenue on the west side of the project, Mill Creek Avenue and Hamner Avenue on the east side, while another access point will occur along Hamner Avenue. The internal streets within the Regional Commercial/Mixed-Use District will form a central loop off of Ontario Ranch Road. **Alternative internal street connections may be allowed subject to the approval of the City Engineer.**

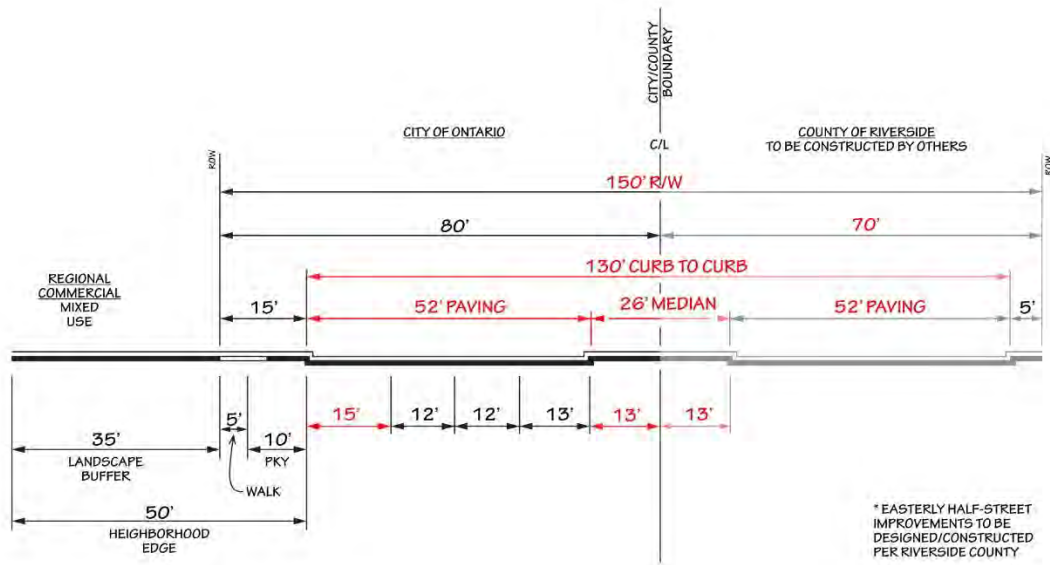
**LOCAL NEIGHBORHOOD/PRIVATE STREETS** – Local Neighborhood/Private Streets that carry neighborhood related traffic and be constructed with a 60-foot right-of-way, which includes a minimum 12-foot landscaped parkway with sidewalk. Themed Streets will have an additional 5-foot wide lettered lot along the theme street edge, located adjacent to ROW. To be maintained by HOA.

**COMMON DRIVES** – Common Drives will be constructed with a 20-foot minimum right-of-way. Common Drives will contain a minimum 20-foot travel lane and 24-foot travel lane for emergency access roads. A 30-foot minimum distance is required between buildings on each side of the common drive. Final alley design shall be subject to review and approval by the planning, engineering, and fire departments.



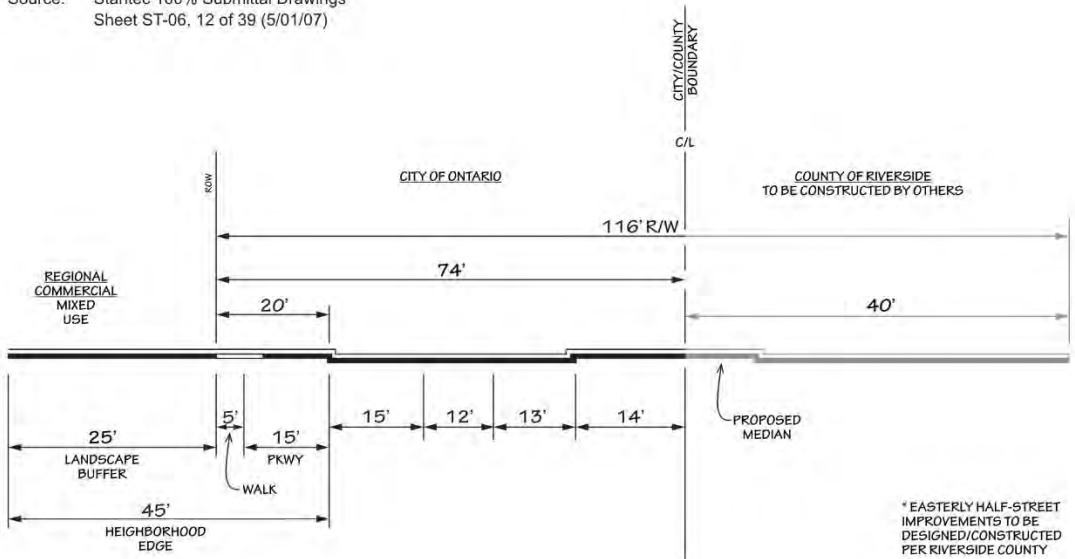
RICH-HAVEN SPECIFIC PLAN  
CONCEPTUAL CIRCULATION PLAN

FIGURE 4-1

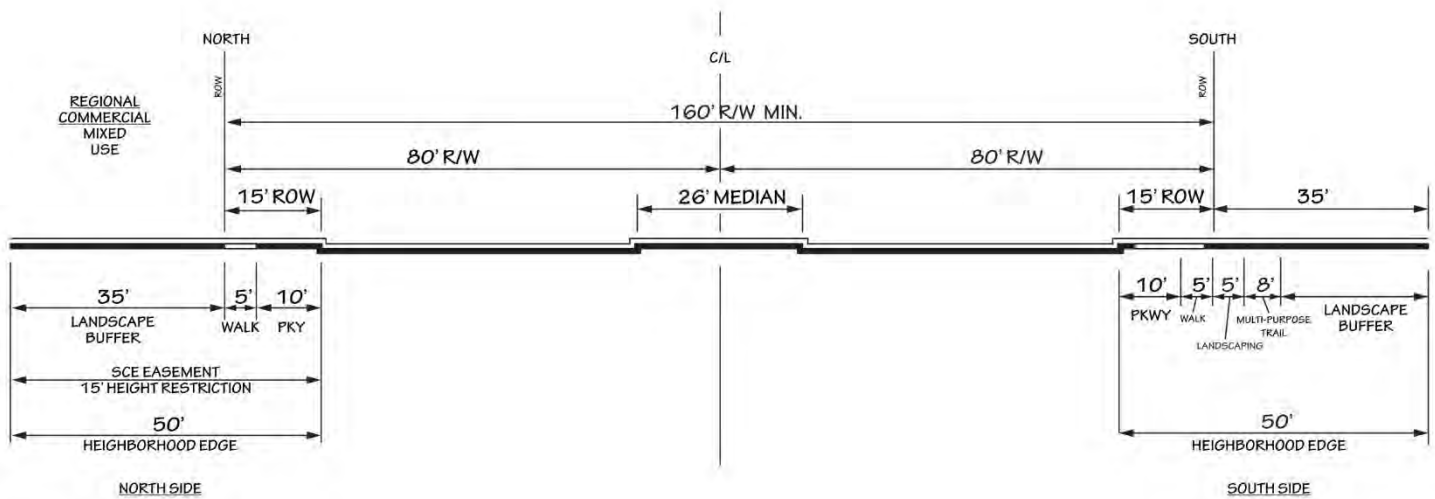


**Hamner Avenue - Westside (North of Ontario Ranch Road)**  
 Between Riverside Drive and Ontario Ranch Road  
 Divided Other Principal Arterial  
 Interim Improvements

On-Street Parking Prohibited  
 Source: Stantec 100% Submittal Drawings  
 Sheet ST-06, 12 of 39 (5/01/07)



**Hamner Avenue - Westside**  
 South of Ontario Ranch Road  
 Divided Other Principal Arterial  
 On-Street Parking Prohibited  
 (three-lanes/median)



**Ontario Ranch Road**

Between Haven Avenue and Hamner Avenue  
 Divided Other Principal Arterial w/ Bikeway  
 On-Street Parking Prohibited

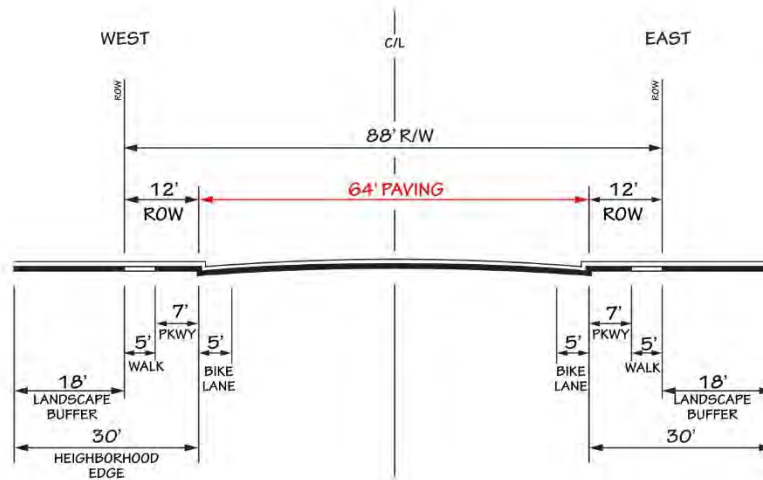
Source: Stantec 35% Submittal Drawings, Sheet DT-01

Note: Refer to Chapter 7 for Streetscape Design.



RICH-HAVEN SPECIFIC PLAN  
**STREETCROSS SECTIONS**

FIGURE 4-2B

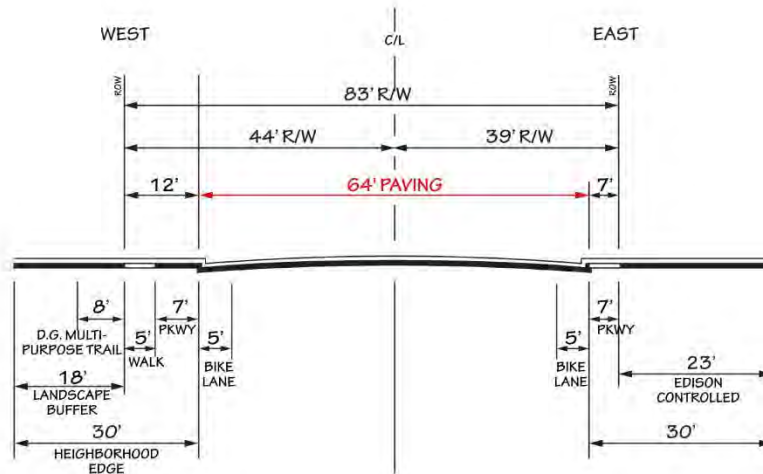


**Mill Creek Avenue**

Collector Street

On-Street Parking Prohibited

Source: Stantec 100% Submittal Drawings  
Sheet ST-06, 3 of 32



**Mill Creek Avenue (Between Ontario Ranch Road and Chino Avenue)**

Collector Street

On-Street Parking Prohibited

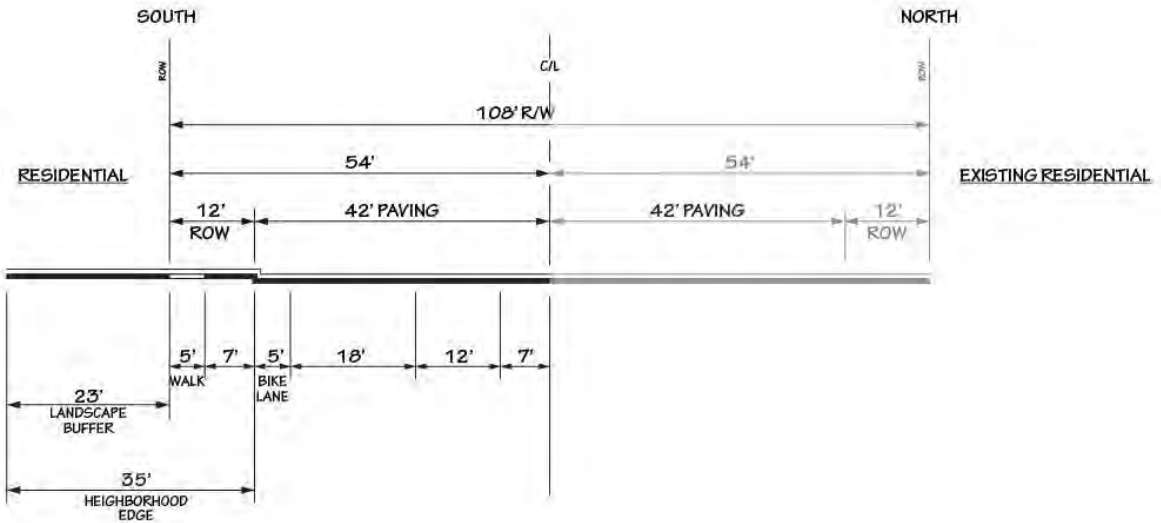
Source: Stantec 100% Submittal Drawings  
Sheet ST-06, 3 of 32

Note: Refer to Chapter 7 for Streetscape Design.



NOT TO SCALE

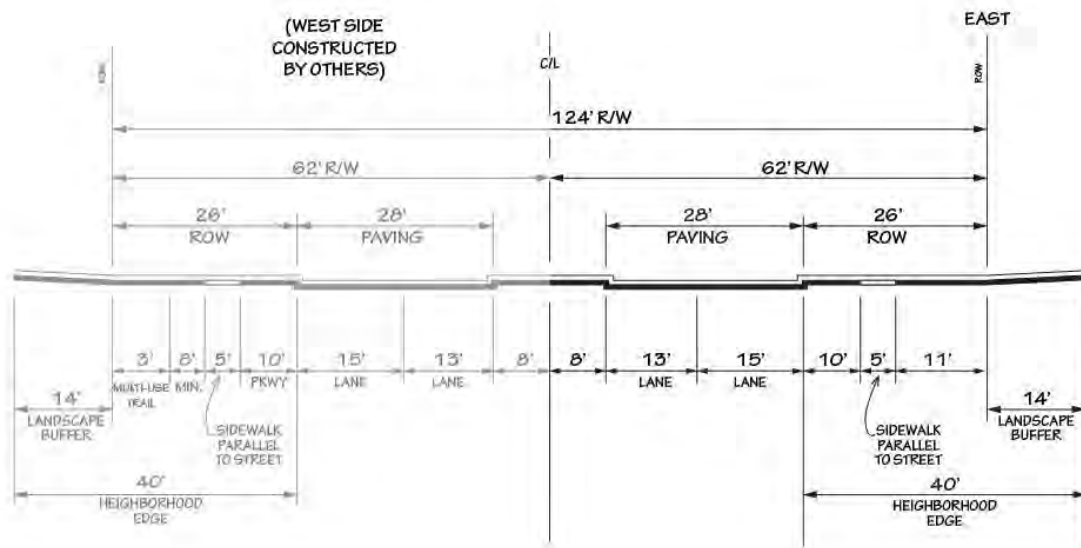
65-100102001



**Riverside Drive**

Arterial

On-Street Parking Prohibited



**Haven Avenue**

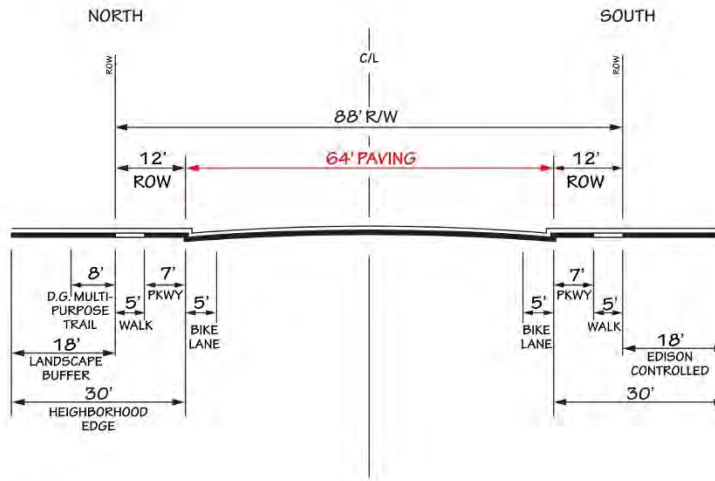
Divided Other Principal Arterial

On-Street Parking Prohibited

Note: Refer to Chapter 7 for Streetscape Design.

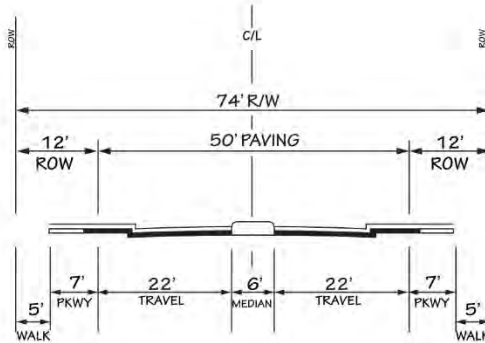






**Chino Avenue**  
Collector Street  
On-Street Parking Prohibited

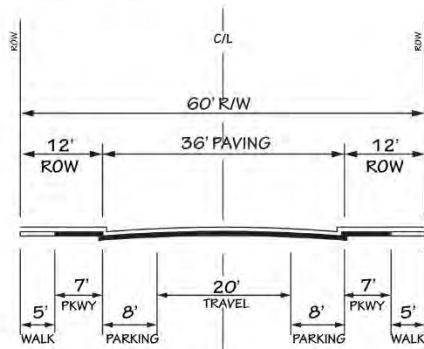
Source: Stantec 100% Submittal Drawings  
Sheet ST-06, 3 of 32



ENTRY STREETS ADJACENT TO COMMERCIAL AREAS SHALL BE DESIGNED TO ACCOMMODATE A WB-50 VEHICLE, WHICH MAY RESULT IN DIMENSIONS THAT EXCEED THIS CROSS-SECTION.

FINAL ROADWAY SECTION WIDTHS WILL BE DETERMINED BY THE CITY ENGINEER BASED ON THE NEED FOR INTERSECTION LEFT AND/OR RIGHT TURNS.

**Residential Entry Street (Public or Private)**  
No Parking Permitted



**Residential Neighborhood Street (Public or Private)**  
Parking Permitted  
Sidewalk and Parkway widths may increase along "Theme Edges", and near the school



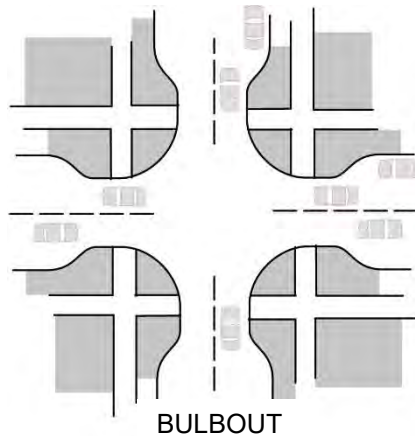
**Common Drive/Alley (Private)**  
20' travel minimum  
\*24' travel for emergency access road.  
\*\* 5' minimum setback from curb or sidewalk to porch or living area.

Note: Refer to Chapter 7 for Streetscape Design.

\*minimum dimension

**4.1.2 TRAFFIC CALMING**

The Rich-Haven Land Use Plan is designed on a traditional grid and with a hierarchy of streets, offering a variety of routes for pedestrians and vehicles. Traditional street networks can result in a visually favorable and comfortable environment for pedestrians, bicyclists, and Rich-Haven’s residents at large. Traffic calming measures incorporated within the Rich-Haven Specific Plan development will include roundabouts and curb-bulbouts. See Figure 4-1B, *Conceptual Circulation Plan* for locations of proposed roundabouts. Additional traffic calming measures include the incorporation of landscaped parkways and medians to add interest in the street, encouraging drivers to slow their travel speed and observe the surroundings.



Additionally, within the Regional Commercial/Mixed-Use District, on-street parallel parking will be used to control the speed of traffic in and near pedestrian zones. Angled parking may also be used at the discretion of the City Engineer.

**4.1.3 PEDESTRIAN AND BICYCLE CIRCULATION**

The Rich-Haven Specific Plan is consistent with and implements the Multipurpose Trails and Bikeway Corridor within the Mobility Element of the Policy Plan (Figure M-3).

In addition to the hierarchical street grid, which can increase available routes, the Rich-Haven Specific Plan proposed pedestrian trails and bikeways plan will be interconnected with the Ontario Ranch multi-purpose trail system, which includes a comprehensive network of greenways, pedestrian paths, and bike trails. See Figure 4-3, *Trails Plan*.

Internal project streets will be constructed with sidewalks, providing pedestrian access and inter-connectivity between the project’s Residential and Regional Commercial/Mixed-Use Districts. The pedestrian system will also allow for easy pedestrian access to Rich-Haven’s proposed approximately 27.0-acre public park site and

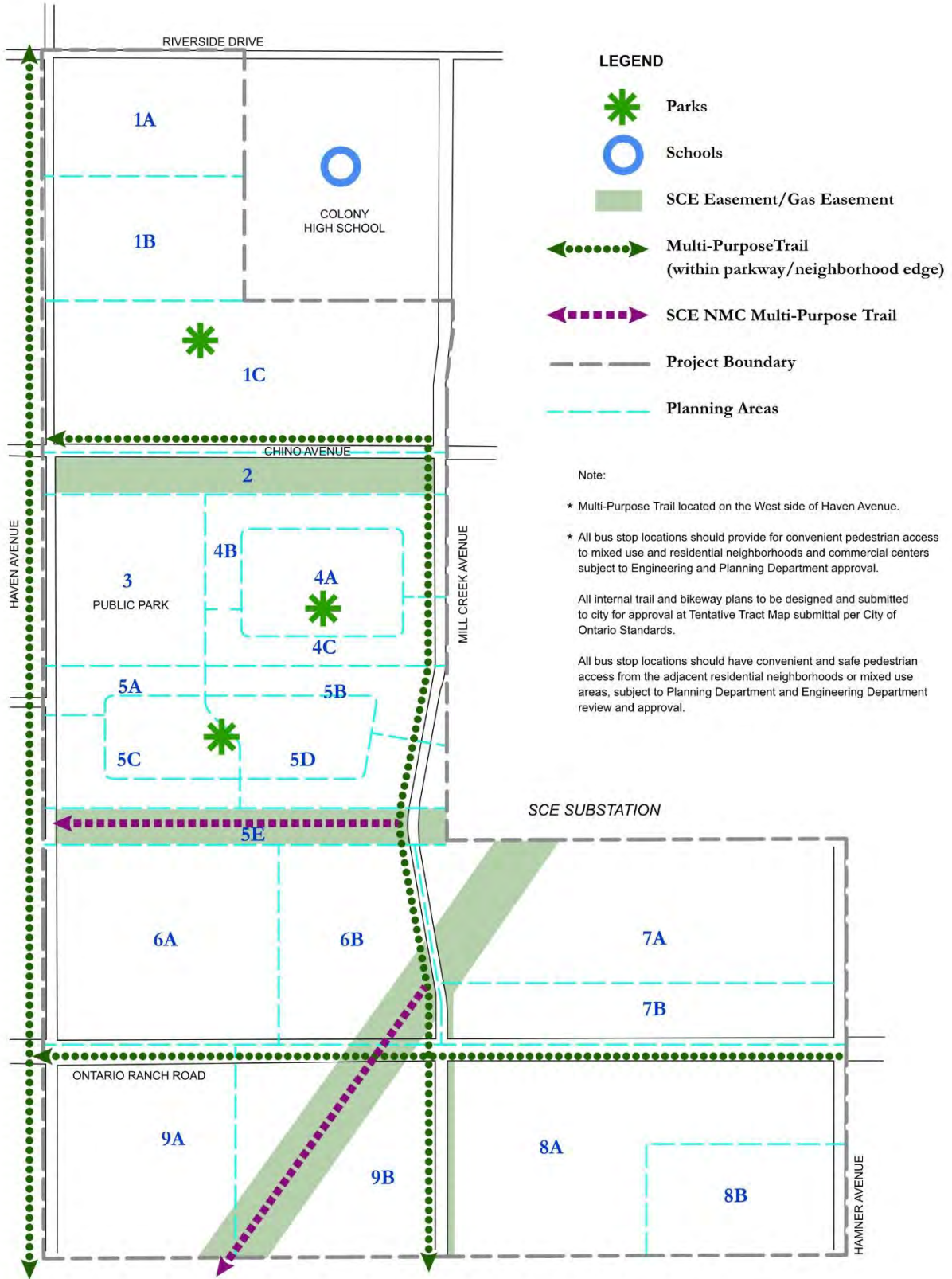
several smaller private parks, Colony High School, and proposed elementary school sites within the West Haven Specific Plan and Esperanza Specific Plan.

Multi-purpose trails and sidewalks connect with a network that flows throughout the Ontario Ranch, connecting Rich-Haven with schools and other proposed residential areas in the region. Directional signage will be provided to facilitate movement to and from crosswalks and trail connections. Within the Residential District, the pedestrian sidewalks on cul-de-sac streets will connect to the Multi-purpose trails and Bikeway Corridor Plan trails within the linear parks. Internal paseos, sidewalks, and pathway connections will be incorporated into the Regional Commercial/Mixed-Use District to connect with residential areas and multi-purpose trails.

Additionally, Ontario Ranch multi-purpose trails are designated within proposed parkways along Haven Avenue, Ontario Ranch Road, Chino Avenue, Mill Creek Avenue and Riverside Drive. These multi-purpose will be accessed from the project directly, or through the multi-purpose trails within the SCE parcel/easements. Bike racks will be provided as per City standards.

As part of the City's Master Plan of Trails, the SCE Corridor Trail will be extended within the linear park areas located within the SCE easements, as shown within Figure 4-3, *Trails and Bikeway Plan*. Access to the SCE Corridor Trail will be provided throughout the Specific Plan area at key points to provide safe accessibility to the multi-purpose trails and opportunities to utilize alternate modes of transportation between the residential and commercial uses and to the greater NMC.

On-street curb adjacent 5-foot bike lanes will be provided on both sides on Riverside Drive, Chino Avenue and Mill Creek Avenue.



ESPERANZA SPECIFIC PLAN

#### 4.1.4 TRANSIT

Public transit in the City of Ontario is currently provided by Omnitrans, which does not presently provide regular fixed route transit services inside the Ontario Ranch area. Bus turnouts and shelters, to serve the future residents, shall be provided on arterial and collector roadways prescribed by Omnitrans and approved by the City, as per Figure-3 found in Ontario Ranch East Proposed Bus Facilities plan.

In addition, the Riverside Transit Authority (RTA) service area boundaries are located to the east of Planning Areas 7 and 8, along Hamner Avenue. Currently, service by RTA will not be provided within the Rich-Haven Specific Plan Area.

## 4.2 WATER MASTER PLAN

Rich-Haven's Water Master Plan shall conform to the City of Ontario's Water Master Plan and will include both domestic (potable) and recycled water infrastructure. Water service will be provided by the City of Ontario as identified within the Water Master Plan. The NMC Construction Agreement (Phases 1a-1e) water facilities are proposed to include two reservoirs, four wells, a treatment plant, and potable and recycled water lines. All Master Planned potable water infrastructure surrounding the Specific Plan shall be the responsibility of the NMC Developers' consortium and/or the Rich Haven Developer(s). In addition, the Master Planned domestic and recycled water main lines serving surrounding and within the Specific Plan, as identified in the most currently approved Water Master Plan Update shall be constructed prior to issuance of the first certificate of occupancy.

Water, recycled water, and sewer utilities may be designated as "public utilities" if located within public or private streets. All public utilities within private streets shall be designed per City standards and contained within acceptable easements. The CC&Rs shall contain language that requires all proposed work by the HOA within said easements to be plan checked and inspected by the City, including applicable fees. Generally, utilities will not be accepted as public within alleys, parking areas, or driveways. Utilities within commercial and industrial parking lots and loading areas will be designated as private. The extent to which said utilities would be accepted, as public utilities shall be determined, at the full discretion of the City, during final design plan review.

### 4.2.1 DOMESTIC WATER

The ultimate utility sizing and alignment shall follow the most currently approved Master Plan.

In the interim scenario in Ontario Ranch, when the ultimate master planned pipeline network has not been completed, there may be instances whereby just constructing the master planned pipeline improvements to serve the project may not meet the required fire flow demands. Therefore, the proposed project may be required to construct additional pipelines whether specifically called out in the Master Plan or not; or upsize

master planned pipelines in order to meet the necessary fire flow requirements per Fire Department and/or the criteria as provided for in the Water Master Plan. Developer shall submit a hydraulic analysis to the City for review/approval to demonstrate adequate fire flow protection requirements.

#### REGIONAL DOMESTIC WATER PLAN

The Rich Haven Specific Plan falls into two pressure zones, with the portion of the project north of Chino Avenue falling within the 1010 Pressure Zone, and the portion of the project south of Chino Avenue falling within the 925 Pressure Zone. See Figure 4-4A *Master Planned Domestic Water Plan*, please refer to *The City's Master Plan for specific sizing and alignment*.

**1010 Pressure Zone.** New domestic water mains to be constructed as part of the development of Rich-Haven include a 24-inch main from the 1010 Pressure Zone reservoir north of the project site to Riverside Drive and Hamner Avenue, a 24-inch domestic main in Archibald between Ontario Ranch Road and the Pressure Reducing Station at Schaefer Avenue, an 18-inch main in Riverside Drive from Hamner Avenue to Haven Avenue, an 18-inch main in Chino Avenue from Haven Avenue to Vineyard Avenue, the designated Master Plan domestic water line along Haven Avenue between Riverside and Chino Avenues. In addition, the 24-inch main in Hamner Avenue and Riverside Drive reduces down to a 12-inch main to Chino Avenue and heads west along Chino Avenue to Mill Creek Avenue ultimately connecting to the existing 12-inch water main within Mill Creek Avenue.

Smaller 12-inch water mains will be constructed adjacent to the project site that ultimately connects to the regional water system in Riverside Drive, Haven Avenue, and Hamner Avenue.

**925 Pressure Zone NMC Builder's Loop.** New domestic water mains to be constructed as part of the NMC Builder's Loop include a 24-inch to 42-inch main in Hamner Avenue from the 925 Pressure Zone reservoir to Eucalyptus Avenue, a 24-inch main in Eucalyptus Avenue from Hamner Avenue to Archibald Avenue, a 24-inch main in Archibald Avenue from Eucalyptus Avenue to Ontario Ranch Road, and a 24-inch main in Archibald Avenue from Ontario Ranch Road to the Pressure Reducing Station #17 at Schaefer Avenue.

Within the 925 Pressure Zone, 12-inch water mains will be constructed in Haven Avenue, Mill Creek Avenue, and Ontario Ranch Road and ultimately connect to the regional NMC Builder's Loop. Additionally, a 12-inch water main will be constructed within Chino Avenue from Haven Avenue to Mill Creek, and an 18-inch water main from Mill Creek to Hamner Avenue. Within the project site, a network of minimum 8-inch water lines will be installed. The proposed on-site public water system sizing is subject to the recommendations and approval of the required hydraulic analysis.

NMC Builders is currently constructing the first series of master planned domestic water main lines per the construction agreement with the City. The 925 PZ alignment is from

Riverside Drive PRS #18, then easterly in Riverside, southerly in Milliken, westerly in Eucalyptus, and northerly in Archibald to Schaefer PRS #17. Proposed Rich Haven Specific Plan development shall connect to the above mentioned series of domestic water lines via 2 separate points of connection. The above mentioned alignment shall be fully operational prior to first occupancy.

#### **CONCEPTUAL DOMESTIC WATER PLAN**

Local backbone domestic water mains to be constructed as part of the Rich-Haven Specific Plan project will include 8-inch to 12-inch water mains throughout the local backbone street system. Additionally, the Chino Basin Water master Water Quality Map identifies the Rich Haven area within an optimum water quality zone and requires that the owner/developer dedicate a total of two wells within the Specific Plan area to the City of Ontario for production of potable water. The owner/developer of Planning Area 5 has identified a well location site within the greenbelt in the area east of Mill Creek Avenue. A second well location site within the Specific Plan area shall be located within Planning Areas 1 or 8 as approved by the City. Master planned domestic water main lines serving the surrounding area and within the Specific Plan, as identified in the most currently approved Water Master Plan Update, shall be constructed prior to issuance of first occupancy.

Within the project site, a network of minimum 8-inch water lines will be installed. The proposed on-site public water system sizing is subject to the recommendations and approval of the required hydraulic analysis. All water mains and wells internal to the Rich-Haven Specific Plan project, will be provided by the merchant builder. In-tract water system design will be provided at the time of subdivision. Offsite water improvements to serve the Specific Plan will be implemented according the most current version of the City's Water Master Plan.

Eleven existing wells have been identified within the Rich-Haven Specific Plan project site.

In compliance with the Chino Basin Water Master's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City of Ontario for approval prior to the issuance of permits for any construction activity. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system (residential to the domestic water system and agricultural to the recycled water system) when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and require permitting from the County Health Department. A copy of such permit shall be provided to the Engineering and Public Works Agency prior to issuance of grading and/or building permits.

#### 4.2.2 RECYCLED WATER

The ultimate utility sizing and alignment shall follow the most currently approved Master Plan.

##### REGIONAL RECYCLED WATER PLAN

Recycled Water will be provided by City of Ontario. The Rich Haven SP development shall connect to the forthcoming NMC Builders' first phase of recycled water pipeline, generally described as follows: (#1) From IEUA's RP-1, southerly to Riverside Drive, easterly to Archibald, southerly in Archibald to Merrill (including the Pressure Reducing Station at Archibald & Chino Avenue); and (#2) Ontario Ranch Road, between Archibald and Hamner. The above mentioned NMC Builders recycled water pipeline shall be fully operational prior to first occupancy. The Specific Plan area is located within two pressure zones. The portion of the project north of Chino Avenue will be served by the 1050 Pressure Zone and the area south of Chino Avenue will be served by the 930 Pressure Zone. A range of recycled water lines will be constructed both on-site and off-site to service the project. There will be 8-inch to 24-inch lines constructed within the 1050 Pressure Zone, and 8-inch to 24-inch lines within the 930 Pressure Zone. Master Planned domestic and recycled water main lines serving the surrounding area and within the Specific Plan, as identified in the most currently approved Water Master Plan Update, shall be constructed prior to issuance of first occupancy. Offsite recycled water improvements to serve the Specific Plan will be implemented according the most current version of the City's Recycled Water Master Plan.

##### LOCAL BACKBONE RECYCLED WATER PLAN

The Rich Haven Specific Plan shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to irrigation of parks, schools, street landscaping, recreational trails, HOA maintained on-site common areas and commercial/industrial landscaping. An engineering report approved by the City and the California Department of Public Health is required prior to the use of recycled water.

The local backbone recycled water system will be built with 8-inch to 12-inch lines throughout the backbone street system. In-tract recycled water system design will be provided at the time of subdivision. See Figure 4-5A, *Master Planned Recycled Water Plan*, please refer to *The City's Master Plan* for specific sizing and alignment.

Recycled water will be used in the Rich Haven Specific Plan area for irrigation of parks, schools, street landscaping, recreational trails, parkways, common area residential landscaping and commercial/industrial landscaping. See Figure 4-5B *Conceptual Recycled Water Plan Areas* for locations of recycled water use. Locations of common residential landscaping areas will be determined at the time of the Tentative Tract Map.



An Engineer's Report approved by the City and the Department of Health is required prior to the use of recycled water in the Rich-Haven development. There may be an interim period where recycled water supply does not have adequate pressure depending on the timing of development and construction of a regional booster station.

Master planned recycled water main lines serving surrounding and within the Specific Plan, as identified in the most currently approved Water Master Plan Update shall be constructed prior to issuance of first occupancy.

Additional backbone recycled water improvements shall include:

- In-tract system of recycled water lines;
- Haven Ave. pipeline, between southerly property limits to Chino Ave.;
- Pressure Reducing Station @ Haven Ave. and Chino Ave.;
- Riverside Drive pipeline between Haven Ave. and Cucamonga Creek; and
- Pipeline between Riverside Drive and IEUA's RP-1 facility
- Haven Avenue pipeline between Chino Avenue and Riverside Drive.

Please note that the recycled water system, in Rich Haven, is in two separate pressure zones (1050 pressure zone = north of Chino Ave. and, 930 pressure zone = south of Chino Ave.)

It should be noted that NO recycled water can be used on single family single lot ownership properties. And there shall be a clear physical separation between potable and recycled water systems such as a wall, fence, sidewalk, or mow strip. Common areas are to use recycled water and either maintained by HOA or CFD, and shall be In a ROW or within a lettered lot.

### 4.3 SEWER MASTER PLAN

The ultimate utility sizing and alignment shall follow the most currently approved Master Plan. Sewer service for the Rich-Haven Specific Plan will be provided by the City of Ontario. Rich-Haven's Sewer Master Plan shall comply with the Sewer Master Plan, which is designed as a gravity sewer system that generally drains to the west and east from the central spine road. The areas located between Haven Avenue and Mill Creek Avenue should flow into Haven Avenue trunk sewer, while flows generally east of the spine road will flow to the Mill Creek Avenue trunk sewer. Within the project site a network of minimum 8-inch sewer lines will be installed. The proposed on-site public sewer system sizing is subject to the recommendations and approval of the required sewer analysis.

#### REGIONAL SEWER PLAN

The Specific Plan area is within three separate Master Plan Trunk Sewer Tributary Areas and six Master Plan Trunk Sewers. Regional sewer improvements include:

- a. The Mill Creek Avenue Trunk Sewer with a proposed 12-inch line within Mill Creek north of Chino Avenue transitioning to 15-inch sewer line from Ontario Ranch Road south to Eucalyptus Avenue and then a 21-inch lines south to Bellegrave Avenue;
- b. The Merrill/Bellegrave Trunk Sewer with a 24-inch line in Bellegrave/Merrill Avenue from Mill Creek Avenue to Celebration Avenue transitioning to a 27-inch line to Archibald Avenue to connect to the Eastern Trunk Sewer;
- c. The South Haven Trunk Sewer with a 15-inch line in Haven Avenue from south of Ontario Ranch Road to Merrill/Bellegrave Avenue;
- d. The North Haven Trunk Sewer with a 21-inch line in Haven Avenue from Riverside Drive to Ontario Ranch Road; and,
- e. The Ontario Ranch Road trunk Sewer with a 27-inch line in Ontario Ranch Road from Haven Avenue to Turner Avenue transitioning to a 30-inch line to Archibald to connect to the Eastern Trunk Sewer.
- f. An additional 21-inch sewer line will be constructed in Haven Avenue from the Haven Pump Station north of the project site to Riverside Drive.

Wastewater in these facilities will be conveyed from the Eastern Trunk Sewer south to the Inland Empire utility Agency’s Kimball Interceptor in Kimball Avenue, which will then convey waste water west to Regional Plant 5. See figure 4-6A, Master Planned Sewer Plan, please refer to The City’s Master Plan for specific sizing and alignment. Offsite sewer improvements to serve the Specific Plan, and/or capacity improvements such as the potential purchase of additional capacity in the Eastern Trunk Sewer, will be implemented according to the most current version of the City’s Sewer Master Plan and required sewer analysis.

**LOCAL BACKBONE SEWER PLAN**

In order to serve residential and commercial uses, the merchant builder will install 8-inch to 10-inch sewer mains within the local backbone street system. In-tract sewer system design will be provided at the time of subdivision processing. See Figure 4-6, *Conceptual Sewer Plan*. Within the project site, a network of a minimum of 8-inch sewer lines will be installed. The proposed on-site public sewer system sizing is subject to the recommendations and approval of the required sewer analysis.

**4.4 DRAINAGE MASTER PLAN**

**REGIONAL BACKBONE DRAINAGE PLAN**

The Master Plan of Drainage proposes multiple storm drain facilities that will serve the Rich Haven project site. Within Hamner Avenue a 36-inch to 54-inch storm drain will be constructed from north of Ontario Ranch Road to Bellegrave Avenue, a 72-inch to a 10’ x 8’ box storm drain in Mill Creek Avenue from Chino Avenue to Bellegrave Avenue, a 48-inch to 96-inch storm drain in Haven Avenue from Riverside Avenue to Bellegrave Avenue, and a 48-inch to 72-inch storm drain that generally runs north-south Colony High School and connects to the proposed Haven Avenue storm drain. Additionally, there will be a 48” storm drain in Ontario Ranch Road starting at Haven Avenue and running approximately 1/3 of the way towards Mill Creek and a 54” storm drain in Ontario Ranch Road running from halfway between Haven Avenue and Mill Creek Avenue through until it connects with a 48” drain East of Mill Creek. All storm drains serving the project site will drain

south to the County Line Channel and ultimately to the Cucamonga Creek Channel. See Figure 4-7A, Master Planned Drainage Plan, please refer to the City's Master Plan for specific sizing and alignment. Offsite drainage improvements to serve the Specific Plan will be implemented according to the most current version of the City's Drainage Master Plan.

#### **STORMWATER QUALITY MEASURES**

The grading and drainage of the Rich Haven Specific Plan area shall be designed to retain, infiltrate, and/or biotreat surface runoff to the maximum extent practicable, in order to comply with the requirements of the current San Bernardino County NPDES Stormwater Program's MS4 Permit and Water Quality Management Plan (WQMP) for priority development projects. The objective of the WQMP for this project is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutants and changes in hydrology. These effects shall be minimized through the implementation of on-site and off-site Low Impact Development (LID) Site Design Best Management Practices (BMPs) that reduce runoff and pollutant transport by minimizing impervious surfaces, maximizing on-site infiltration, and specifically retain/in-filter or biotreat the 85<sup>th</sup> percentile storm event. In addition, non-structural and structural Source Control Best Management Practices (BMPs), shall also be implemented and documented in the project's approved Water Quality Management Plan(s) to reduce pollutant generation and transport from the project site.

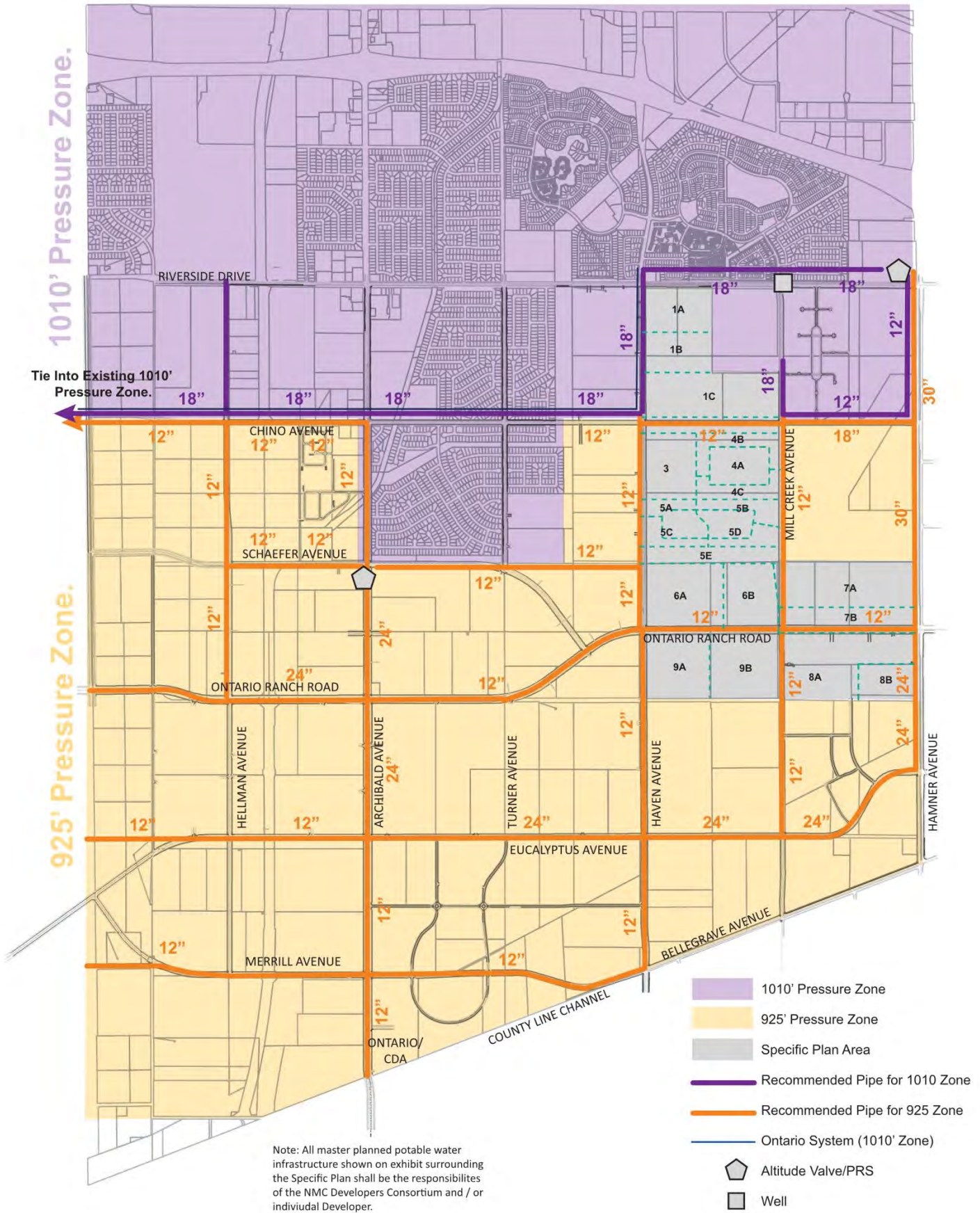
Prior to the issuance of a grading or construction permit, each development project within this Specific Plan area which disturbs >1 acre of land shall prepare a Storm Water Pollution Prevention Plan (SWPPP) and shall obtain coverage under the California State Water Resources Control Board's (State Water Board) current "General Permit to Discharge Storm Water Associated With Construction Activity" and the current Area-wide Urban Storm Water Runoff (Regional NPDES) Permit. The SWPPP will identify and detail all appropriate Best Management Practices (BMPs) to be implemented or installed during construction of the project and permit coverage shall be evidenced by the issuance of a Waste Discharger's Identification number.

In addition to the preparation of a SWPPP for construction-related activities, and as part of the approval of any grading plans within the Specific Plan Area, project applicants will be required to submit a Water Quality Management Plan (WQMP) on the current SB County model template form, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>. The WQMP shall identify and detail all on-site and off-site Low Impact Development Site Design BMPs, Source Control BMPs, and Treatment Control BMPs to be implemented or installed within the project, in order to reduce storm water pollutants and site runoff.

**All Priority Land Use (PLU) areas within the Specific Plan Area shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit.**

#### **LOCAL BACKBONE DRAINAGE PLAN**

The local stormdrain system will convey flows within the project streets to a series of culverts, with pipe sizes ranging from 24-inches to 108-inches. It should be noted that storm drain pipe sizes are conceptual. Final design will be determined upon submittal of individual tentative tract maps and associated hydrology studies.

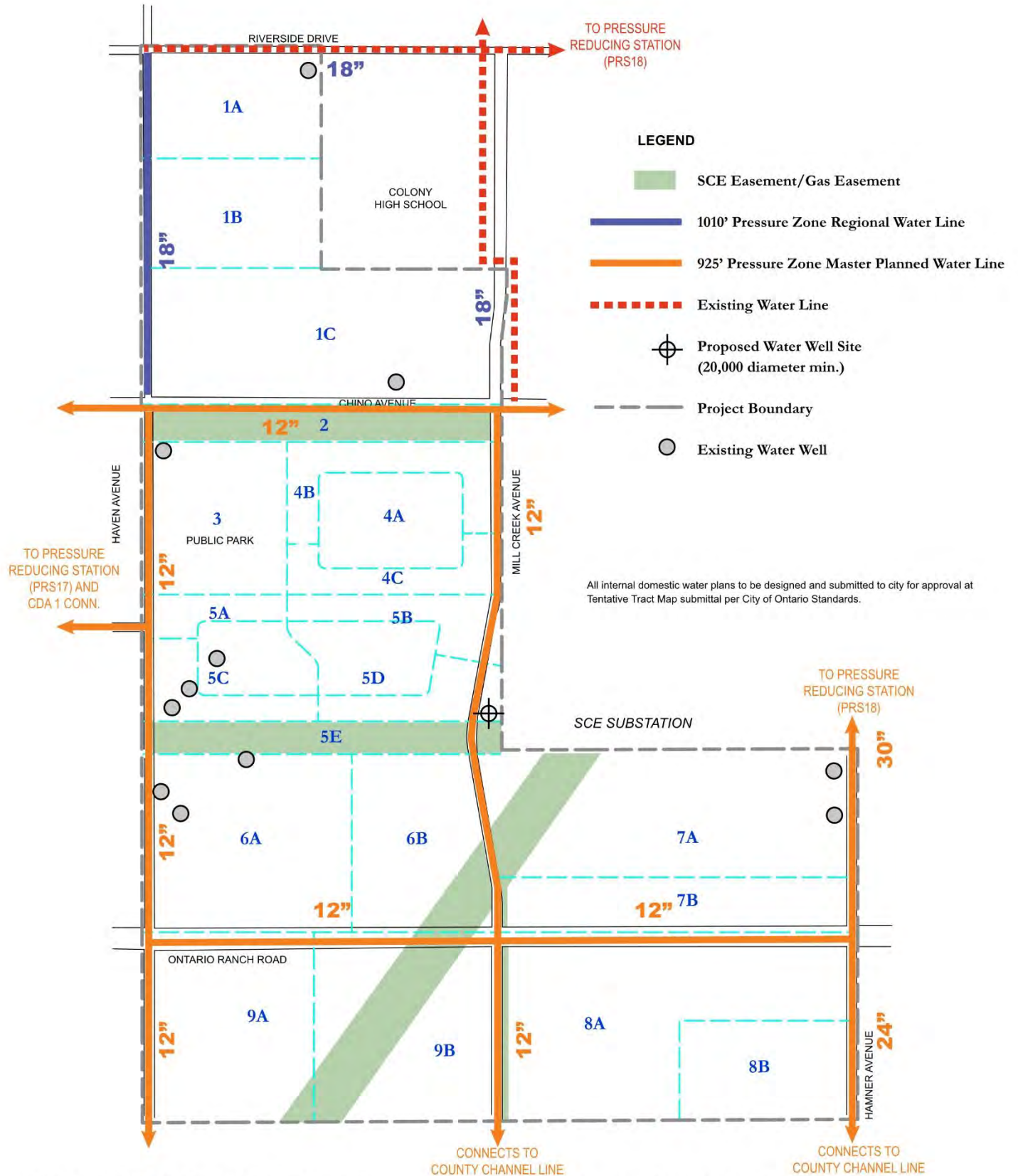


NOT TO SCALE

RICH-HAVEN SPECIFIC PLAN  
**MASTER PLANNED DOMESTIC WATER PLAN**

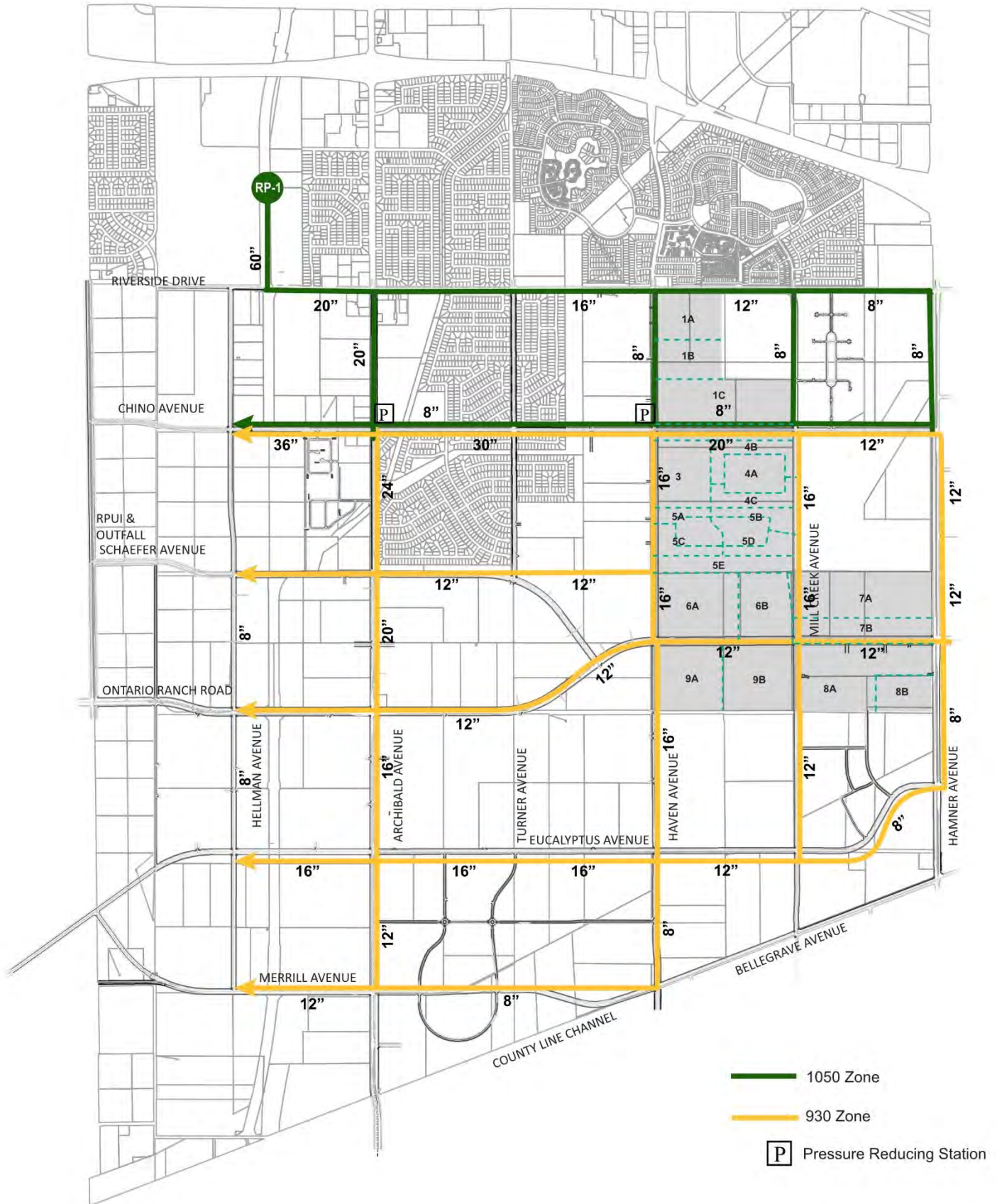
FIGURE 4-4A

March 2021



Source: - Guidelines for the Preparation and Review of Hydraulic Analysis for new Development in the City of Ontario.  
 - City Existing Agricultural Wells Map 2/7/06.

ESPERANZA SPECIFIC PLAN

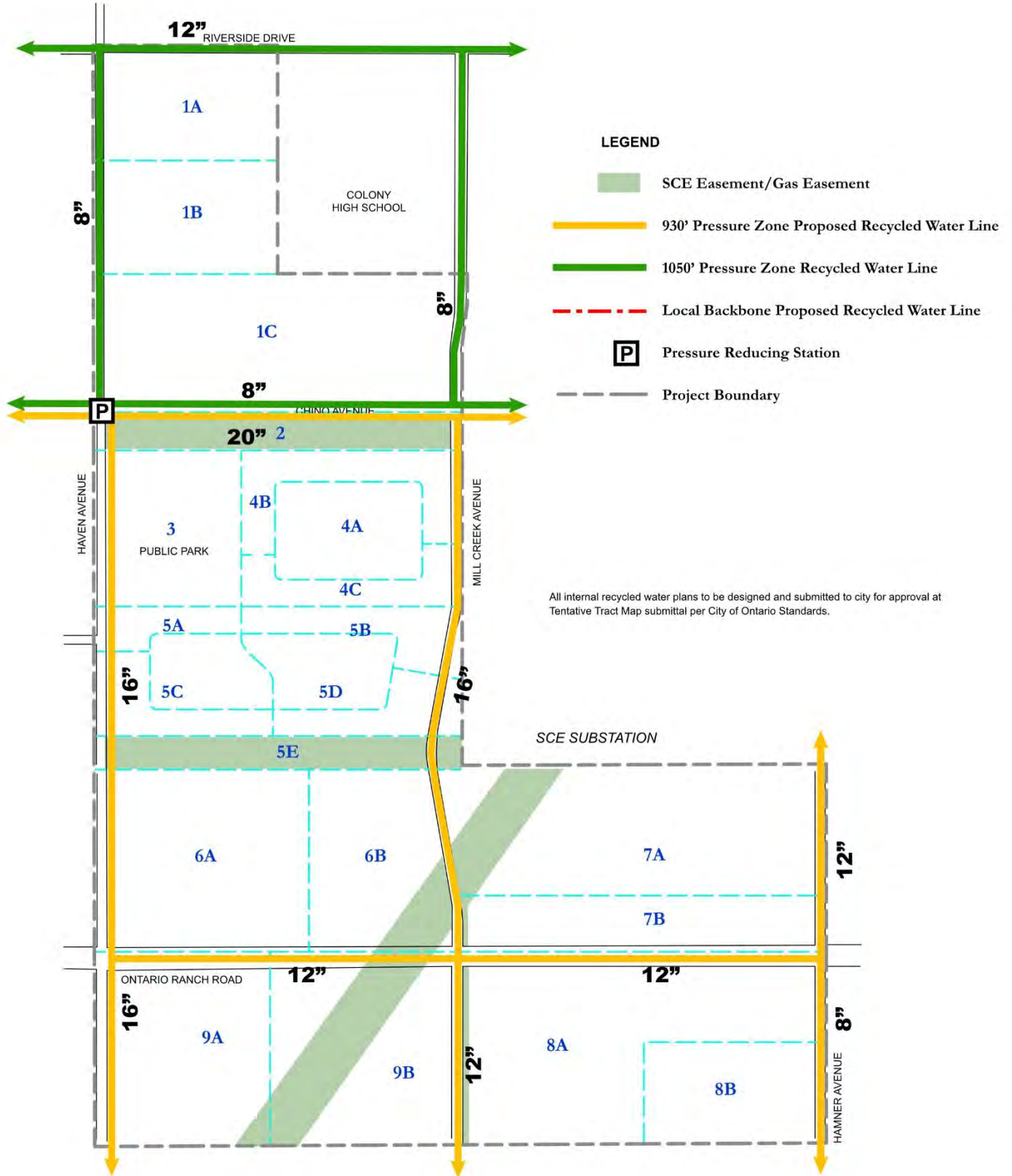


NOT TO SCALE

Rich-Haven Specific Plan  
**MASTER PLANNED Recycled Water Plan**

FIGURE 4-5A

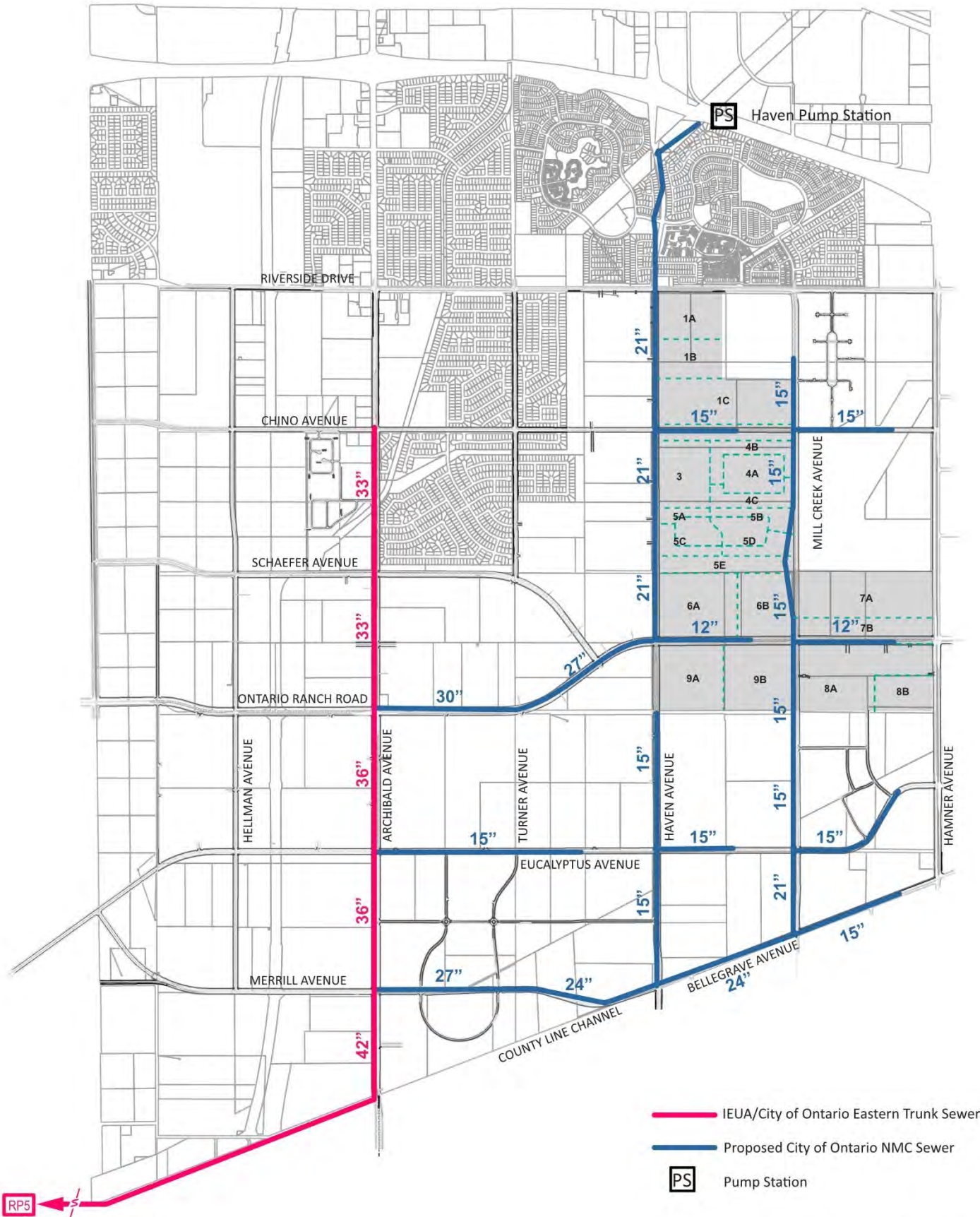
March 2021



All internal recycled water plans to be designed and submitted to city for approval at Tentative Tract Map submittal per City of Ontario Standards.

Source: - Guidelines for the Preparation and Review of Hydraulic Analysis for new Development in the City of Ontario.  
 - City Existing Agricultural Wells Map 2/7/06.

ESPERANZA SPECIFIC PLAN



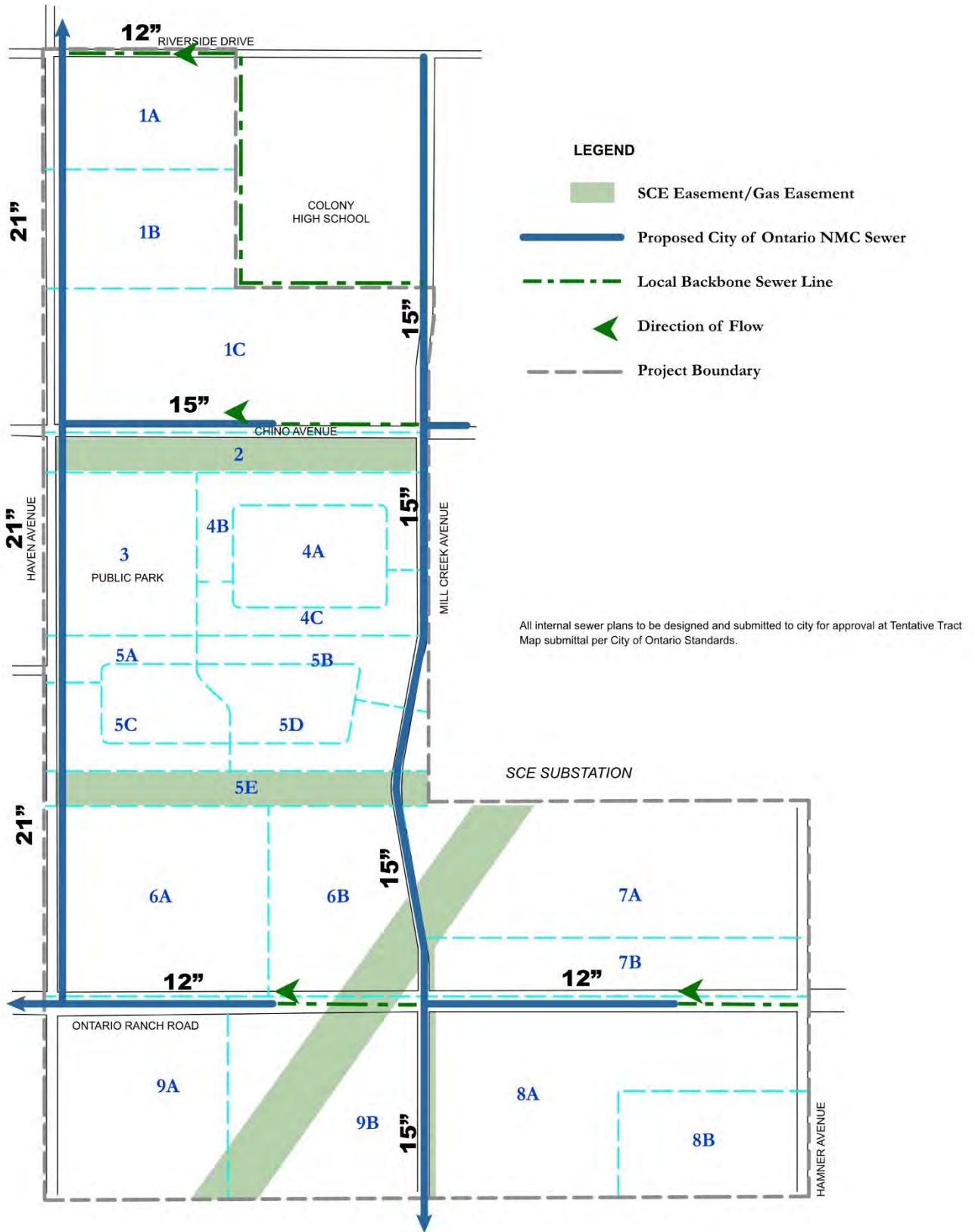

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Rich-Haven Specific Plan  
**MASTER PLANNED Sewer Plan**

FIGURE 4-6A


March 2021





ESPERANZA SPECIFIC PLAN

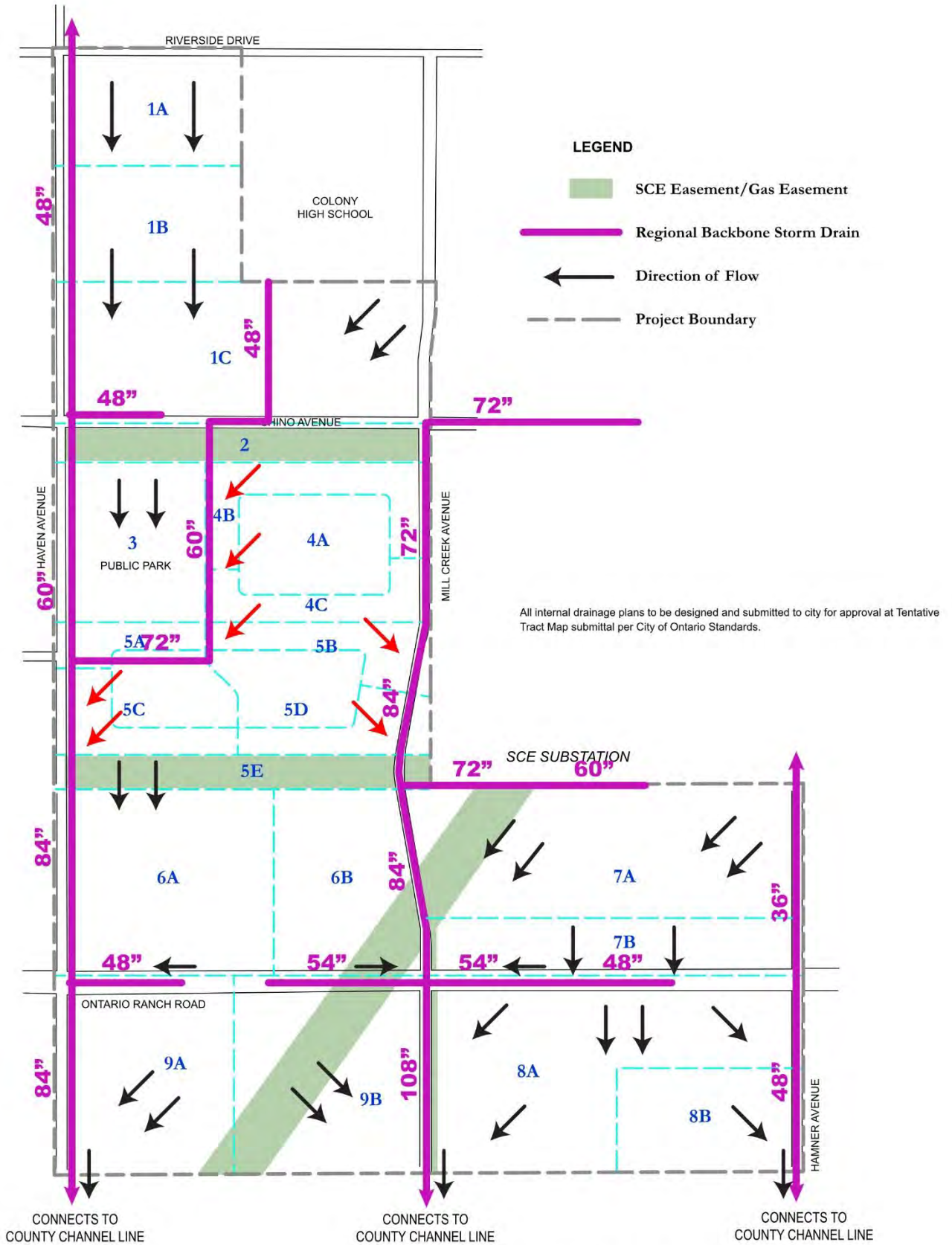



 NOT TO SCALE

Rich-Haven Specific Plan  
**MASTER PLANNED Drainage Plan**

FIGURE 4-7A

March 2021



ESPERANZA SPECIFIC PLAN

RICH-HAVEN SPECIFIC PLAN  
CONCEPTUAL DRAINAGE PLAN

**4.5 GRADING PLAN**

The existing topography of the project site is relatively flat, and the Rich-Haven grading plan will use the existing grade and elevations wherever possible. The grading plan will include the excavation of any remaining agricultural soils unsuitable for development, clearing of any existing vegetation, demolition of existing structures, and the creation of building pads. Where slope conditions are present, the property line shall be located at the top of the slope. Exposed retaining walls facing roadways shall be no greater than six-feet in height, and where feasible, be built of decorative materials consistent with the theme of the neighborhood. See Figure 4-8, *Grading Plan*.

Grading plans will be reviewed and approved by the City of Ontario prior to the issuance of grading permits. All grading plans and activities will comply with the City grading ordinance, dust and erosion control requirements, and NPDES requirements.

The City of Ontario is in the process of adopting a protocol to assess the potential for methane generation on proposed building sites in areas previously used for certain agricultural practices such as dairies. It is anticipated that prior to issuance of a grading permit, a methane site assessment would be conducted and submitted to the City, with additional testing required during grading if required by the assessment. If testing indicates that mitigation is required, designs would be submitted to the City as part of building permit review and approval. Section 8, *Administration and Implementation*, of this Specific Plan includes more detail of the anticipated protocol.

**4.6 SERVICES**

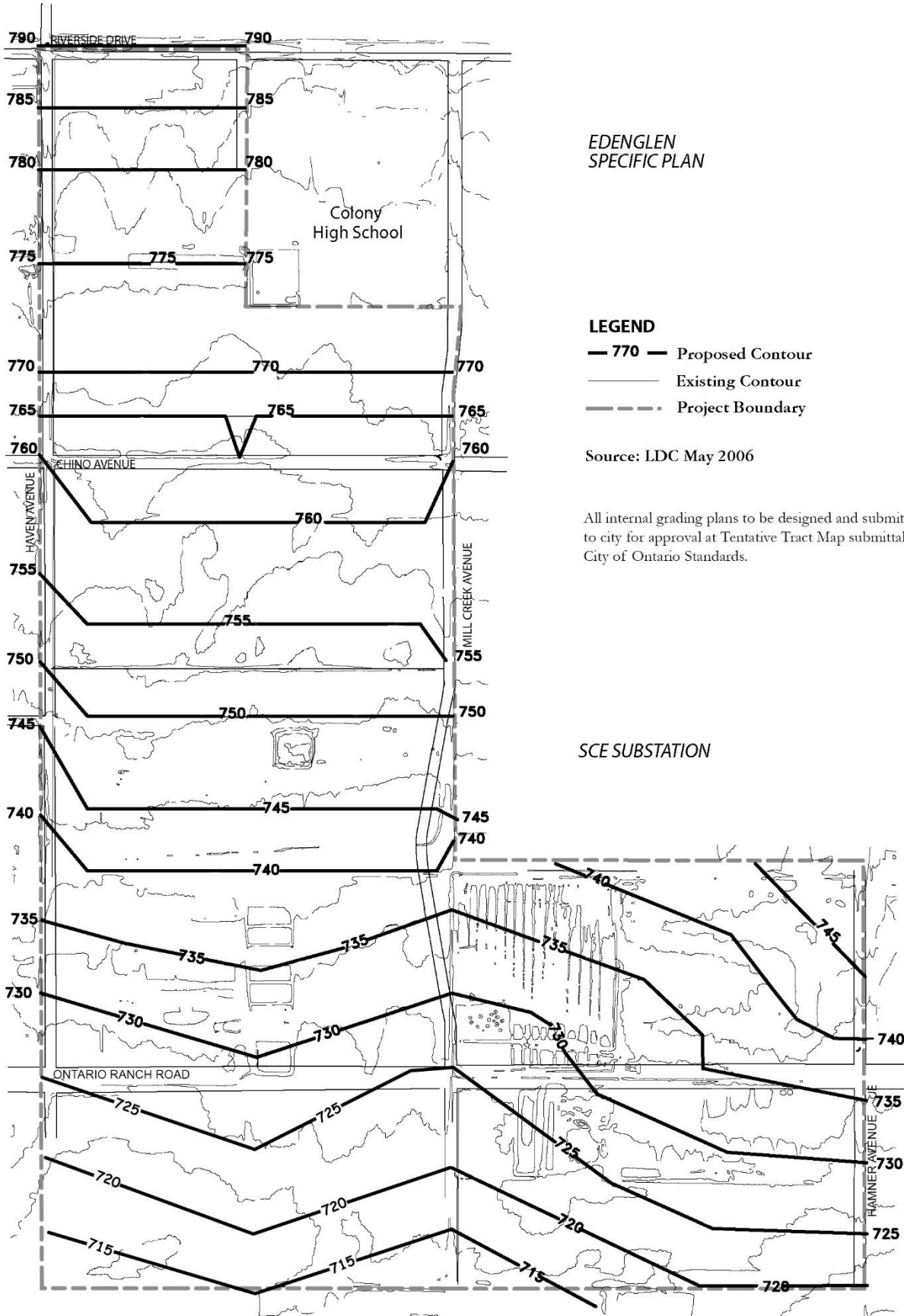
**4.6.1 SCHOOLS**

The Rich-Haven project site is within the jurisdiction of the Mountain View School District, serving grades K-8, and the Chaffey Joint Union School District, serving grades 9 through 12. Nearby Mountain View District grade schools include Creek View Elementary to the north, Ranch View School to the west, and Grace Yokley School to the northwest. Chaffey Joint Union’s Colony High School is located adjacent to the project on the northeast. Surrounding proposed school facilities include an elementary school to the west within the West Haven Specific Plan area and south within the Esperanza Specific Plan area and to the west in The Avenue Specific Plan area.

The following are the estimated student population for the Rich-Haven Specific Plan area (based on student generation numbers, City of Ontario) under the Specific Plan:

<u>Grades K-5</u>	<u>Grades 6-8</u>	<u>Grades 9-12</u>
Generation factor .38/DU	Generation factor .22/DU	Generation factor .20/DU
<b>.38 x 7,194 = 2,734</b>	<b>.22 x 7,194 = 1,583</b>	<b>.20 x 7,194 = 1,439</b>

WEST  
HAVEN  
SPECIFIC  
PLAN



EDENGLLEN  
SPECIFIC PLAN

**LEGEND**  
 — 770 — Proposed Contour  
 Existing Contour  
 - - - Project Boundary

Source: LDC May 2006

All internal grading plans to be designed and submitted to city for approval at Tentative Tract Map submittal per City of Ontario Standards.

SCE SUBSTATION

ESPERANZA SPECIFIC PLAN



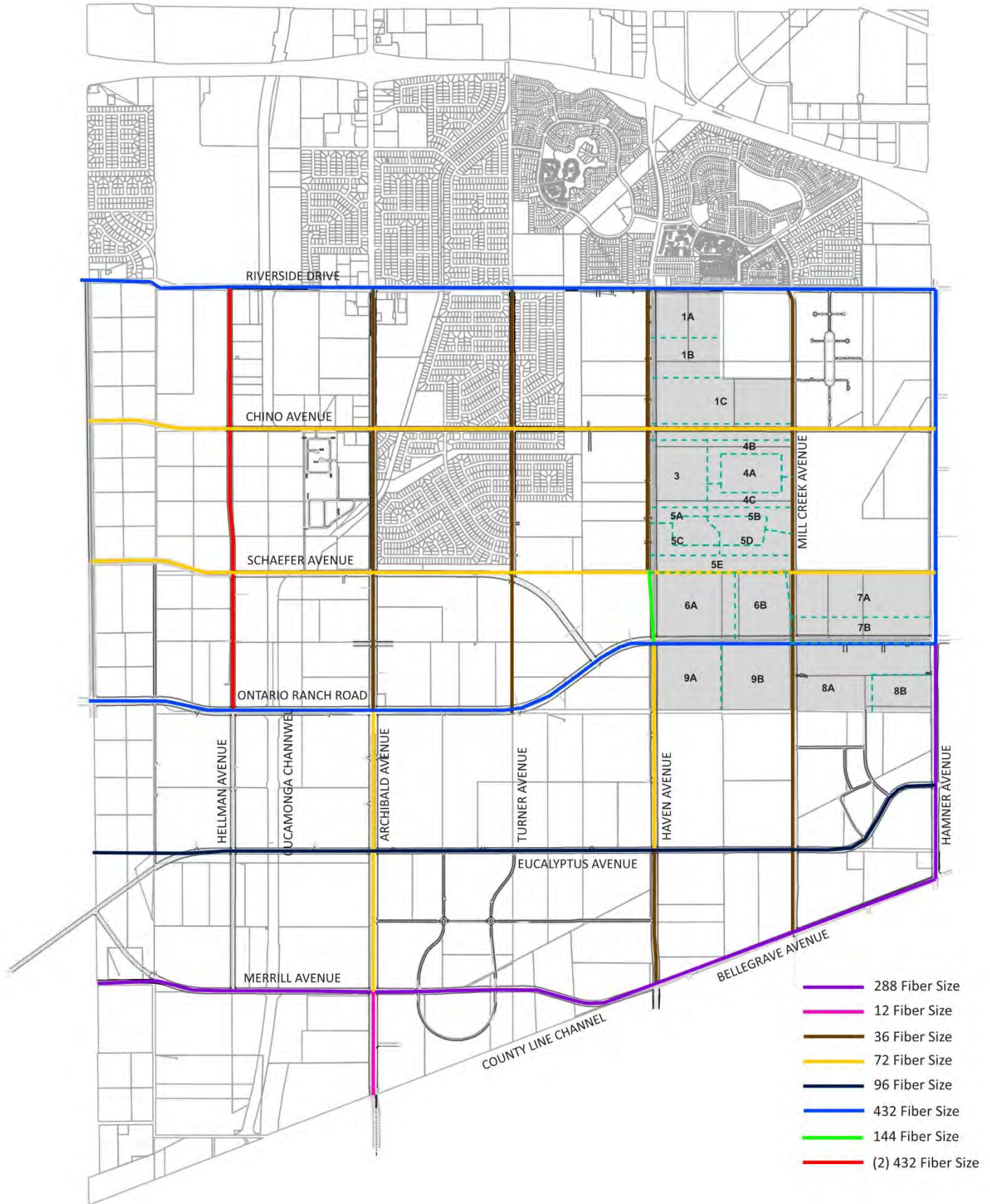
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65-100102.001 - 6/14/07

RICH-HAVEN SPECIFIC PLAN  
GRADING PLAN

FIGURE 4-8

April 2021



NOT TO SCALE

Rich-Haven Specific Plan  
**MASTER PLANNED Fiber Optic Plan**

FIGURE 4-9

March 2021

#### 4.6.2 PARKS

The City of Ontario has an established standard of 5 acres of park and recreation area for every 1,000 residents for regional parks, with a minimum of 2 acres of open park areas per 1,000 residents. The City has also established three standard park sizes: Private Parks of a minimum of 0.25-acres and serving a one-quarter mile radius; Public Neighborhood Parks of 10 to 20 acres and servicing a one-half mile radius; and Public Community Parks of twenty acres or more, servicing a two mile radius.

Within the Rich-Haven Specific Plan area a minimum requirement for open park areas is 2 acres per 1,000 residents, which can include hardscape urban plazas within the Regional Commercial/Mixed-Use District and SCE easements. Portions of the SCE easements may be allocated towards local park credit in the event they are improved and maintained to the appropriate standards. Refer to Section 5, Development Standards. Parks in excess of 2 acres per 1,000 residents may be eligible for “regional” classification under the City’s 5 acre/1,000 residents.

The Rich-Haven Specific Plan Land Use Plan identifies three conceptual locations for private parks within the Residential District and four within the Regional Commercial/Mixed-Use District of the project. These parks may include picnic areas, tot lots, trails, and open play fields. The private park requirement may be met within any residential development, attached or detached. Fees will be paid to fulfill the balance of the City’s park requirements (the remaining 3-acres per 1,000 residents).

The Rich Haven Specific Plan includes a 27 acre public park identified as Planning Area 3. It is located along Haven Avenue south of Chino Drive and the SCE Easement that parallels Chino Drive.

#### 4.6.3 FIRE

The Ontario Fire Department provides fire and emergency medical service (EMS) for the Ontario Ranch from existing fire stations. The response capability consists of eight paramedic engine companies, and two truck (ladder) companies and 2 Battalion Supervisors, totaling 42 emergency personnel on duty 24 hours per day, 7 days a week.

The closest fire station to the proposed project site is Ontario Fire Station No. 6, located northwest of the project site at 2931 E. Philadelphia. The Department’s current response time from Station No. 6 to the proposed site exceeds current emergency response goals. The department has a goal to achieve an average response time to all emergency calls within 8 minutes. To be consistent with the City’s TOP Policy Plan, fire protection services planned for the NMC planning area will be subject to this goal.

A 1.5-acre fire station pad is proposed in the Regional Commercial / Mixed-Use District as part of the Rich-Haven Specific Plan, which will serve Rich-Haven and adjacent

neighborhoods. Final location will be reviewed and approved by the Ontario Fire Department.

#### **4.6.4 LAW ENFORCEMENT**

The Rich Haven Specific Plan will be within the jurisdiction of the City of Ontario Police Department, which currently operates one main and three satellite stations. The nearest police station to the Rich-Haven project site is at Archibald Avenue and Walnut Avenue.

#### **4.6.5 LIBRARY**

The City of Ontario Library is part of the Inland Library System, a public library cooperative of library branches in San Bernardino, Riverside, and Inyo Counties. The City currently has a main library and a branch library at Colony High School.

#### **4.6.6 FIBER OPTICS**

The proposed backbone street fiber optics (conduits, tracer wire, and fiber) will be placed underground within a duct and structure system to be installed by the Master Developer in a joint trench, as illustrated in Figure 4-9. . In-tract fiber and conduit shall be installed by the Developers per the in-tract fiber optic design guidelines. Maintenance of the installed system will be the responsibility of the City/Special District. Development of the Project requires the installation by the Developers of all fiber optic infrastructure and peripheral equipment necessary to service the Project as a stand-alone development. See Figure 4-9.

#### **4.6.7 NATURAL GAS**

The Gas Company will provide natural gas service to the project site. The Gas Company as necessary will install natural gas mains within the Rich-Haven site, with possible integration with existing 3-inch and 6-inch mains within Riverside Drive, Hamner Avenue, and Ontario Ranch Road. The 36-inch High Pressure main located within the northwestern corner will remain.

#### **4.6.8 ELECTRICITY**

SCE will provide electrical service to the project site from existing facilities in the Ontario Ranch area; any new facilities will be located underground, and be owned and operated by the City of Ontario.

SCE facilities located within and adjacent to the project area consist of 115kV, 66kV, 12kV, and communications. Facilities less than 34.5kV will be located underground in the event that they are located adjacent to any streets proposed to be improved in conjunction with site improvements. See Figure 2-5, *Existing On-Site Facilities*.



SCE has a number of easements within and adjacent to the project area. The easement extending along the north side of the existing Ontario Ranch Road will be vacated as part of the project concurrently with removal of the existing 12kV lines. The existing 66kV lines will be relocated along the Ontario Ranch Road to the north. The SCE existing 66kV lines located along Haven Avenue will be relocated outside the project area and within the Haven Avenue right-of-way.

As part of the project, Mill Creek Avenue will be realigned to the west. With the realignment of Mill Creek Avenue, existing 115kV SCE towers located along Mill Creek Avenue may require to be relocated to the north of Ontario Ranch Road, in addition to the potential for the relocation of 115kV and 66kV lines located to the south of Ontario Ranch Road.

#### 4.6.9 SOLID WASTE

Solid waste and recyclables in the City of Ontario are collected by the Ontario Municipal Utilities Company (OMUC) and transported to the Burtec West Valley Materials Recovery Facility in the City of Fontana. Refuse is ultimately landfilled at the El Sobrante Landfill in Riverside County. The development shall follow the Solid Waste Department Refuse and Recycling Planning Manual for the City of Ontario. The community trash enclosures may be utilized within the Specific Plan development depending on the types of architectural layouts.

The following shall apply:

- i) Commercial – Developer shall comply with Municipal Code Sec. 6-3.314 Commercial Storage Standards, and Sec. 6-3.601 Business Recycling Plan.
- ii) Apartment – For apartments using commercial bin service developer shall comply with Municipal Code Sec. 6-3.314 Commercial Storage Standards and Sec 6-3.601 Business Recycling Plan.
- iii) Residential – For curbside automated container service developer shall comply with Municipal Code Sec. 6-3.308.9(a) and (d), Residential Receptacles, Placement.
- iv) Recycling Requirements – Developer shall comply with Municipal Code, Article 6. Recycling Requirements for Specified Business Activity, Sec. 6-3.601 Business Recycling Plan, and Sec. 6-3.602 Construction and Demolition Recycling Plan.
- v) Site Improvement Plans shall follow the City of Ontario refuse collections standards. **All project sites shall be designed to meet all the Integrated Waste Department’s requirements, including the requirements for Sizing of Storage, Location of Collection Area, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types.**

The City of Ontario will assess development fees to new developments to pay for the necessary expansion of solid waste collection services.

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## SECTION 5 - DEVELOPMENT REGULATIONS

### 5.1 Introduction

The provisions contained herein will regulate design and development within the Rich-Haven Specific Plan. This section has been prepared in accordance with California Government Code Section 65450, et seq., and the City of Ontario Development Code.

The *Site Development Standards Summary (refer to Table 5-1)* Development regulations outlined in this section of the Specific Plan sets forth the standards for development of all uses within the community. Regulations are proposed for residential, ~~mixed-use~~/commercial, office, mixed use, light industrial and open space uses. Individual planning areas are defined by density and have been included in accordance with the goals and objectives of this document.

The following General Development Standards apply to all uses within the Rich-Haven Specific Plan.

### 5.2 General Provisions

#### 5.2.1 DEFINITION OF TERMS

The meaning of words, phrases, titles, and terms shall be the same as provided in the City of Ontario Development Code unless specifically provided herein.

#### 5.2.2 APPLICABILITY

The Rich-Haven Specific Plan is a regulatory plan, which, upon adoption by ordinance, will constitute the zoning of the property. Development plans or agreements, tract or parcel maps, precise development plans, or any other action requiring ministerial or discretionary approval for the subject property must be consistent with the approved Specific Plan. Actions deemed to be consistent with the Specific Plan shall be judged to be consistent with the City of Ontario's TOP Policy Plan (General Plan) as mandated in California Government Code, Section 65454. Should the regulations contained herein differ from the regulations of the City of Ontario Development Code, the regulations of the Specific Plan shall take precedence. Where the Rich-Haven Specific Plan is silent, City Code shall apply. These regulations shall reinforce the specific site planning, architectural design, and landscape guidelines contained in Section 6, *Design Guidelines*, of the Rich-Haven Specific Plan.

### 5.2.3 SEVERABILITY

In the event that any regulation, condition, program, portion, or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct, and independent provisions and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

### 5.2.4 ADMINISTRATION

The Rich-Haven Specific Plan is adopted by ordinance and will serve as the implementation tool for the City's TOP Policy Plan as well as the zoning for the project site. The Specific Plan Development Regulations as outlined herein address general provisions, permitted uses, and development standards for the land uses within the project site.

### 5.2.5 METHODS AND INTERPRETATION

Development within the Rich-Haven Specific Plan shall be implemented through the approval by the City of Ontario of parcel maps, tract maps, and development permits. The administration process described herein provides for the mechanisms for review and approval of development projects within Rich-Haven consistent with the Specific Plan objectives.

#### *Unlisted Uses*

Any land use proposal not specifically covered by the provisions contained herein shall be subject to the City of Ontario Development Code.

#### *Boundaries*

The boundaries and acreage of the individual planning areas or portions thereof are approximate. Precise boundaries and acreages will be established in conjunction with the subdivision map or site development plan for each planning area or portions thereof within the project. Minor boundary and acreage variations (15% maximum deviation) shall be permitted without an amendment to this Specific Plan, subject to review by the Planning Director for conformance with the intent of the Specific Plan.

### 5.3 GENERAL SITE DEVELOPMENT CRITERIA

The following general site development criteria shall apply to all land development proposed within the Rich-Haven Specific Plan.

#### 5.3.1 TOP ADJUSTED GROSS ACREAGE

Development area acreages are based upon TOP Adjusted Gross Acreages. The TOP Adjusted Gross Acreage is defined as the existing parcel size before removing the required dedication.

#### 5.3.2 GRADING

Development within the project site shall utilize grading techniques as approved by the City of Ontario. Grading concepts shall respond to the Design Guidelines included in this Specific Plan and the grading section of the development plan, and shall be subject to a grading permit issued by the City of Ontario. Methane remediation may be required, subject to a remediation protocol developed by the City of Ontario (see discussion in Sections 4.5, *Grading*, and 8.6, *Methane Remediation*, herein).

#### 5.3.3 SUBSEQUENT BUILDING MODIFICATION

Subsequent building modification by homeowners and/or builders, including additions and/or projections into setback areas permitted by the Specific Plan, shall match the architectural style of the primary unit and shall be constructed of the same materials and colors as the primary unit and/or in context with the overall Design Guidelines.

#### 5.3.4 TECHNOLOGY

All homes and businesses shall accommodate the most modern technology for computer internet access, phone, fax, and television via the "Ontario Fiber Optic Conduct". Broadband fiber optics cable will be installed on all peripheral streets per the approved Broadband Master Plan. The homebuilder will provide broadband to the homes.

#### 5.3.5 UTILITIES

All new and existing public utility distribution lines of less than 34.5kV shall be subsurface throughout the Rich-Haven Specific Plan, in accordance with City ordinance.

Water, recycled water, sewer, and storm drain utilities may be designated as "public utilities" if located within public streets. All public utilities within private streets shall be designed per City standards and contained within applicable easements. The CC&R's shall contain language that requires all proposed work by the HOA within said easements to be plan checked and inspected by the City, including applicable fees. Generally, utilities will not be accepted within alleys, parking areas and driveways, although they may be

permitted subject to review and approval by the engineering and public works departments. Utilities within commercial parking lots and loading areas will be designated as private. The extent to which said utilities will be accepted as public utilities shall be determined, at the full discretion of the City, during final design plan review.

### 5.3.6 DEVELOPMENT INTENSITY

The Rich-Haven Land Use Plan allocates a total number of units to each residential Planning Area as indicated in Table 3-1, *Land Use Plan Summary*, included in Section 3, *Land Use*, of this Specific Plan. Variations in the number and type of dwelling units within each residential planning area may occur at the time of final design of the neighborhood depending upon the residential project identified for development. Increases in allocation of residential units up to a maximum of fifteen percent (15%) are permitted among the residential planning areas within the Specific Plan provided the total number of units established for the Specific Plan area is not exceeded. The maximum number of residential dwelling units permitted within the Specific Plan shall be 7,194 dwelling units.

Provisions for transfer of residential units between Planning Areas is outlined in Section 8, *Administration and Implementation*, of this Specific Plan.

**Note: Section 5.3.7 was intentionally omitted as part of the Rich Haven Specific Plan Amendment (File # PSPA16-001).**

### 5.3.8 MIXED-USE OVERLAY

Mixed-Use projects are specifically allowed in Planning Areas 6, 7, 8 and 9 of this Specific Plan. Mixed-use projects may be horizontal or vertical mixed-use. Vertical mixed-use projects may consist of office or residential over retail/commercial/ hospitality uses or residential over office or retail/commercial/hospitality uses. When proposing a vertically Mixed-Use residential project, Podium or Wrap Apartments/Condominiums development standards shall be used.

**5.3.9 LIVE/WORK**

“Live/Work” is a mixed-use building type that is designed to accommodate non-residential work areas in addition to, or combined with, living quarters. The residential and commercial spaces are clearly identified and separated and all uses are in compliance with applicable government codes. Live/Work units, although suitable for home occupation uses, have specialized workspaces that can accommodate more intensive work activities than would be appropriate for an exclusive residential building. Live/Work opportunities shall be limited to the Regional Commercial/Mixed-Use District of the Specific Plan (Planning Areas 6, 7, 8 and 9) and may develop in one of three scenarios: 1) live/work may be included in a vertical mixed-use setting with residential units located over retail/commercial/office; 2) live/work may also occur in multi-family live/work buildings such as townhomes and lofts, and would be a stand-alone multi-family workspace; or 3) live/work may also occur in single-family cottage products. Refer to Section 5.10 of this chapter for performance standards related to Live/Work uses.

**5.4 RESIDENTIAL DISTRICT DEVELOPMENT STANDARDS**

**5.4.1 RESIDENTIAL PERFORMANCE STANDARDS**

The following Performance Standards shall apply to all residential uses within the Residential District of this Specific Plan (Planning Areas 1-5) and High Density Residential uses within the Stand Alone Residential Overlay of the Regional Commercial/Mixed-Use District.

**5.4.1.1 Mixture of Housing Types**

Within each residential Planning Area and the Stand Alone Residential Overlay Zone in the Regional Commercial/Mixed-Use District, a mix of housing floor plans is required as shown below:

<b>Number of Dwelling Units:</b>	<b>Number of Differing Floor Plans:</b>
5 –10	As required by Planning Commission
11 – 25	2
26 – 50	3
51 – 75	3
76 – 100	4
Over 100	4; +1 additional floor plan with 4 elevations for each additional 50 units exceeding 100

**5.4.1.2 Projections Into Required Yards**

Residential roof overhangs and decorative architectural features such as fireplaces, bay windows, niches, and similar elements may project a maximum of two feet into any required front or side yard setback, five feet into rear yard. Structural features such as exposed staircases may encroach a maximum of five feet into any required rear yard setback. Porches and balconies, including post and columns, may project into yards as prescribed within the following prototypes.

**5.4.1.3 Lot Coverage**

Lot coverage includes the main structure, garages, and accessory structures, and excludes driveways and areas devoted to recreational uses.

**5.4.1.4. Building Height**

- i. Primary Structure: The building height of single-family detached homes may not exceed two stories plus an attic of less than five hundred (500) square feet, with a maximum height of 35 feet.
- ii. Primary Structure: The building height of multi-family residential units may not exceed three stories, with a maximum height of 35 feet in the Residential District, and five stories and 55 feet in the Regional Commercial/Mixed-Use District.
- iii. Primary Structure: The Stand-Alone Residential Overlay within Planning Areas 6, 7, 8 and 9 may exceed the three-story limit, subject to Planning Department review and approval.
- iv. Architectural features such as, but not limited to, weather vanes, chimneys, etc. as are appropriate to the architectural style of the home may extend in height five feet (5') above the stated building height of the Primary Structure for low and medium density units.
- v. Accessory structures are limited to one story or 14 feet.

**5.4.1.5 Lot Width**

Lot width shall be measured at the front yard property line for main residences. Lot width on a cul-de-sac or knuckle shall be measured at the front yard setback.



**5.4.1.6 Front Porches**

The minimum depth of a porch shall be 7 feet, with an area of 70 square feet of clear space. The porch depth may be reduced to 5 feet, where appropriate to mass and scale of the building, subject to Planning Department review and approval.

**5.4.1.7 Standards for Non-Residential Uses**

Development standards for non-residential uses located within residential districts shall comply with the City of Ontario Development Code.

**5.4.1.8 Dairy Separation Requirements for Residential Uses**

The following separation requirements from existing dairies/feed lots shall apply to new residential development or structures used for public assembly purposes from existing dairies/feed lots.

A minimum 100' separation shall be required between a new residential, commercial or industrial development or structure used for public assembly and an existing animal feed trough, corral/pen or an existing dairy/feed lot including manure stockpiles and related wastewater detention basins. The 100-foot separation requirement may be satisfied by an off-site easement acceptable to the Planning Director with adjacent properties, submitted with the initial final map and recorded prior to or concurrent with the final map.

**5.4.1.9 Walls, Fencing and Landscaping**

The criteria for walls, fences and landscaping shall be as follows:

- i. Maximum wall height in Traffic Safety Site Areas and/or front corner side yard areas 3-feet.
- ii. Maximum wall height at all other locations on lot 6-feet, except as required for sound attenuation.
- iii. Maximum height of exposed portions of retaining walls 3-feet.
- iv. Front yard landscaping and irrigation shall be provided by the Developer/Builder for all single-family products (Planning Areas 1-5 and Stand Alone Residential Overlay within Planning Areas 6, 7, 8 and 9).

- v. Privacy walls may be increased to 8 foot maximum on retaining side if there is retaining condition required (retaining 3' maximum portion), subject to approval from the Planning Director.

#### **5.4.1.10 Residential Permitted Uses**

- a. Single-family detached residences and two family residences (duplex).
- b. Single-family attached residence.
- c. Townhomes.
- d. Cluster and courtyard homes.
- e. Attached and detached condominiums.
- f. Guest house/second unit in accordance with the City of Ontario Development Code.
- g. Public parks, community centers, and similar facilities.
- h. Home Occupation in accordance with the City of Ontario Development Code.
- i. Residential Community Care Facility (6 or less).
- j. Public School K-12 in accordance with the City Development Code.
- k. Police Store front/ Sub Station.
- l. Fire Station/Emergency Services.
- m. Satellite Dishes/Ham Radio Antennas in compliance with the City of Ontario Development Code.
- n. Day Care Facilities serving up to 7 children (per State guidelines).
- o. Recreational Facilities ancillary to a permitted use.
- p. Amusement Temporary (Carnival, etc.) in accordance with the City of Ontario Development Code.
- q. Temporary Structures (construction office, community information and subdivision sales office, etc.) in accordance with the City of Ontario Development Code.
- r. Animal regulations in accordance with the City of Ontario Development Code.
- s. Home schools.
- t. Open space and conservation areas.
- u. Parking lots in conjunction with a permitted or conditionally permitted use

- v. Signs in accordance with the signage regulations and guidelines within this Specific Plan.
- x. RV parking in accordance with the City of Ontario Development Code. No RV storage in front or side street side yard. No RV street parking for more than 72 hours.
- y. Model homes and temporary related signage, sales, and parking facilities.

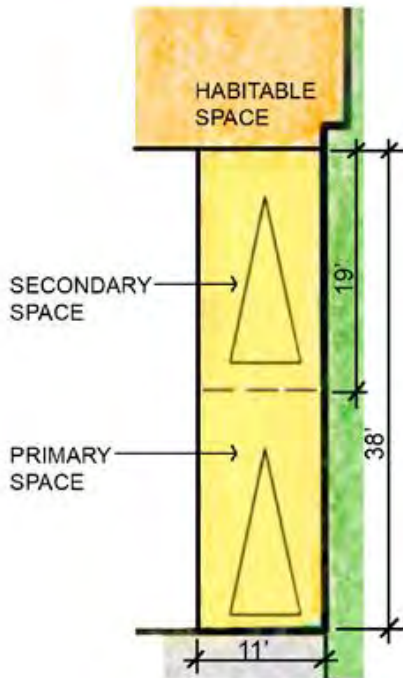
#### **5.4.1.11 Residential Uses Subject to a Conditional Use Permit,**

- a. Senior Center.
- b. Senior Housing.
- c. Assisted Living/Congregate Care in accordance with the City of Ontario Development Code.
- d. Convalescent Facility.
- e. Live/Work Units – Refer to Section 5.5.10, Live/Work Development Standards.
- f. Places of public assembly (including places of worship).
- g. Residential Day Care Facilities serving up to 14 children (per State guidelines).
- h. Public safety facilities.
- i. Public utilities.
- j. Bed and Breakfast in accordance with the City of Ontario Development Code.
- k. Tennis and Swim Club.
- l. Private School K-12 in accordance with the City of Ontario Development Code.
- m. Mobile/Manufactured Homes in accordance with the City of Ontario Development Code.
- n. Agricultural operations.

#### **5.4.1.12 Parking**

- a. Parking shall be provided in accordance with the City of Ontario Development Code, except as specifically provided herein.
- b. Residential uses shall provide two spaces within an enclosed garage per dwelling unit, for all one- and two-family (i.e. duplex) residential structures.

- c. Residential dwellings with three or more attached residential units are subject to the following parking requirements:
  - i. One-bedroom units require 1.75 parking spaces per unit, with at least 1 space in a garage or carport.
  - ii. Two-bedroom units require 2 parking spaces per unit, with at least 1 space in a garage or carport.
  - iii. Three or more bedroom units require 2.5 spaces, with at least 2 spaces in a garage or carport.



**TANDEM PARKING**

- iv. Tandem configurations measuring 11 feet by 38 feet are permitted for covered or enclosed spaces where both spaces serve the same residence. A maximum of 25% of the required covered spaces may be tandem, for multi-family projects with densities over 12 DU/AC and single family detached projects with lots or exclusive use areas below 3,000 SF. A reduction to a minimum depth of 34 feet may be allowed per Planning Director approval for a percentage units.
- v. In multi-family triplex units, 0.4 per unit of additional visitor and guest parking space is required.
- vi. In multi-family projects, resident parking may be reduced for units within 300 feet of the Ontario Ranch Road ROW and for units (including live work units) that face onto Ontario Ranch Road according to the following table:

Studio Unit	1.0 space per unit + required guest parking
One Bedroom Unit	1.25 space per unit + required guest parking
Two Bedroom Unit	1.5 space per unit + required guest parking
Three Bedroom Unit	2.0 space per unit + required guest parking
Senior Housing	0.5 space per unit + required guest parking

- vii. A minimum of 75% of the required residential parking for units that qualify for reduced parking requirements must be within a garage or carport. Guest parking for these units shall be provided in accordance with the City of Ontario Development Code.
- viii. Surface parking is permitted within SCE easements subject to approval from the utility provider. This surface parking may not be included towards meeting minimum resident and guest parking requirements.

**5.4.1.13 Common Open Space**

Residential projects shall comply with the following common open space requirements to fulfill open park area requirements in accordance with Section 4.6.2, Parks herein. In addition to common open space requirements in this section, residential units are required to have private open space, in accordance with development standards for the given prototype. Refer to Section 5.4.2, Residential Prototypes herein.

The minimum amount of open park area required of any residential projects shall be determined by the following:

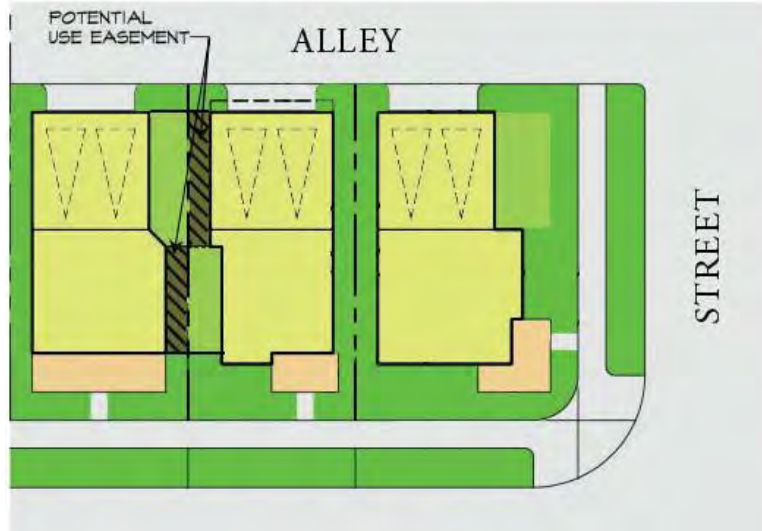
$(\# \text{ of dwelling units}) \times (\text{occupancy factor}) \times (0.002) = \text{Area of park and/or public plaza to be permanently established.}$

This standard fulfills the 2-ac./1000 population open park area requirements for Rich-Haven. This open space requirement may be met within any development containing residential components, attached or detached, or by satisfying the in-lieu park development impact fee as approved by the City. Fees will be paid to fulfill the balance of the City's parks requirement.

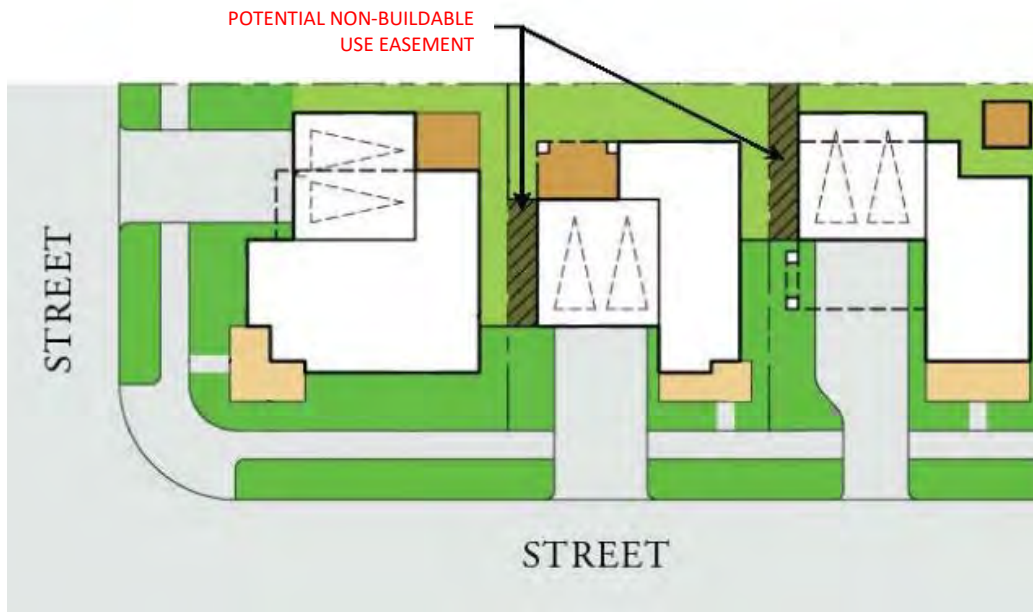
For residential projects, private open space may be provided in at least one third (1/3) of high-density residential units across the entire project to create architectural variety. When private open space is not provided, an equivalent amount of common open space will be provided outside. This space will not count towards public/park open space requirements.

**5.4.1.14 Use and Benefit Easements**

In order to optimize usable yard area, decrease the visual impact of the garage from the street or otherwise provide a better quality of life some single family detached home types may utilize "use and benefit easements." The "use and benefit easements" shall be recorded on the subject property's deed and shall be described in the Covenants, Conditions, and Restrictions of the respective homeowner's association.



SFD ALLEY LOAD EXAMPLE



SFD CONVENTIONAL EXAMPLE

#### 5.4.2 RESIDENTIAL PROTOTYPES

Prototypes specify building type, orientation, lot size, and configuration. There are **fourteen** prototypes in the following section. **Seven** are single-family configurations and **seven** are multi-family or attached configurations, some containing more than one alternative. The use of multiple prototypes is required to achieve the desired variety across the community. Additional prototypes may be proposed or existing prototypes amended, subject to Planning Department review and approval. The list of prototypes has been included here for reference.

1. Conventional 7,200 SF Single Family Detached
2. Conventional 4,500 SF Single Family Detached
3. Conventional 2,700 SF Single Family Detached
4. Two-Pack or "Z" Lot Single Family Detached
5. Alley Loaded Single Family Detached
6. Courtyard Single Family Detached Lots
7. Cluster Single Family Detached
8. Duplex/Triplex
9. Row Town Homes
10. Courtyard Town Homes
11. Tuck Under Town Homes
12. Tuck Under Apartments/Condominiums
13. Wrap Apartments/Condominiums
14. Podium Apartments/Condominiums

The following standards illustrate and provide the lot development criteria for each prototype.

**5.4.2.1 Development Standards, Conventional 7,200 SF Single Family Detached****5.4.2.1.1 Lot Criteria:**

Minimum Area:	7,200 SF
Maximum Lot Coverage:	55%

**5.4.2.1.2 Lot Dimensions:**

Standard Lot:	Minimum Width @ Front PL <sup>4</sup> :	60'
	Minimum Depth:	100'
Corner Lot:	Minimum Width @ Front PL <sup>4</sup> :	65'
	Minimum Depth:	100'

**5.4.2.1.3 Building Setbacks<sup>1</sup>:**

## Front Setbacks

Living Area:	18'
Porch / Balcony:	15'
Garage - Front Loaded:	20' (Garage door to back of sidewalk)
Garage - Side Loaded:	10' (Side of garage to back of sidewalk)

## Side Setbacks

## Living Area / Accessory Structure

Interior PL:	5'
Corner PL:	10'

## Porch / Balcony

Interior PL:	3'
Corner PL:	7'

## Garage

Interior PL:	5'
Corner PL (Front Loaded, No Side Access):	10' (Side of garage to back of sidewalk)
Corner PL (Side Access with Driveway):	18' (Garage door to back of sidewalk)

## Rear Setbacks

Living Area:	15'
Garage (Single Story Plate Line):	5'
Garage (Two Story Plate Line):	15'
Patio Cover:	5'
Second Story Deck / Balcony:	10'
Accessory Structure:	5'

**5.4.2.1.4 Building Height<sup>2</sup>:**

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height

## Wall, Fence and Hedge Height

Front or Corner Side Yard:	3'
All other locations:	6'
Retaining Walls:	3'

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Lots within cul-de-sac, standard knuckles or modified configurations shall provide a minimum 35' lot width at front property line and shall meet the minimum lot width established for the product type at the building setback. All minimum side and rear yard setbacks shall be maintained at all times.





**CONVENTIONAL 7,200 SF SINGLE FAMILY DETACHED**  
\*Building footprints are conceptual. Actual floor plans may differ.

**5.4.2.2 Development Standards, Conventional 4,500 SF Single Family Detached****5.4.2.2.1 Lot Criteria:**

Minimum Area:	4,500 SF
Maximum Lot Coverage:	55%

**5.4.2.2.2 Lot Dimensions:**

Standard Lot:	Minimum Width @ Front PL <sup>4</sup> :	50'
	Minimum Depth:	90'
Corner Lot:	Minimum Width @ Front PL <sup>4</sup> :	55'
	Minimum Depth:	90'

**5.4.2.2.3 Building Setbacks<sup>1</sup>:**

## Front Setbacks

Living Area:	12'
Porch / Balcony:	8'
Garage - Front Loaded:	18' (Garage door to back of sidewalk)
Garage - Side Loaded:	10' (Side of garage to back of sidewalk)

## Side Setbacks

## Living Area

Interior PL:	5'
Corner PL:	10'

## Porch / Balcony

Interior PL:	3'
Corner PL:	7'

## Garage

Interior PL:	5'
Corner PL (Front Loaded, No Side Access):	10' (Side of garage to back of sidewalk)
Corner PL (Side Access with Driveway):	18' (Garage door to back of sidewalk)

## Accessory Structure:

3'

## Rear Setbacks

Living Area:	15'
Garage (Single Story Plate Line):	5'
Garage (Two Story Plate Line):	15'
Patio Cover:	5'
Second Story Deck / Balcony:	10'
Accessory Structure:	3'

**5.4.2.2.4 Building Height<sup>2</sup>:**

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height

## Wall, Fence and Hedge Height

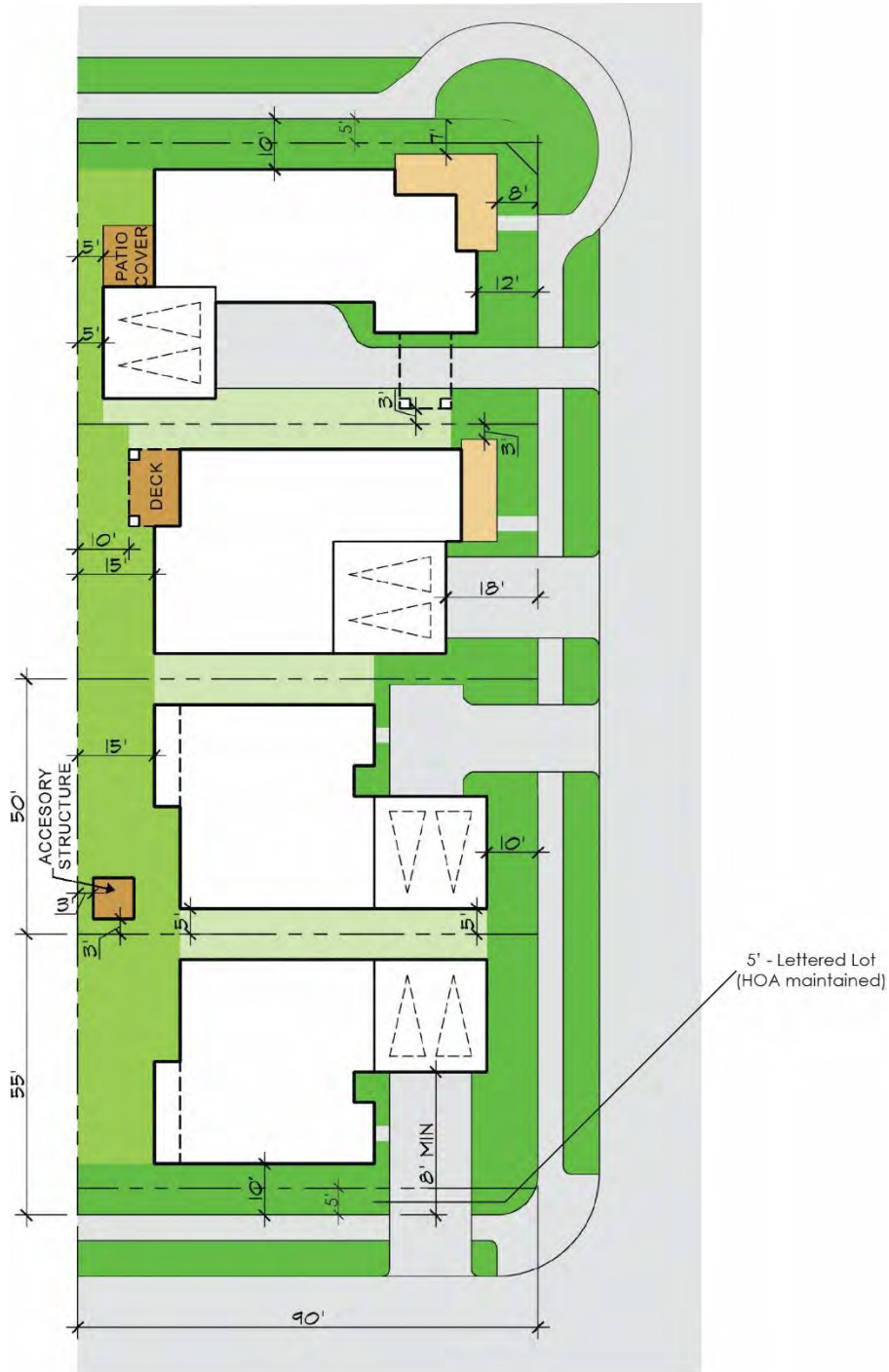
Front or Corner Side Yard:	3'
All other locations:	6'
Retaining Walls:	3'

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Lots within cul-de-sac, standard knuckles or modified configurations shall provide a minimum 35' lot width at front property line and shall meet the minimum lot width established for the product type at the building setback. All minimum side and rear yard setbacks shall be maintained at all times.



**CONVENTIONAL 4,500 SF SINGLE FAMILY DETACHED**  
\*Building footprints are conceptual. Actual floor plans may differ.

**5.4.2.3 Development Standards, Conventional 2,700 SF Single Family Detached****5.4.2.3.1 Lot Criteria:**

Minimum Area:	2,700 SF
Maximum Lot Coverage:	55%

**5.4.2.3.2 Lot Dimensions:**

Standard Lot:	Minimum Width @ Front PL <sup>4</sup> :	45'
	Minimum Depth:	60'
Corner Lot:	Minimum Width @ Front PL <sup>4</sup> :	50'
	Minimum Depth:	60'

**5.4.2.3.3 Building Setbacks<sup>1</sup>:**

## Front Setbacks

Living Area:	10'
Porch / Balcony:	5'
Garage - Front Loaded	
From Public or Private Street:	18' (Garage door to back of sidewalk)
From Common Drive or Alley:	5' (Garage door to back of curb)
Garage - Side Loaded:	10' (Side of garage to back of sidewalk)

## Side Setbacks

## Living Area

Interior PL:	5'
Corner PL:	10'

## Porch / Balcony

Interior PL:	3'
Corner PL:	7'

## Garage

Interior PL:	5'
Corner PL (Front Loaded, No Side Access):	10' (Side of garage to back of sidewalk)
Corner PL (Side Access with Driveway):	18' (Garage door to back of sidewalk)

Accessory Structure:	3'
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## Rear Setbacks

Living Area:	10'
Garage (Single Story Plate Line):	5'
Garage (Two Story Plate Line):	10'
Patio Cover:	5'
Second Story Deck / Balcony:	10'
Accessory Structure:	3'

**5.4.2.3.4 Building Height<sup>2</sup>:**

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height

## Wall, Fence and Hedge Height

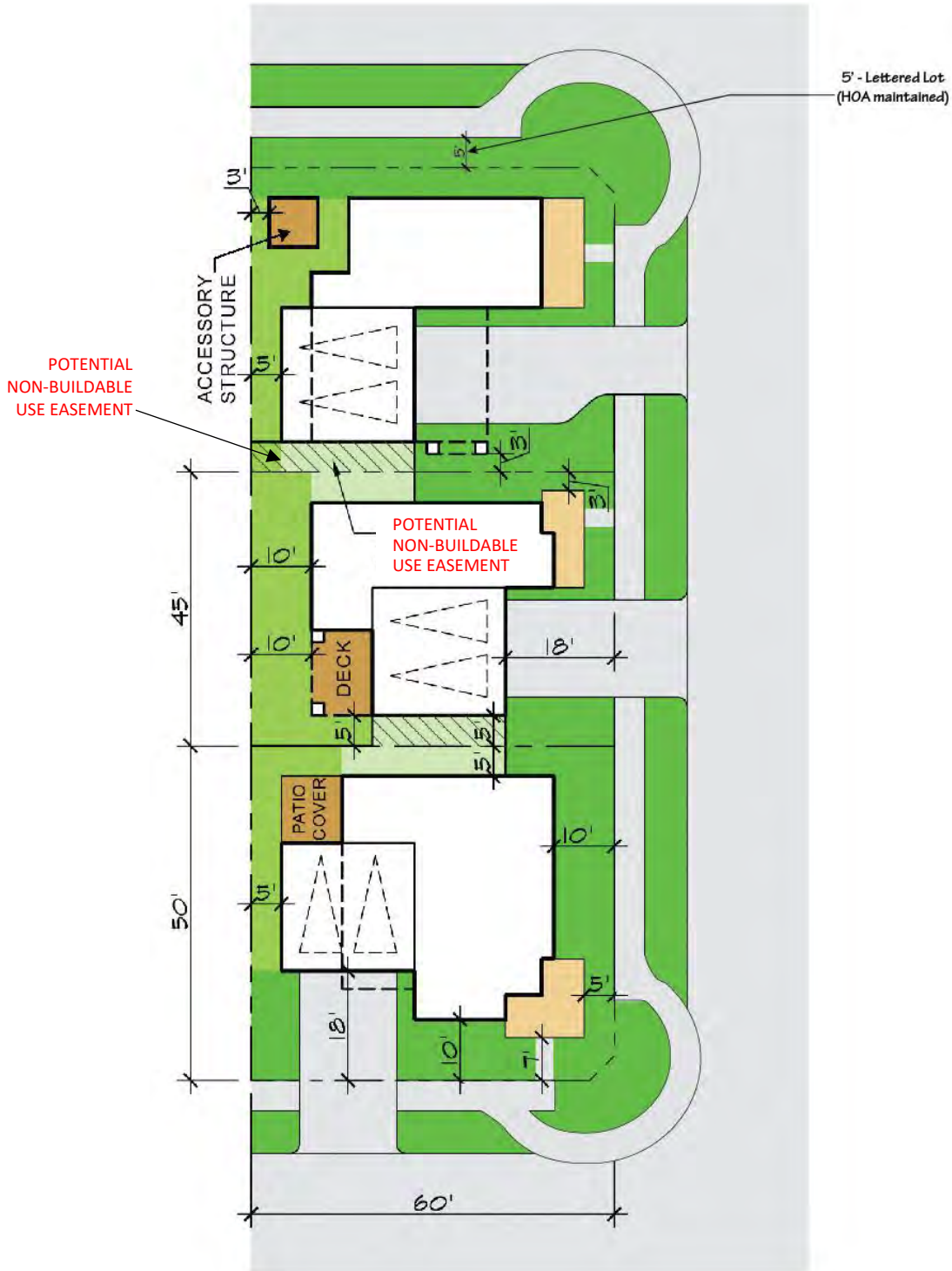
Front or Corner Side Yard:	3'
All other locations:	6'
Retaining Walls:	3'

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Lots within cul-de-sac, standard knuckles or modified configurations shall provide a minimum 35' lot width at front property line and shall meet the minimum lot width established for the product type at the building setback. All minimum side and rear yard setbacks shall be maintained at all times.



CONVENTIONAL 2,700 SF SINGLE FAMILY DETACHED  
\*Building footprints are conceptual. Actual floor plans may differ.

**5.4.2.4 Development Standards, Two-Pack OR "Z" Lot Single Family Detached****5.4.2.4.1 Lot Criteria:**

Minimum Area:	2,800 SF
Maximum Lot Coverage:	55%

**5.4.2.4.2 Lot Dimensions:**

Standard Lot:	Minimum Width @ Front PL <sup>4</sup> :	40'
	Minimum Depth:	72'
Corner Lot:	Minimum Width @ Front PL <sup>4</sup> :	45'
	Minimum Depth:	72'

**5.4.2.4.3 Building Setbacks<sup>1</sup>:**

## Front Setbacks

Living Area:	10'
Porch / Balcony:	5'
Garage - Front Loaded	
From Public or Private Street:	18' (Garage door to back of sidewalk)
From Common Drive or Alley:	5' (Garage door to back of curb)

## Side Setbacks

## Living Area

Interior PL:	4'
Corner PL:	10'

## Porch / Balcony

Interior PL:	3'
Corner PL:	7'

## Garage

Interior PL:	4'
Corner PL (Front Loaded, No Side Access):	10' (Side of garage to back of sidewalk)
Corner PL (Side Access with Driveway):	18' (Garage door to back of sidewalk)

## Accessory Structure:

3'

## Rear Setbacks

Living Area:	10'
Garage (Single Story Plate Line):	4'
Garage (Two Story Plate Line):	10'
Patio Cover:	5'
Second Story Deck / Balcony:	10'
Accessory Structure:	3'

**5.4.2.4.4 Building Height<sup>2</sup>:**

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height
Wall, Fence and Hedge Height	
Front or Corner Side Yard:	3'
All other locations:	6'
Retaining Walls:	3'

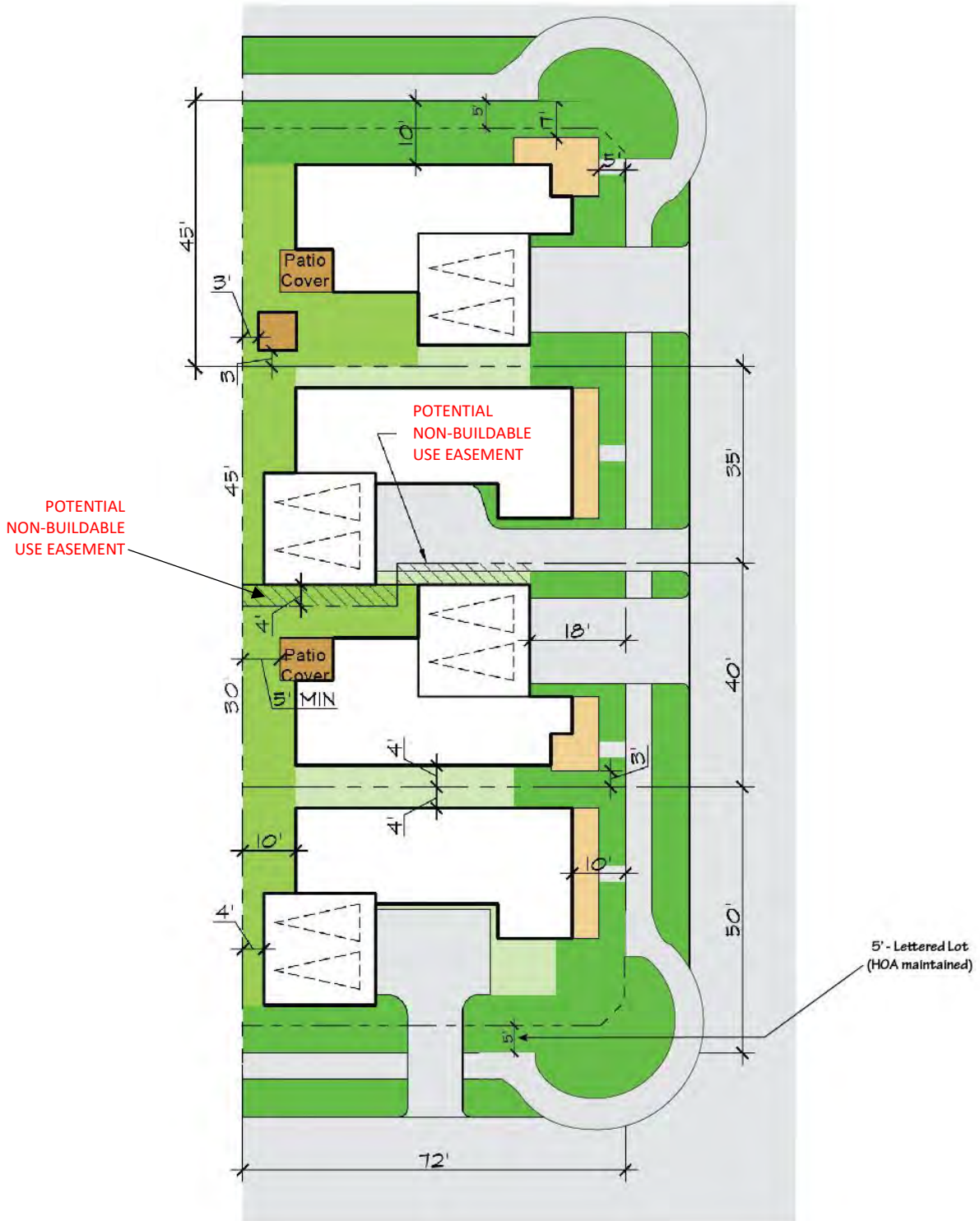
1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Lots within cul-de-sac, standard knuckles or modified configurations shall provide a minimum 35' lot width at front property line and shall meet the minimum lot width established for the product type at the building setback. All minimum side and rear yard setbacks shall be maintained at all times.

5. Permanent structures or utility lines are not allowed with the potential use easements.



**TWO-PACK OR "Z" LOT SINGLE FAMILY DETACHED**  
\*Building footprints are conceptual. Actual floor plans may differ.

**5.4.2.5 Development Standards, Alley Loaded Single Family Detached**

For Common Lot or Single Lot Subdivisions, perimeter setbacks shall be measured from street right of way or property line. Minimum building separations shall apply for all interior conditions.

**5.4.2.5.1 Lot Criteria:**

Minimum Area:	1,800 SF
Maximum Lot Coverage:	55%

**5.4.2.5.2 Lot Dimensions:**

Standard Lot:	Minimum Width @ Front PL <sup>4</sup> :	30'
	Minimum Depth:	60'
Corner Lot:	Minimum Width @ Front PL <sup>4</sup> :	35'
	Minimum Depth:	60'

**5.4.2.5.3 Building Setbacks<sup>1,3</sup>:**

## Front Setbacks (Street Frontage)

Living Area:	10'
Porch / Balcony:	5'
Building Separation (Greenbelt or Paseo Frontage)	
Front to Front:	30'
Front to Side:	25'
Covered Porch to Covered Porch:	15'

## Side Setbacks

## Living Area / Accessory Structure

Interior PL:	4'
Corner PL:	10'

## Porch / Balcony

Interior PL:	3'
Corner PL:	5'

## Garage

Interior PL:	4'
Garage Separation (Door to Door):	30'
Building Separation (Side to Side):	8'

## Rear Setbacks

Living Area, Second Story Deck, Balcony:	3'
Garage (From Common Drive or Alley):	5'
Garage Separation (Door to Door)	30'
Patio Cover:	5'
Accessory Structure:	3'

**5.4.2.5.4 Building Height<sup>2</sup>:**

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height

## Wall, Fence and Hedge Height

Front or Corner Side Yard:	3'
All other locations:	6'
Retaining Walls:	3'

**5.4.2.5.4 Private Open Space:**

The ground floor of each home shall have a minimum contiguous area of 150 sq. ft. with no dimension less than 10 feet in any direction. Refer to the Setbacks above.

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

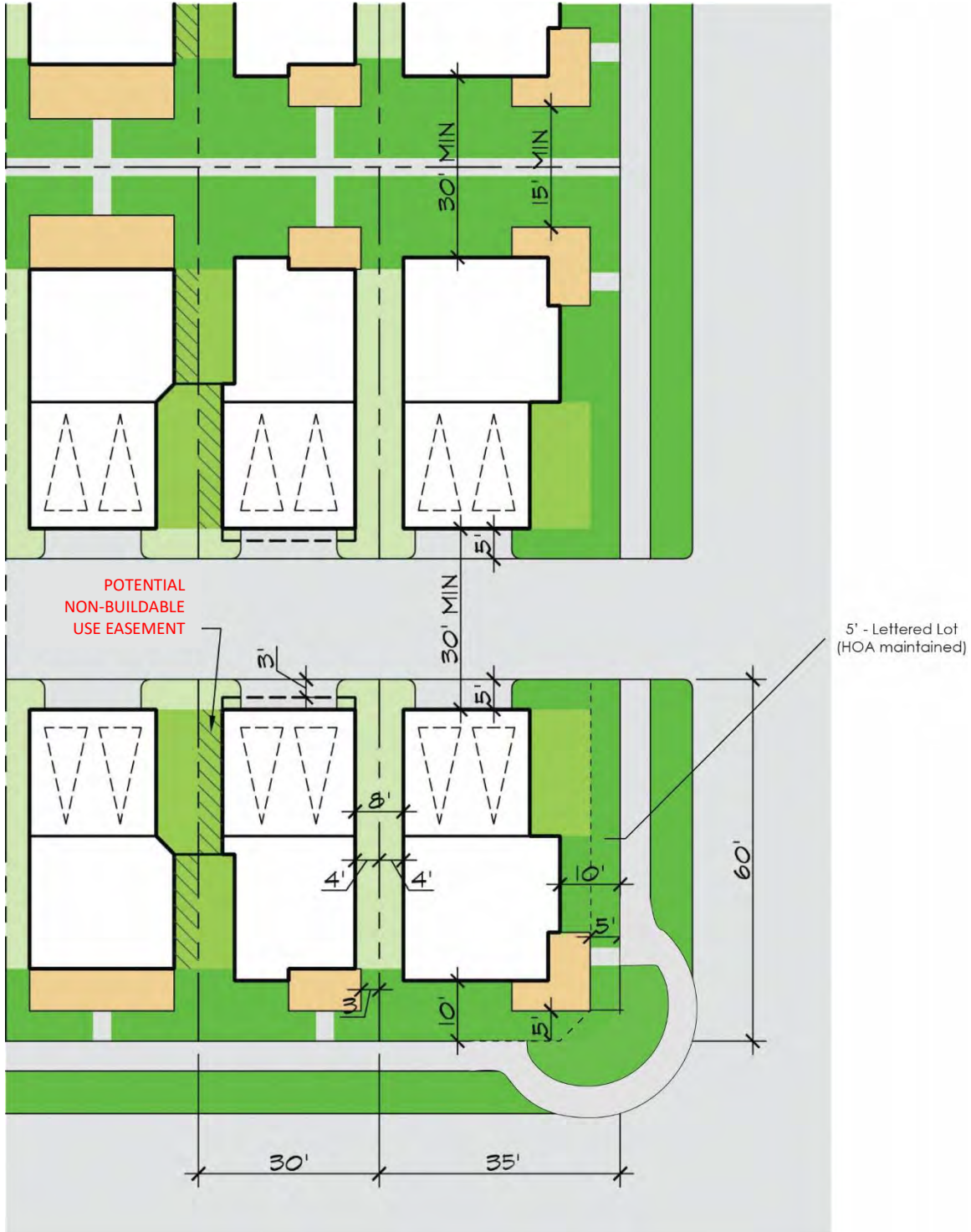
2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Lots within cul-de-sac, standard knuckles or modified configurations shall provide a minimum 35' lot width at front property line and shall meet the minimum lot width established for the product type at the building setback. All minimum side and rear yard setbacks shall be maintained at all times.

5. Permanent structures or utility lines are not allowed with the potential use easements.





ALLEY LOADED SINGLE FAMILY DETACHED

**5.4.2.6 Development Standards, Courtyard Single Family Detached**

For Common Lot or Single Lot Subdivisions, perimeter setbacks shall be measured from street right of way or property line. Minimum building separations shall apply for all interior conditions.

**5.4.2.6.1 Lot Criteria:**

Minimum Area:	2,000 SF
Maximum Lot Coverage:	65%
Maximum Units per Cluster:	6

These standards shall also apply where the cluster homes are plotted with less than six (6) units.

**5.4.2.6.2 Lot Dimensions:**

Standard Lot:	Minimum Width:	45'
	Minimum Depth:	55'
Street Adjacent:	Minimum Width:	50'
	Minimum Depth from Street PL:	55'

**5.4.2.6.3 Building Setbacks<sup>1, 3</sup>:**

## Front Setbacks

Living Area from Street:	10'
Porch / Balcony from Street:	5'
Building Separation	
Front to Front:	30'
Front to Side:	25'
Covered Porch to Covered Porch:	15'

## Side Setbacks

Interior PL (Living Area/Porch/Balcony/Side of Garage):	4'
Living Area Adjacent to Street (Corner Lot):	10'
Building Separation (Side to Side):	8'

## Rear Setbacks

Interior PL:	10'
Building Separation (Rear to Rear):	20'
Building Separation (Rear to Side):	14'

## Garage Setbacks

Front Loaded from Public or Private Street:	18' (Garage door to back of sidewalk)
Side Load from Public or Private Street:	10' (Side of garage to back of sidewalk)
Garage from Alley or Common Drive:	3'
Building Separation (Door to Door, Door to Living Area):	30'

**5.4.2.6.4 Building Height<sup>2</sup>:**

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height

## Wall, Fence and Hedge Height

Front or Corner Side Yard:	3'
All other locations:	6'
Retaining Walls:	3'

**5.4.2.6.5 Private Open Space:**

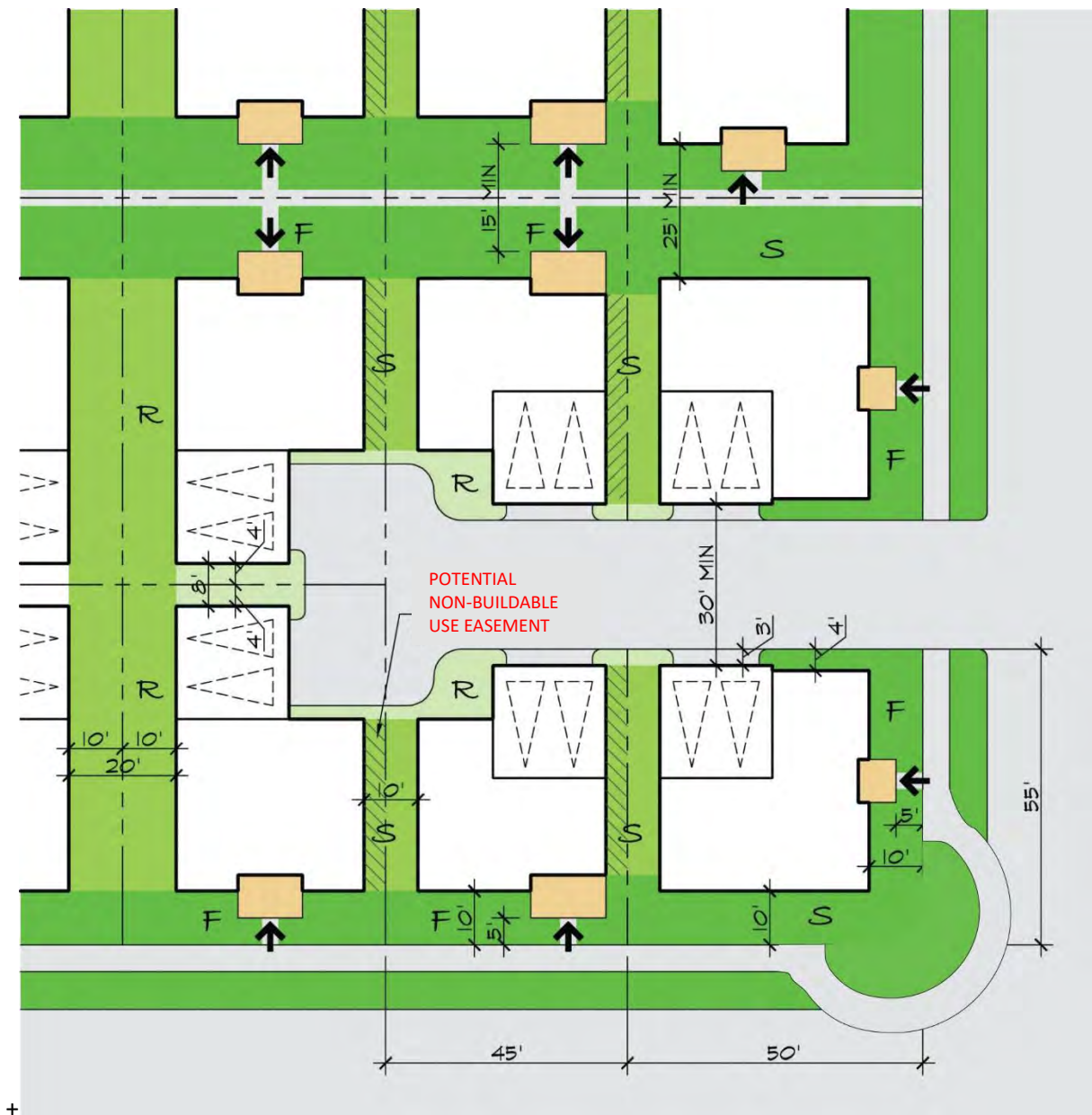
The ground floor of each home shall have a minimum contiguous area of 150 sq. ft. with no dimension less than 10 feet in any direction. Refer to the Setbacks above.

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Permanent structures or utility lines are not allowed with the potential use easements.



COURTYARD SFD

\*Building footprints are conceptual. Actual floor plans may differ.

\*Private lanes shall be enhanced with pavers, colored concrete or similar decorative material and approved by the Planning Director. Builders are encouraged to enhance driveways using decorative materials, or scored natural concrete.

\*Pervious pavers may be used as a decorative feature of the courtyard paving to provide storm water infiltration.

**5.4.2.7 Development Standards, Cluster Single Family Detached**

For Common Lot or Single Lot Subdivisions, perimeter setbacks shall be measured from street right of way or property line. Minimum building separations shall apply for all interior conditions.

**5.4.2.7.1 Lot Criteria:**

Minimum Area:	2,000 SF
Maximum Lot Coverage:	65%
Maximum Units per Cluster:	8

These standards shall also apply where the cluster homes are plotted with less than six (6) units.

**5.4.2.7.2 Lot Dimensions:**

Standard Lot:	Minimum Width:	42'
	Minimum Depth:	60'
Street Adjacent:	Minimum Width:	47'
	Minimum Depth from Street PL:	60'

**5.4.2.7.3 Building Setbacks<sup>1,3</sup>:**

## Front Setbacks

Living Area from Street:	10'
Living Area from common drive aisle <sup>5</sup>	5'
Porch / Balcony from Street:	5'
Porch/Balcony from common drive aisle <sup>5</sup>	5'
Building Separation	
Front to Front:	40' to living
Front to Side:	35'
Covered Porch to Covered Porch:	36'

## Side Setbacks

Interior PL (Living Area/Porch/Balcony/Side of Garage):	5'
Living Area Adjacent to Street (Corner Lot):	10'
Building Separation (Side to Side):	10'
Accessory Structure <sup>4</sup>	3'

## Rear Setbacks

Interior PL:	5'*
Building Separation (Rear to Rear):	10'
Building Separation (Rear to Side):	10'
Accessory Structure <sup>4</sup>	3'

## Garage Setbacks

Front Loaded from Public or Private Street:	18' (Garage door to back of sidewalk)
Side Load from Public or Private Street:	10' (Side of garage to back of sidewalk)
Garage from Alley or Common Drive:	18' (50% driveways may be reduced to 5')
Building Separation (Door to Door, Door to Living Area):	40'

**5.4.2.7.4 Building Height<sup>2</sup>:**

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height

## Wall, Fence and Hedge Height

Front or Corner Side Yard:	3'
All other locations:	6'
Retaining Walls:	3'

**5.4.2.7.5 Private Open Space:**

\*The ground floor of each home shall have a minimum contiguous area of 150 sq. ft. with no dimension less than 10 feet in any direction. Refer to the Setbacks above.

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

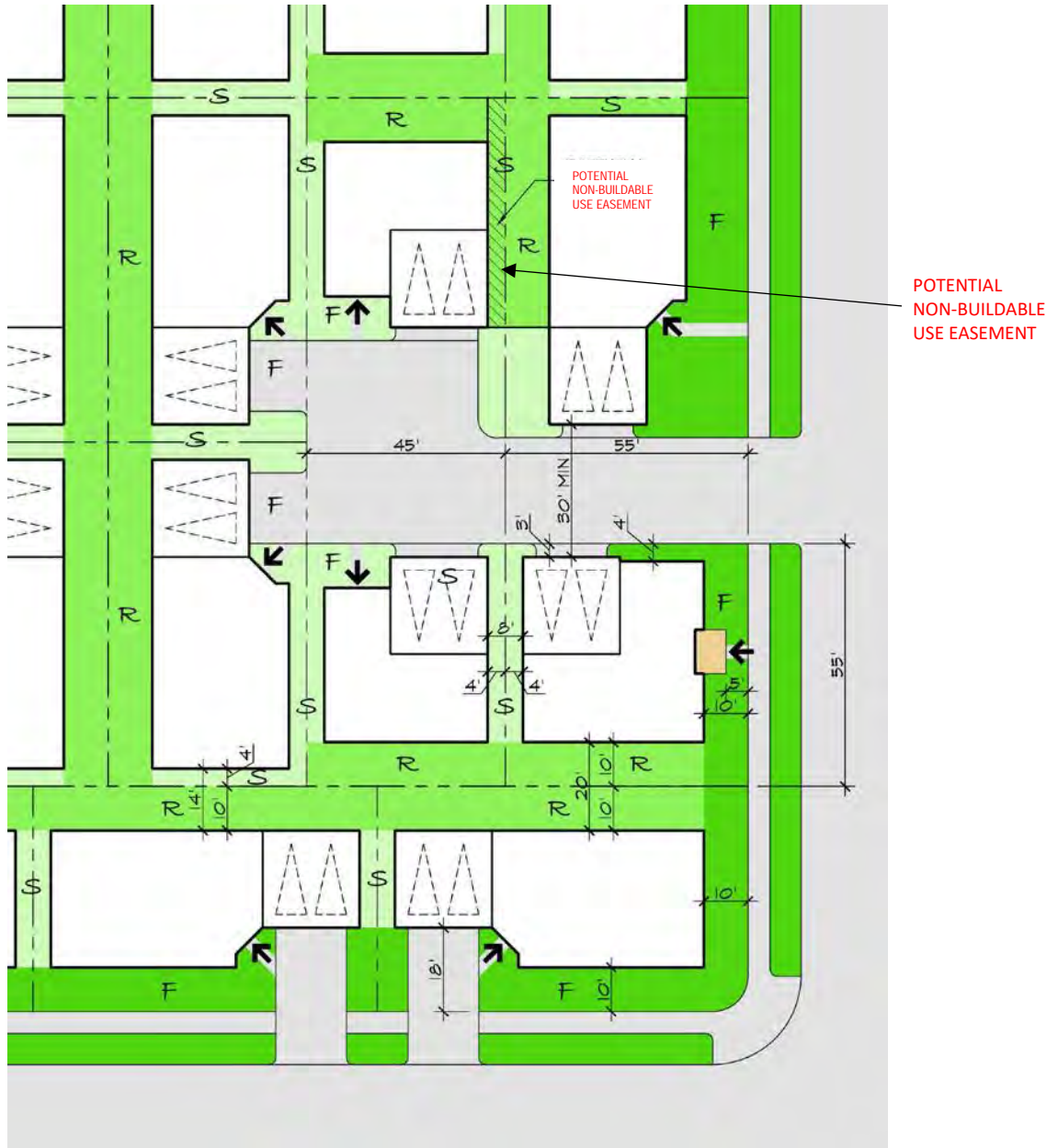
2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Accessory structures shall maintain a 3 FT setback from property line. Permanent structures shall not be permitted within use easement area.

5. Common drive aisle is defined by project ingress/egress to each cluster pack and does not include the cluster pack drive aisle for garage access.

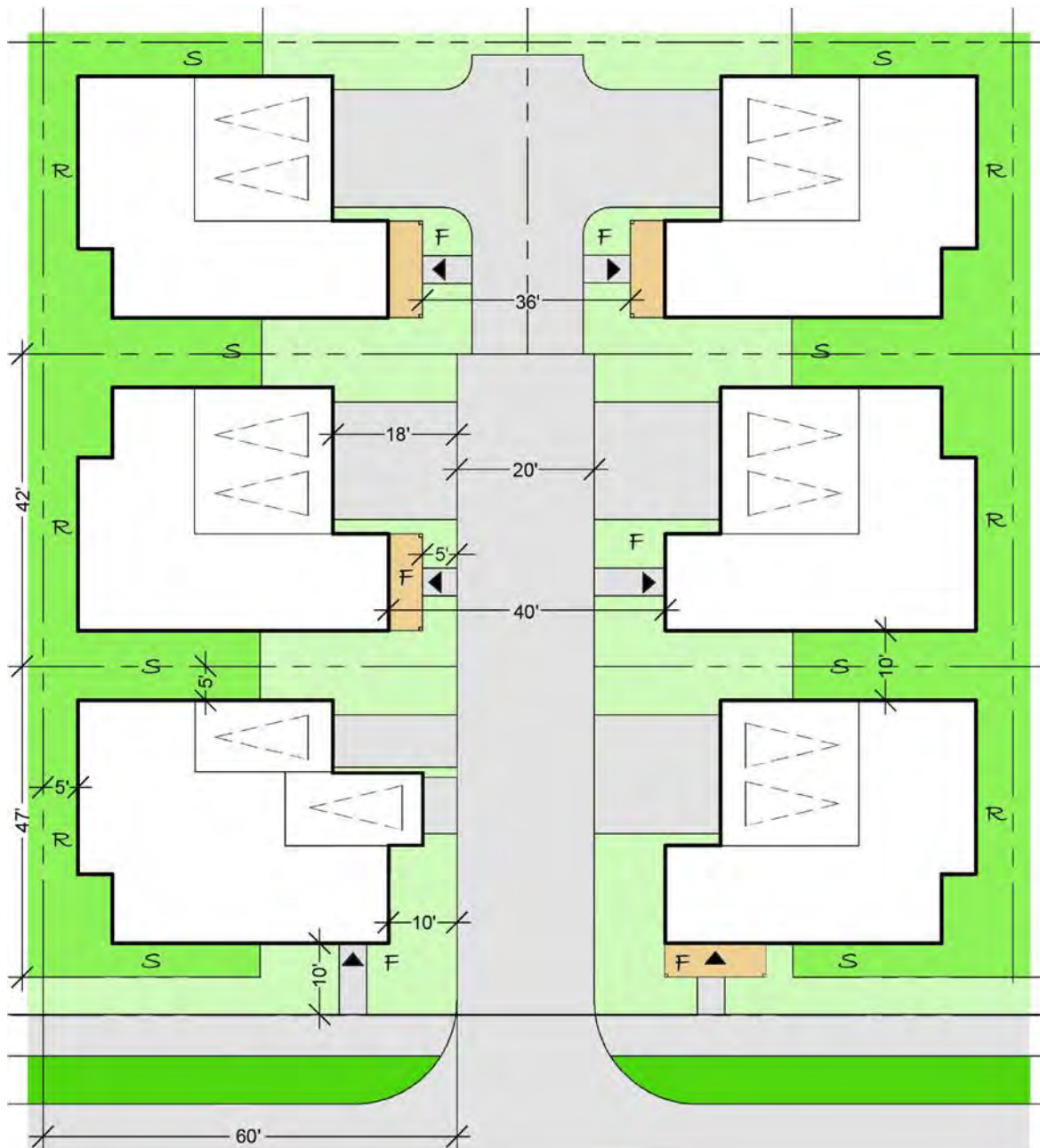
6. Permanent structures or utility lines are not allowed with the potential use easements.



CLUSTER SFD – Alt. 1

\*Building footprints are conceptual. Actual floor plans may differ.

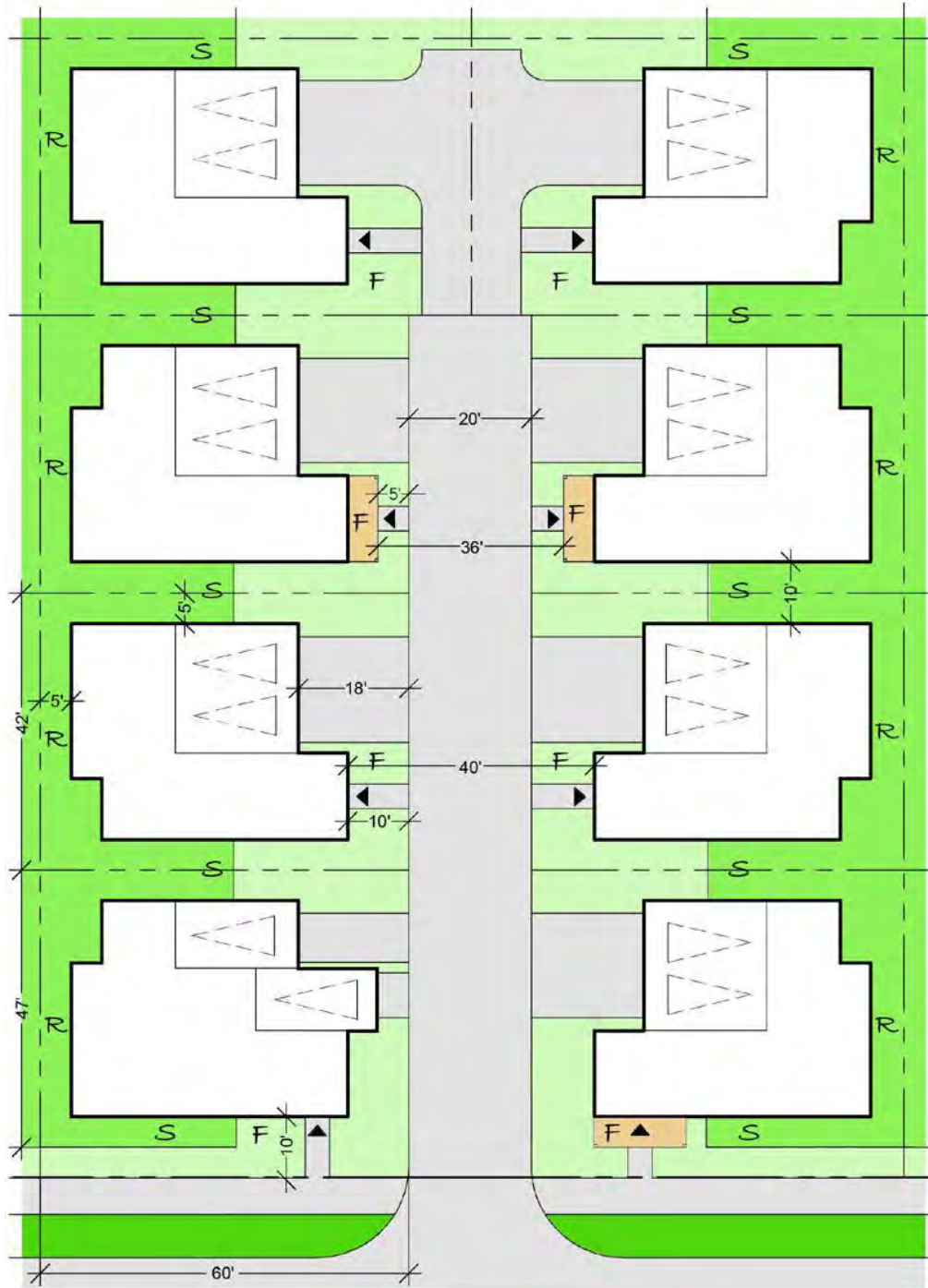
\*Private lanes shall be enhanced with pavers, colored concrete or similar decorative material and approved by the Planning Director. Builders are encouraged to enhance driveways using decorative materials or scored natural concrete.



CLUSTER SFD – Alt. 2

\*Building footprints are conceptual. Actual floor plans may differ.

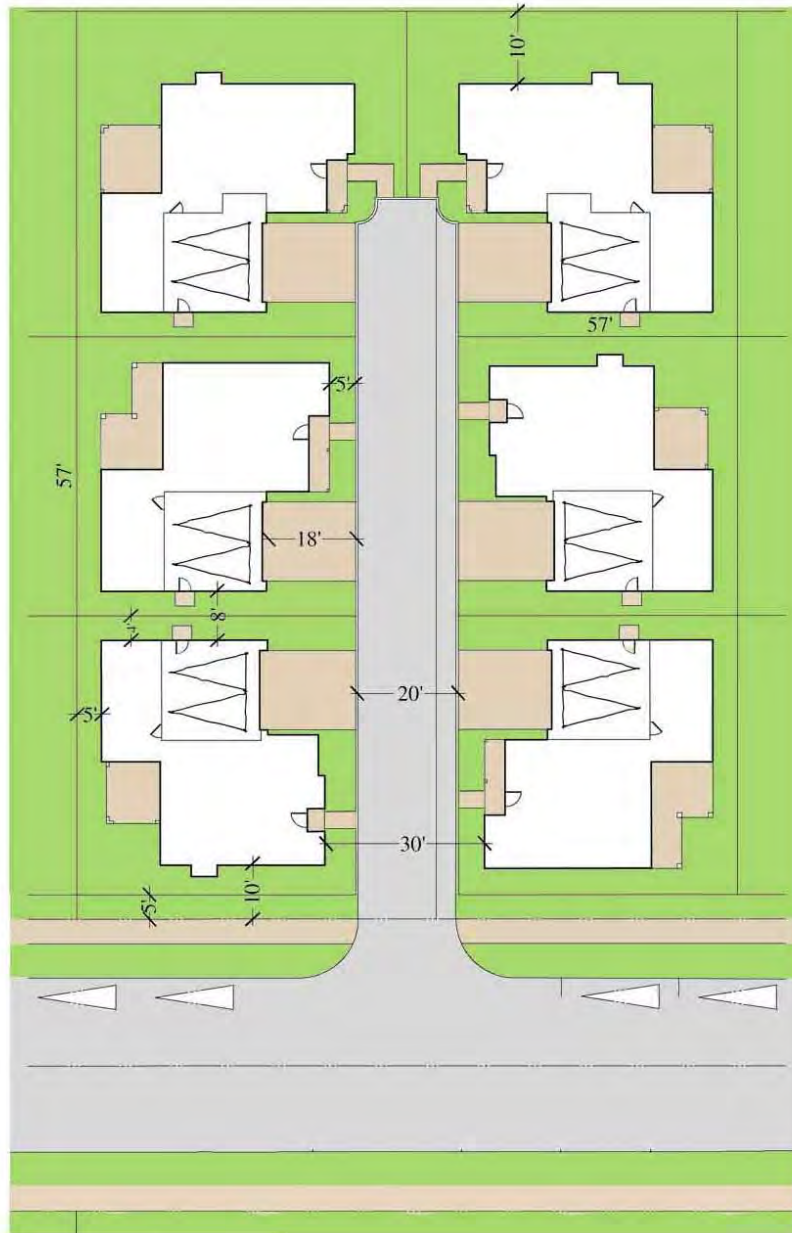
\*Private lanes shall be enhanced with pavers, colored concrete or similar decorative material and approved by the Planning Director. Builders are encouraged to enhance driveways using decorative materials or scored natural concrete.



**CLUSTER SFD – Alt. 3**

\*Building footprints are conceptual. Actual floor plans may differ.

\*Private lanes shall be enhanced with pavers, colored concrete or similar decorative material and approved by the Planning Director. Builders are encouraged to enhance driveways using decorative materials or scored natural concrete.



**CLUSTER SFD – Alt. 4**

\*Building footprints are conceptual. Actual floor plans may differ.

\*Private lanes shall be enhanced with pavers, colored concrete or similar decorative material and approved by the Planning Director. Builders are encouraged to enhance driveways using decorative materials or scored natural concrete.



**5.4.2.8 Development Standards, Duplex/Triplex**

For Common Lot or Single Lot Subdivisions, perimeter setbacks shall be measured from street right of way or property line. Minimum building separations shall apply for all interior conditions.

**5.4.2.8.1 Lot Criteria:**

Minimum Area:	1,800 SF (per unit)
Maximum Lot Coverage:	65%

**5.4.2.8.2 Building Setbacks<sup>1,3</sup>:**

Front Setbacks

Living Area:	12'
Porch / Balcony:	0'
Building Separation	
Front to Front:	30'
Front to Side:	25'
Covered Porch to Covered Porch:	15'

Side Setbacks

Interior PL (Non-Entry)	5'
Interior PL (Entry, i.e. at Carriage Flat)	6'
Living Area Adjacent to Street (Corner Lot):	10'
Porch/Balcony Adjacent to Street (Corner Lot):	7'
Front Door to Front Door:	25'

Building Separation (Side to Side)

Front Entry Residence:	10'
Side-Yard Entry Residence (i.e. Carriage Flat):	12'

Rear Setbacks

Living Area, Second Story Deck, Balcony	
Interior PL:	10'
Alley or Common Drive:	5'
Patio Cover:	5'
Accessory Structure:	3'
Building Separation (Rear to Rear):	20'

Garage Setbacks

Garage Door at Street (With Driveway):	18' (Garage door to back of sidewalk)
Side of Garage at Street (No Driveway):	10' (Side of garage to back of sidewalk)
Garage from Alley or Common Drive:	3'
Building Separation (Door to Door):	30'

**5.4.2.8.3 Building Height<sup>2</sup>:**

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height

Wall, Fence and Hedge Height

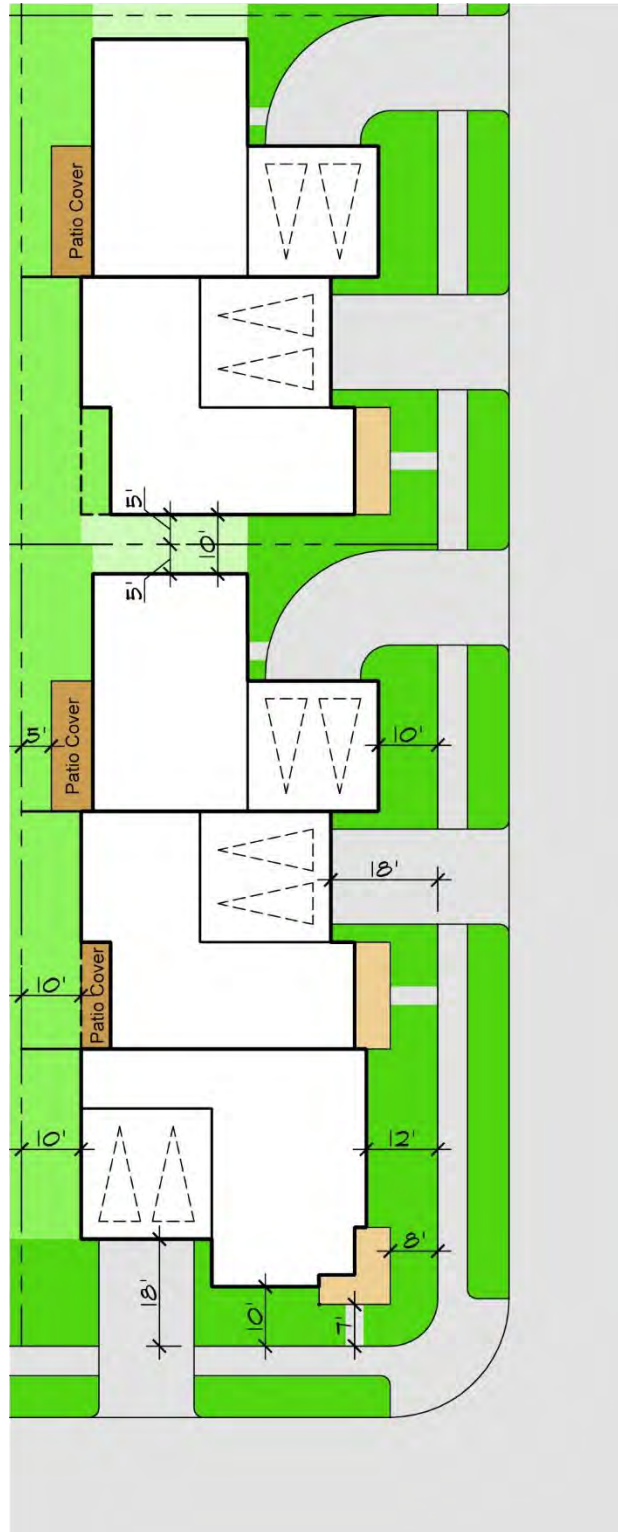
Front or Corner Side Yard:	3'
All other locations:	6'
Retaining Walls:	3'

**5.4.2.8.4 Parking:** Refer to Section 5.4.1.12 for parking requirements.

**5.4.2.8.5 Private Open Space:**

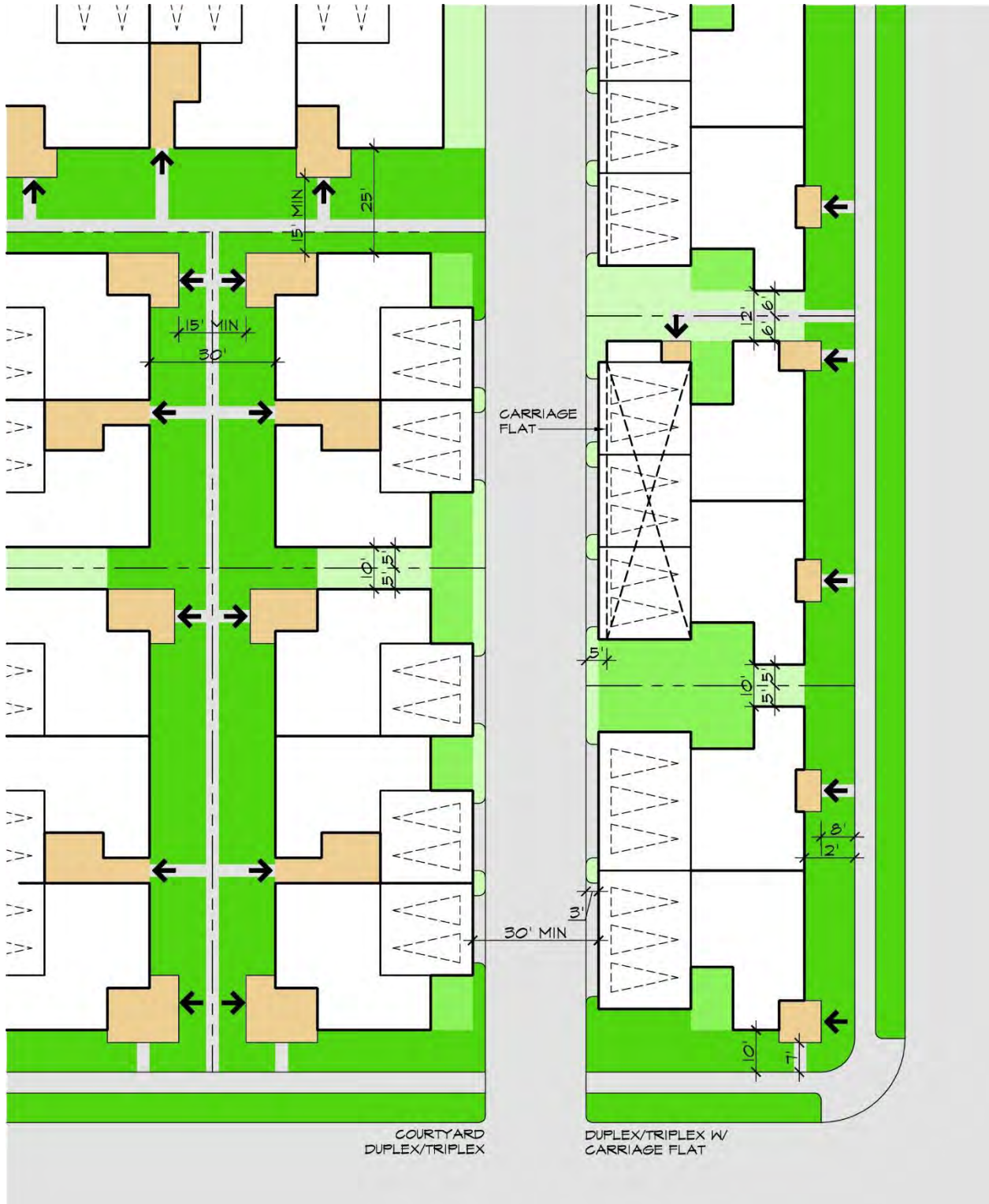
Each home shall have a minimum cumulative private open space area of ~~150~~ 140 sq. ft. Upper floor decks and balconies may only be counted towards the private open space requirement when they have a minimum contiguous area of ~~50~~ 35 sq. ft. and have no dimension less than 5 feet in any direction. Refer to the Setbacks above.

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.  
 2. Building heights shown are maximum dimensions.  
 3. Building separations are to be measured between main walls.



CONVENTIONAL DUPLEX/TRIPLEX – Alt. 1

\*Building footprints are conceptual. Actual floor plans may differ.



ALLEY DUPLEX/TRIPLEX – Alt. 2

\*Building footprints are conceptual. Actual floor plans may differ.

### 5.4.2.9 Development Standards, Row Town Homes

#### 5.4.2.9.1 Lot Criteria:

Minimum Area:	1,800 SF (per unit)
Maximum Lot Coverage:	60%
Maximum Units Per Building:	16

(or as established by the approved Development Plan for Medium Density Residential uses)

#### 5.4.2.9.2 Building Setbacks<sup>1,3</sup>:

##### Front Setbacks

Living Area:	10'
Living Area from common drive aisle <sup>5</sup>	5'
Porch / Balcony:	5'
Porch / Balcony from common drive aisle <sup>5</sup>	5'
Building Separation (Greenbelt or Paseo Frontage)	
Front to Front:	25'
Front to Side:	25'
Covered Porch to Covered Porch:	15'

##### Side Setbacks

Interior PL (Living Area, Porch/Balcony, Side of Garage):	4'
Living Area Adjacent to Street (Corner Lot):	10'
Porch/Balcony Adjacent to Street (Corner Lot):	5'
Building Separation (Side to Side):	8'
Front Door to Front Door:	25'

##### Rear Setbacks

Living Area, Second Story Deck, Balcony:	5'
Patio Cover:	5'

##### Garage Setbacks

Garage Door at Street (With Driveway):	18' (Garage door to back of sidewalk)
Side of Garage at Street (No Driveway):	10' (Side of garage to back of sidewalk)
Garage at Alley or Common Drive:	3'
Building Separation (Door to Door):	30'

#### 5.4.2.9.3 Building Height<sup>2</sup>:

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height

##### Wall, Fence and Hedge Height

Front or Corner Side Yard:	3'
All other locations:	6'
Retaining Walls:	3'

#### 5.4.2.9.4 Parking<sup>4</sup>: Refer to Section 5.4.1.12 for parking requirements.

#### 5.4.2.9.5 Private Open Space:

Each home shall have a minimum cumulative private open space area of ~~150~~ 140 sq. ft. Upper floor decks and balconies may only be counted towards the private open space requirement when they have a minimum contiguous area of ~~40~~ 35 sq. ft. and have no dimension less than 5 feet in any direction. Refer to the Setbacks above.

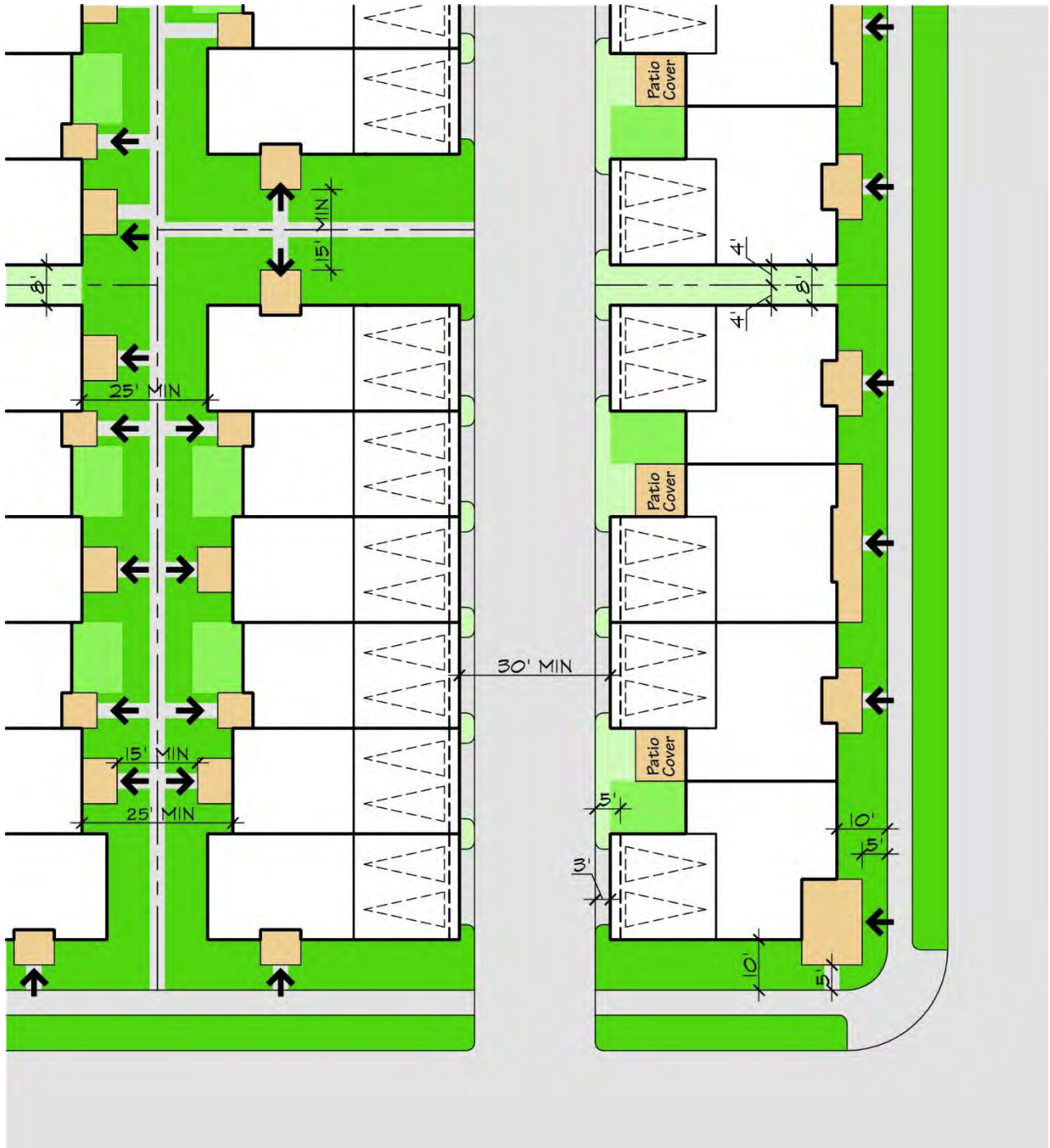
1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Lots within cul-de-sac, standard knuckles or modified configurations shall provide a minimum 35' lot width at front property line and shall meet the minimum lot width established for the product type at the building setback. All minimum side and rear yard setbacks shall be maintained at all times.

5. Common drive aisle is defined by project ingress/egress and does not include the drive aisle for garage access.



ROW TOWN HOMES – Alt. 1

\*Building footprints are conceptual. Actual floor plans may differ.



ROW TOWN HOMES – Alt 2

\*Building footprints are conceptual. Actual floor plans may differ.

**5.4.2.10 Development Standards, Courtyard Town Homes**

**5.4.2.10.1 Lot Criteria:**

Minimum Area:	1,800 SF (per unit)
Maximum Lot Coverage:	60%
Maximum Units Per Building:	16
	(or as established by the approved Development Plan for Medium Density Residential uses)

**5.4.2.10.2 Building Setbacks<sup>1,3</sup>:**

<b>Front Setbacks</b>	
Living Area:	10'
Living Area from common drive aisle <sup>5</sup>	5'
Porch / Balcony:	5'
Porch / Balcony from common drive aisle <sup>5</sup>	5'
<b>Building Separation (Greenbelt or Paseo Frontage)</b>	
Front to Front:	<del>30'</del> 25'
Front to Side:	25'
Covered Porch to Covered Porch:	15'
<b>Side Setbacks</b>	
Living Area	
Interior PL:	4'
Corner PL (Adjacent to Street):	10'
Porch/Balcony Adjacent to Street (Corner Lot):	5'
Building Separation (Side to Side):	8'
<b>Rear Setbacks</b>	
Living Area Rear Yard	10'
Living Area (from alley or common drive)	5'
Patio Cover:	5'
<b>Garage Setbacks</b>	
Garage Door at Street:	18' (Garage door to back of sidewalk)
Side of Garage at Street:	10' (Side of garage to back of sidewalk)
Garage at Alley or Common Drive:	3'
<b>Building Separation</b>	
Door to Door at Alley or Common Drive:	30'
Side to Side:	8'
Rear to Rear	15'

**5.4.2.10.3 Building Height<sup>2</sup>:**

Primary Structure:	35'
Accessory Structure:	14'
Projections / Architectural Features:	3' above primary structure, or 10% of the building height)

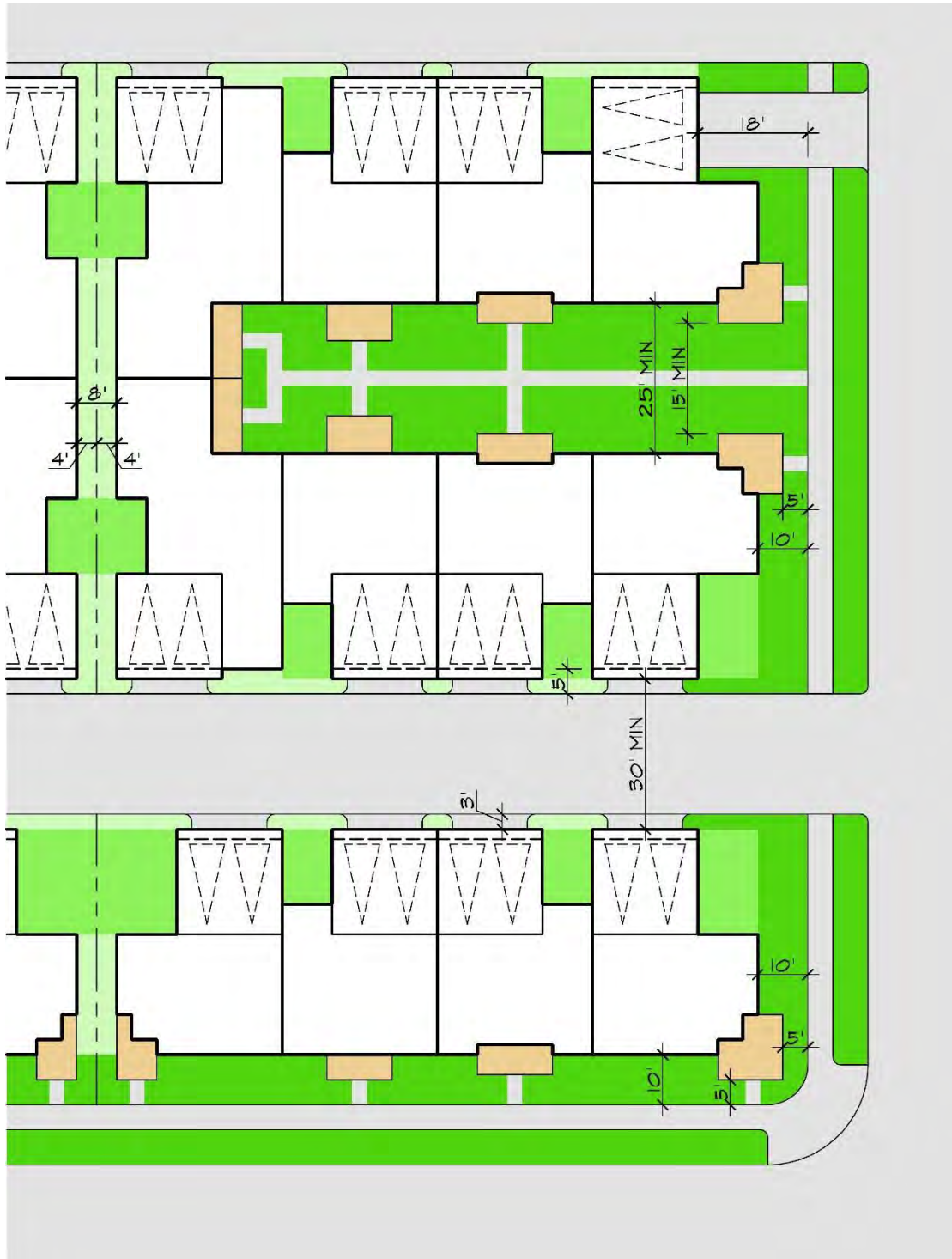
**5.4.2.10.4 Parking<sup>4</sup>:**

Refer to Section 5.4.1.12 for parking requirements.

**5.4.2.10.5 Private Open Space:**

Each home shall have a minimum cumulative private open space area of ~~150~~ 140 sq. ft. Upper floor decks and balconies may only be counted towards the private open space requirement when they have a minimum contiguous area of ~~40~~ 35 sq. ft. and have no dimension less than 5 feet in any direction. Refer to the Setbacks above.

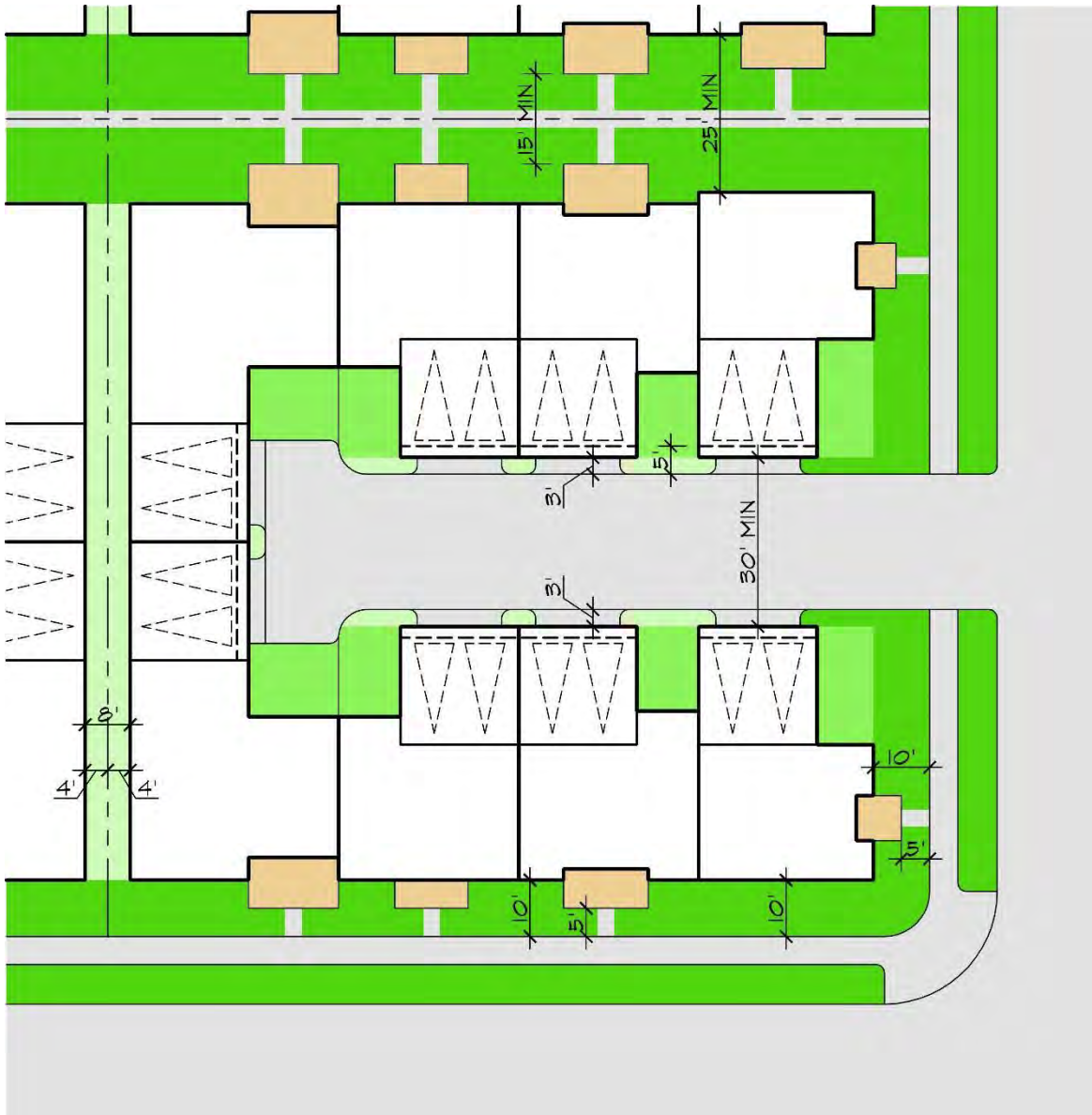
1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.  
 2. Building heights shown are maximum dimensions.  
 3. Building separations are to be measured between main walls.  
 4. Lots within cul-de-sac, standard knuckles or modified configurations shall provide a minimum 35' lot width at front property line and shall meet the minimum lot width established for the product type at the building setback. All minimum side and rear yard setbacks shall be maintained at all times.  
 5. Common drive aisle is defined by project ingress/egress and does not include the courtyard drive aisle for garage access.



COURTYARD TOWN HOMES – Alt 1

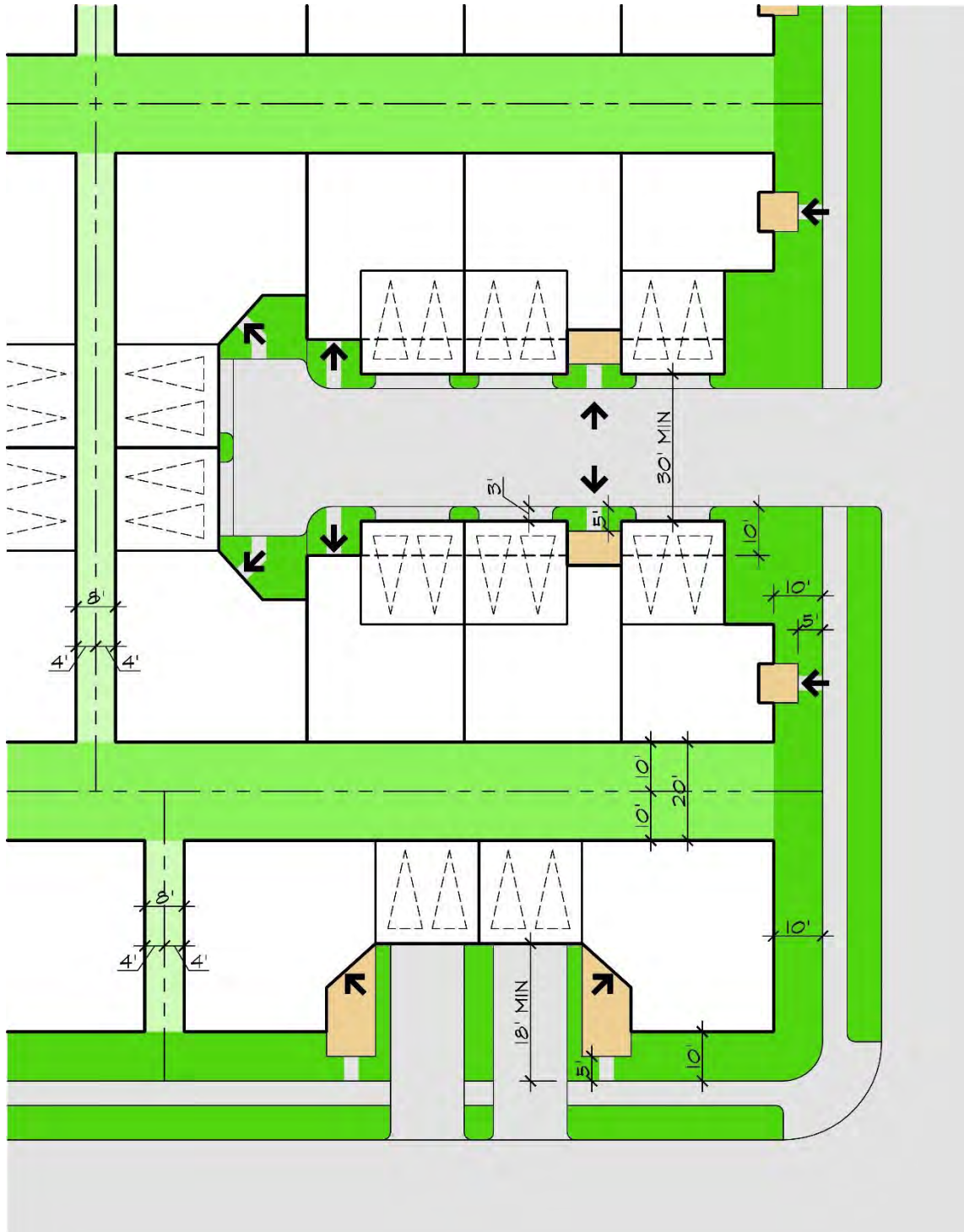
\*Building footprints are conceptual. Actual floor plans may differ.





COURTYARD TOWN HOMES – Alt. 2

\*Building footprints are conceptual. Actual floor plans may differ.



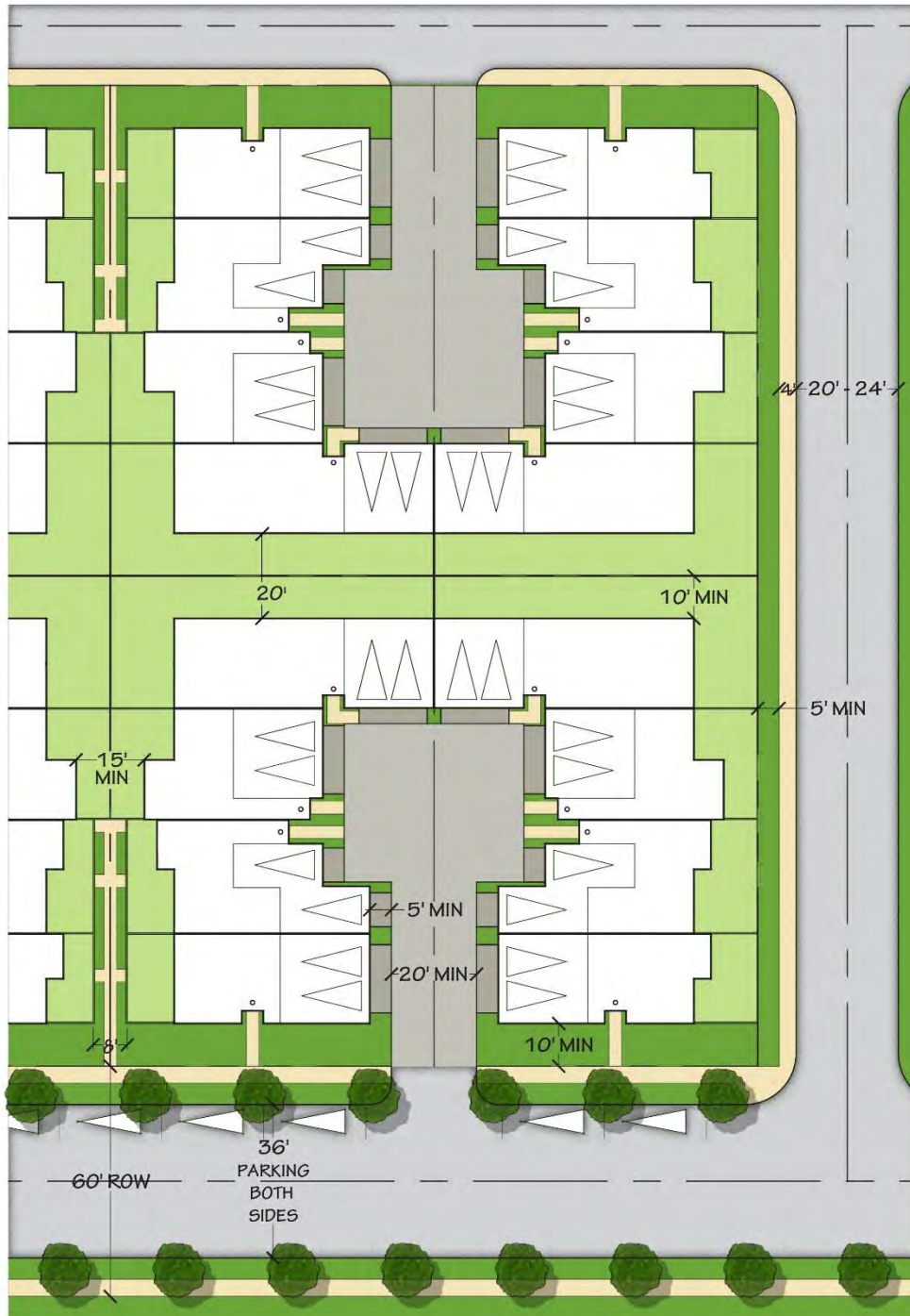
COURTYARD TOWN HOMES – Alt. 3

\*Building footprints are conceptual. Actual floor plans may differ.



COURTYARD TOWN HOMES – Alt. 4

\*Building footprints are conceptual. Actual floor plans may differ



COURTYARD TOWN HOMES – Alt. 5

\*Building footprints are conceptual. Actual floor plans may differ

**5.4.2.11 Development Standards, Tuck Under Town Homes and Flats**

<b>5.4.2.11.1</b>	<b>Lot Criteria</b>	
	Minimum Area:	1,400 SF (per unit)
	Maximum Lot Coverage:	60%
	Maximum Units Per Building:	24
	(or as established by the approved Development Plan for High Density Residential uses)	
<b>5.4.2.11.2</b>	<b>Building and Remote Parking Setbacks<sup>1, 4</sup>:</b>	
	Living Area:	10'
	Porch / Balcony:	5'
	Garage Frontage onto Street:	Prohibited
	From Interior PL Adjacent to Detached Residential:	25'
	From SCE PL / Easements:	15'
<b>5.4.2.11.3</b>	<b>Setbacks at Alley, Common Drive, or Adjacent to Remote Parking<sup>1</sup>:</b>	
	Living Area:	5'
	Garage:	5'
	Porch / Balcony:	3'
<b>5.4.2.11.4</b>	<b>Building Separation<sup>1, 3</sup>:</b>	
	Front to Front:	30'
	Front to Side:	25'
	Front to Rear:	Prohibited
	Porch to Porch:	15'
	Side to Side:	15'
	Side to Porch:	15'
	Garages	
	Door to Door:	30'
	Side to Side (Including Remote Parking):	15'
<b>5.4.2.11.5</b>	<b>Building Height<sup>2</sup>:</b>	
	Primary Structure:	35'
	Accessory Structure:	14'
	Projections / Architectural Features:	3' above primary structure, or 10% of the building height
<b>5.4.2.11.6</b>	<b>Parking<sup>4</sup>:</b>	
	Refer to Section 5.4.1.12 for parking requirements.	

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.  
 2. Building heights shown are maximum dimensions.  
 3. Building separations are to be measured between main walls.  
 4. Parking stalls perpendicular to the street shall be screened by landscaping, berms, or decorative walls that match the architectural style of the nearest development. Screening shall be a minimum height of 36" (to ensure concealment of vehicle grills).

**5.4.2.11.7 Private Open Space:**

Ground floor units shall have a minimum cumulative private open space area of 150 sq. ft. Upper floor decks and balconies may only be counted towards this private open space requirement when they have a minimum contiguous area of 40 sq. ft. and have no dimension less than 5 feet in any direction.

Upper floor units with no ground floor living area (i.e. carriage units and stacked flats) shall have a minimum contiguous area of 40 sq. ft. with no dimension less than 5 feet in any direction.

Stand-alone multi-family developments over 18 du/ac, shall have private outdoor living space with a minimum contiguous area of 40 sq. ft. for each unit, with no dimension less than 5 feet in any direction qualified by one of the following:

- Courtyard (front, rear or interior open to the sky)
- Front Porch
- 2nd story balcony (no encroachment into rear setback)
- Rooftop deck

**5.4.2.11.8 Common Open Space:**

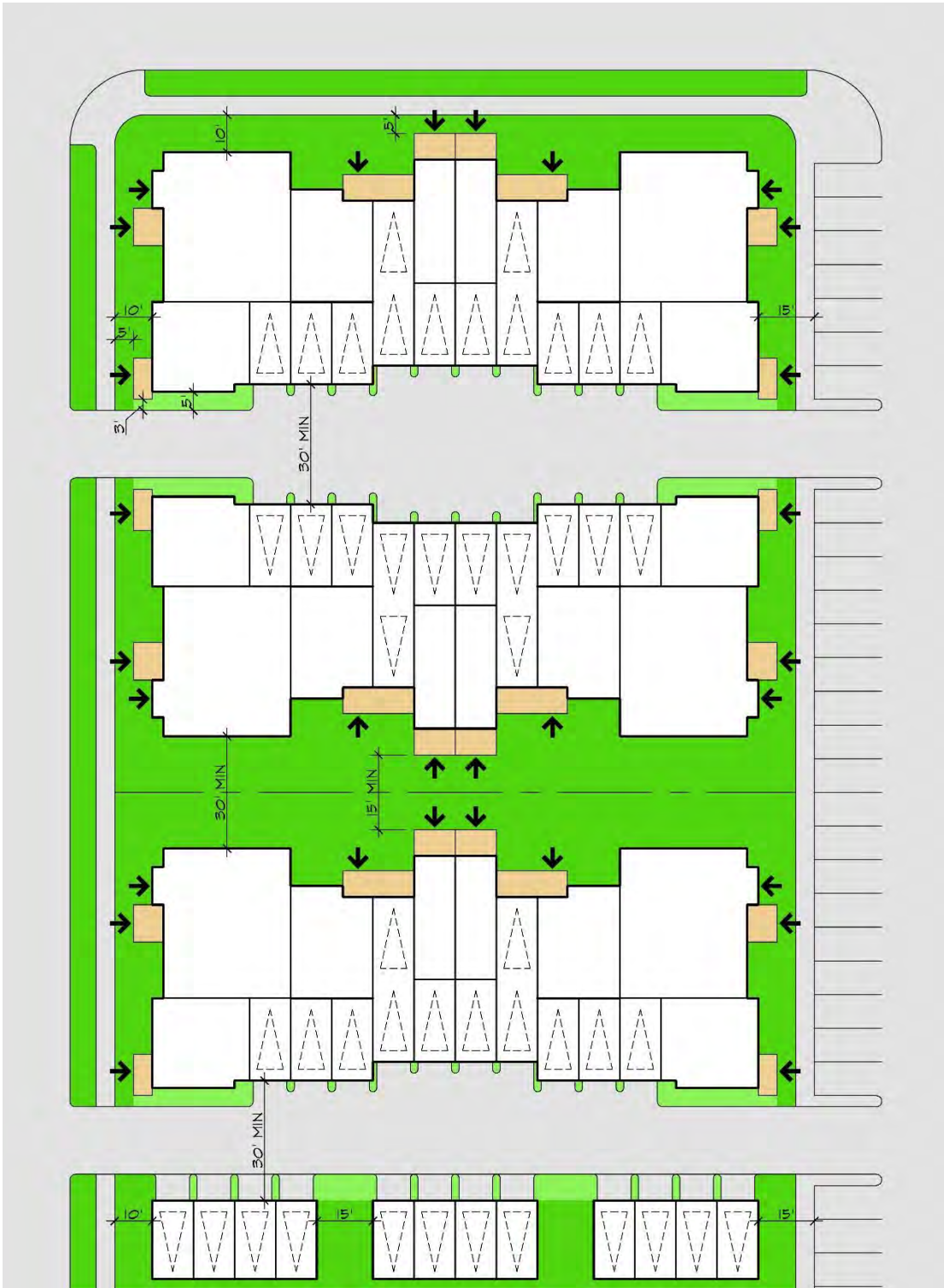
A minimum of 250 sq. ft. of common open space shall be provided per unit as follows:

Common open space shall require a minimum contiguous area of 300 sq. ft. with no dimension less than 15 feet in any direction. Hardscape courtyard and plaza areas shall require a minimum contiguous area of 400 sq. ft., with no dimension less than 20 feet in any direction, to qualify as common open space.

Common open space may include but is not limited to landscaping, plazas, picnic areas, pools and spas, court games, gyms, gardens, tot lots, paseos, trails or other recreational facilities/uses.

Common and private open spaces are to be permanently maintained in an orderly fashion.

Required common open space may not be satisfied by the utilization of parking areas, driveways, service areas, or unusable slopes (slopes greater than or equal to 3:1). Greenbelts, and on-site circulation improvements including bicycle and walking paths may be counted toward common open space requirements.



TUCK UNDER TOWNHOMES AND FLATS

\*Building footprints are conceptual. Actual floor plans may differ.

**5.4.2.12 Development Standards, Tuck Under Apartments/Condominiums**

<b>5.4.2.12.1</b>	<b>Lot Criteria:</b>	
	Maximum Lot Coverage:	60%
	Maximum Units Per Building:	24
	(or as established by the approved Development Plan for High Density Residential uses)	
<b>5.4.2.12.2</b>	<b>Lot Dimensions:</b>	
	Minimum Project Area:	3.0 acres
	Minimum Lot Width:	N/A
	Minimum Lot Depth:	N/A
<b>5.4.2.12.3</b>	<b>Building and Remote Parking Setbacks<sup>1, 4</sup>:</b>	
	From Ontario Ranch Road (30' neighborhood edge):	0' from neighborhood edge (30' from R.O.W.)
	From Mill Creek (18' neighborhood edge):	10' from neighborhood edge (28' from R.O.W.)
	From Interior Property Line adjacent to Detached Residential:	10' to bldg. 5' to remote parking/detached garage 0' to carport
	From Haven (14' neighborhood edge):	0' from neighborhood edge (14' from R.O.W.)
	From SCE Property Line/Easements:	0' to bldg. <sup>(5)</sup>
	From Private or Local Street:	0' from neighborhood edge
	Allowable Porch/Balcony/Architectural Projections:	5' maximum encroachment into setbacks
	From Alley, Common Drive, or Adjacent to Remote Parking:	0'
<b>5.4.2.12.4</b>	<b>Building Separation<sup>1, 3</sup>:</b>	
	Front to Front:	25'
	Front to Side:	20'
	Porch to Porch:	15'
	Side to Side:	10'
	Side to Porch:	10'
<b>5.4.2.12.5</b>	<b>Building Height<sup>2</sup>:</b>	
	Primary Structure:	45' / 3-story
	Accessory Structure:	1 story/ 14'
	Projections/Architectural Features:	3' above Primary Structure
<b>5.4.2.12.6</b>	<b>Parking<sup>4</sup>:</b>	
	Refer to Section 5.4.1.12 for parking requirements	

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Parking stalls perpendicular to the street shall be screened by landscaping, berms, or decorative walls that match the architectural style of the nearest development. Screening shall be a minimum height of 36" (to ensure concealment of vehicle grills).



**5.4.2.12.7 Private Open Space:**

Ground floor units shall have a minimum cumulative private open space area of 75 sq. ft. Upper floor decks and balconies may only be counted towards this private open space requirement when they have a minimum contiguous area of 40 sq. ft. and have no dimension less than 5 feet in any direction.

Upper floor units with no ground floor living area (i.e. carriage units and stacked flats) shall have a minimum contiguous area of 40 sq. ft. with no dimension less than 5 feet in any direction.

Stand-alone multi-family developments over 18 du/ac, shall have private outdoor living space with a minimum contiguous area of 40 sq. ft. for each unit, with no dimension less than 5 feet in any direction qualified by one of the following:

- Courtyard (front, rear or interior open to the sky)
- Front Porch
- 2nd story balcony (no encroachment into rear setback)
- Rooftop deck

Private open space may be provided in at least one third (1/3) of high-density residential units across the entire project to create architectural variety. When private open space is not provided, an equivalent amount of common open space will be provided outside. This space will not count toward public/park open space requirements.

**5.4.2.12.8 Common Open Space:**

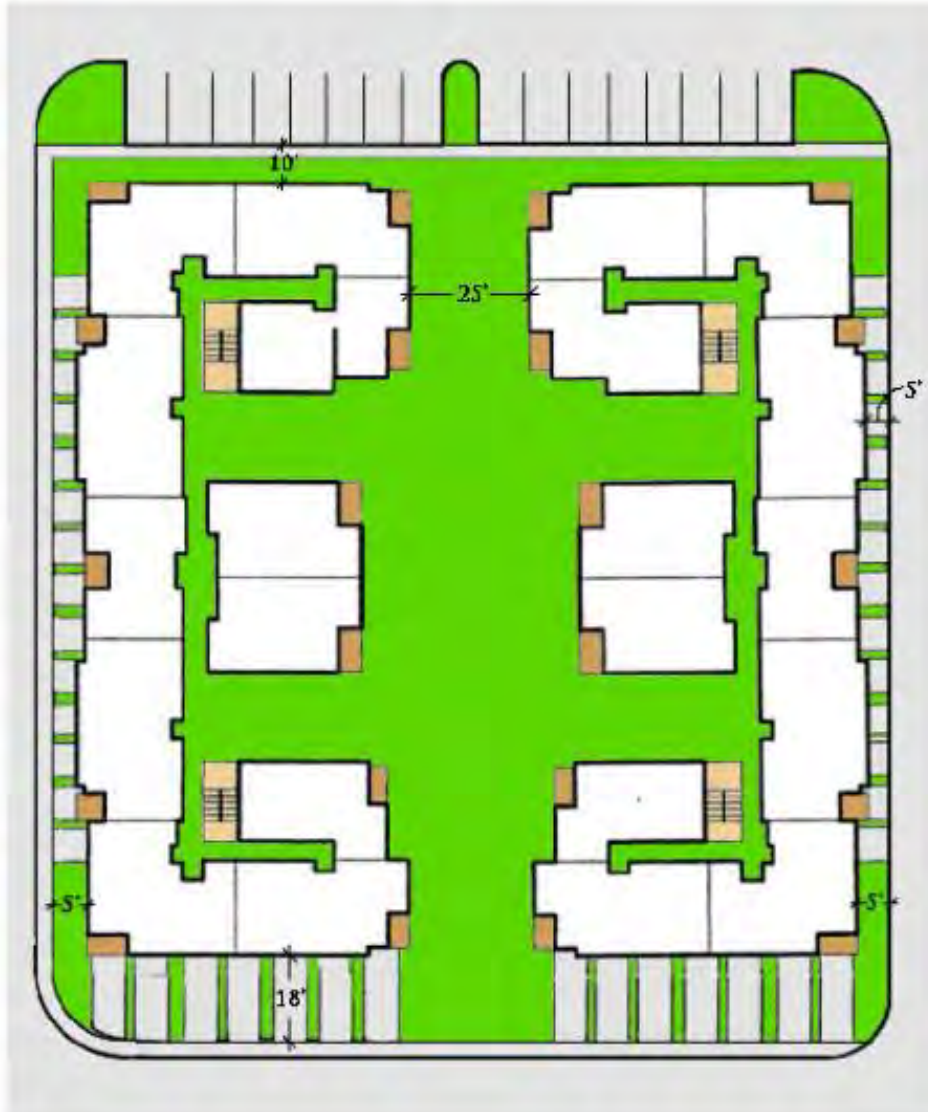
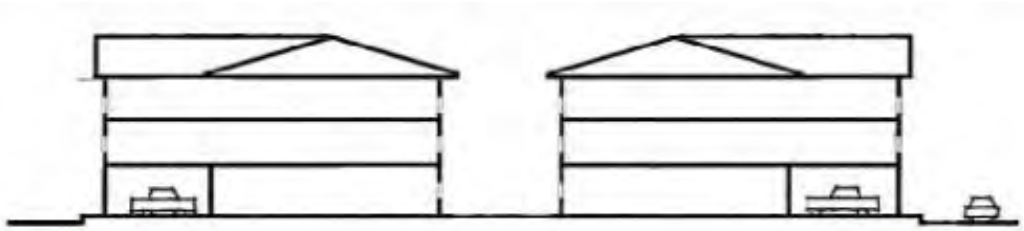
A minimum of 250 sq. ft. of common open space shall be provided per unit as follows:

Common open space shall require a minimum contiguous area of 300 sq. ft. with no dimension less than 15 feet in any direction. Hardscape courtyard and plaza areas shall require a minimum contiguous area of 400 sq. ft., with no dimension less than 20 feet in any direction, to qualify as common open space.

Common open space may include but is not limited to landscaping, plazas, picnic areas, pools and spas, court games, gyms, gardens, tot lots, paseos, trails or other recreational facilities/uses.

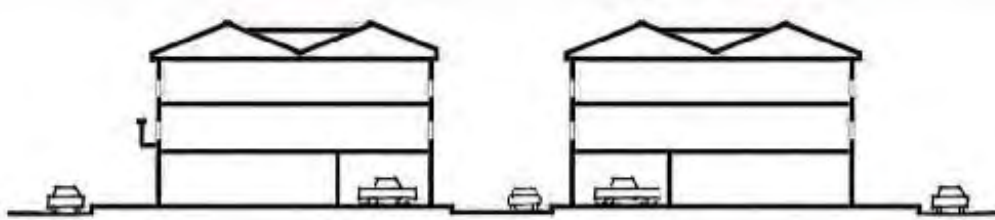
Common and private open spaces are to be permanently maintained in an orderly fashion.

Required common open space may not be satisfied by the utilization of parking areas, driveways, service areas, or unusable slopes (slopes greater than or equal to 3:1). Greenbelts, and on-site circulation improvements including bicycle and walking paths may be counted toward common open space requirements.



TUCK UNDER APARTMENTS/CONDOMINIUMS – ALT. 1

\*Building footprints are conceptual. Actual floor plans may differ.



TUCK UNDER APARTMENTS/CONDOMINIUMS – ALT. 2

**5.4.2.13 Development Standards, Wrap Apartments/Condominiums**

<b>5.4.2.13.1</b>	<b>Lot Criteria:</b>	
	Maximum Lot Coverage:	60%
	Maximum Units Per Building:	24
	(or as established by the approved Development Plan for High Density Residential uses)	
<b>5.4.2.13.2</b>	<b>Lot Dimensions:</b>	
	Minimum Project Area:	3.0 acres
	Minimum Lot Width:	N/A
	Minimum Lot Depth:	N/A
<b>5.4.2.13.3</b>	<b>Building and Remote Parking Setbacks<sup>1, 4</sup>:</b>	
	From Ontario Ranch Road (35' neighborhood edge):	15' from neighborhood edge (50' from R.O.W.)
	From Mill Creek (18' neighborhood edge):	10' from neighborhood edge (28' from R.O.W.)
	From Interior Property Line adjacent to Detached Residential:	25'
	From Haven (14' neighborhood edge):	10' from neighborhood edge (24' from R.O.W.)
	From SCE Property Line/Easements:	15'
	From Private or Local Street:	10' from neighborhood edge
	Allowable Porch/Balcony/Architectural Projections:	5' maximum encroachment into setbacks
	From Alley, Common Drive, or Adjacent to Remote Parking:	10'
<b>5.4.2.13.4</b>	<b>Building Separation<sup>1, 3</sup>:</b>	
	Front to Front:	30'
	Front to Side:	25'
	Porch to Porch:	15'
	Side to Side:	15'
	Side to Porch:	15'
<b>5.4.2.13.5</b>	<b>Building Height<sup>2</sup>:</b>	
	Primary Structure:	65' / 5-story
	Accessory Structure:	1 story/ 14'
	Projections/Architectural Features:	3' above Primary Structure
<b>5.4.2.13.6</b>	<b>Parking<sup>4</sup>:</b>	
	Refer to Section 5.4.1.12 for parking requirements	

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.

2. Building heights shown are maximum dimensions.

3. Building separations are to be measured between main walls.

4. Parking stalls perpendicular to the street shall be screened by landscaping, berms, or decorative walls that match the architectural style of the nearest development. Screening shall be a minimum height of 36" (to ensure concealment of vehicle grills).

**5.4.2.13.7 Private Open Space:**

Ground floor units shall have a minimum cumulative private open space area of 75 sq. ft. Upper floor decks and balconies may only be counted towards this private open space requirement when they have a minimum contiguous area of 40 sq. ft. and have no dimension less than 5 feet in any direction.

Upper floor units with no ground floor living area (i.e. carriage units and stacked flats) shall have a minimum contiguous area of 40 sq. ft. for each unit, with no dimension less than 5 feet in any direction.

Stand-alone multi-family units over 18 du/ac, shall have private outdoor living space with a minimum contiguous area of 40 sq. ft. with no dimension less than 5 feet in any direction qualified by one of the following:

- Courtyard (front, rear or interior open to the sky)
- Front Porch
- 2nd story balcony (no encroachment into rear setback)
- Rooftop deck

Private open space may be provided in at least one third (1/3) of high-density residential units across the entire project to create architectural variety. When private open space is not provided, an equivalent amount of common open space will be provided outside. This space will not count toward public/park open space requirements.

**5.4.2.13.8 Common Open Space:**

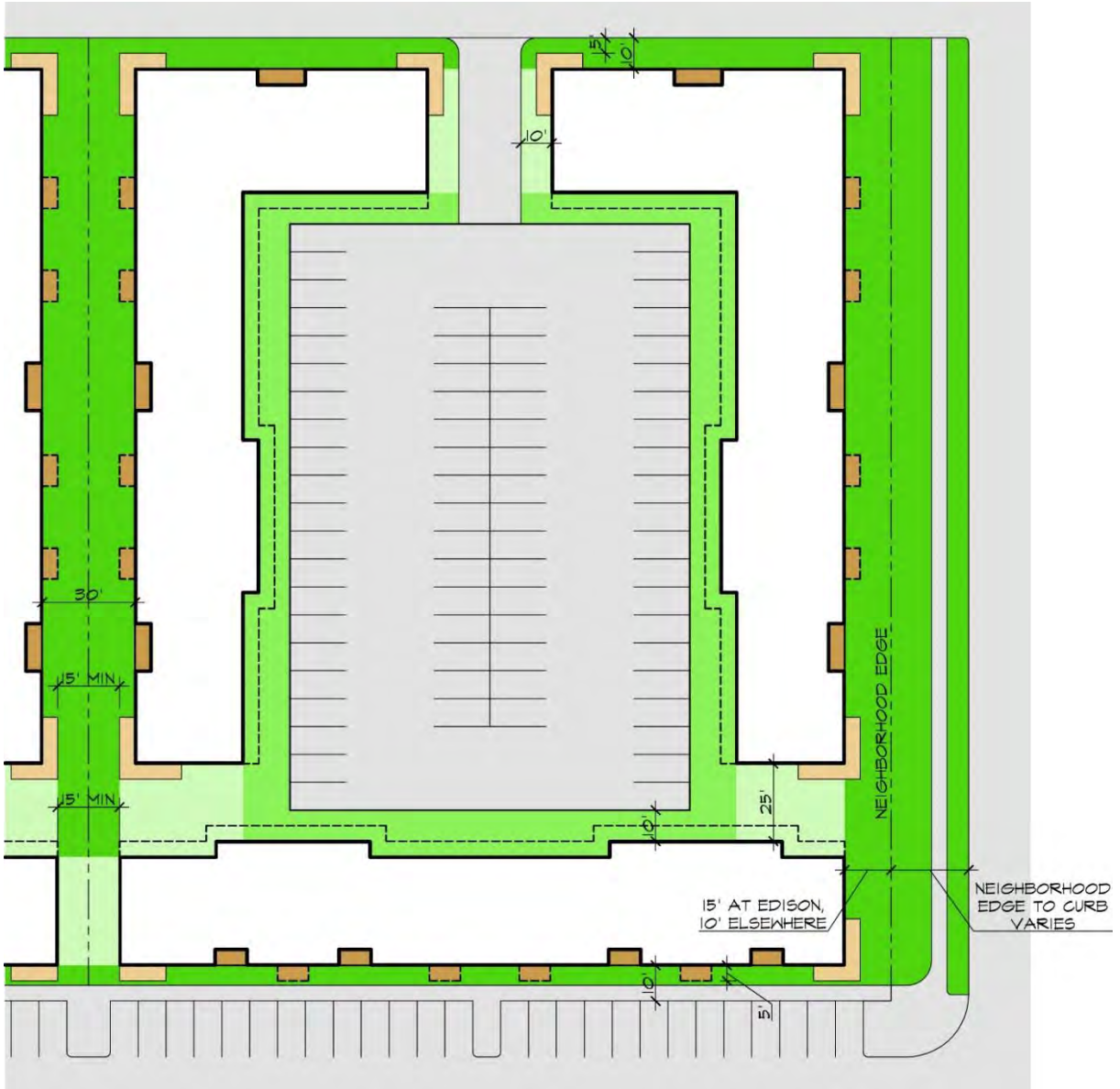
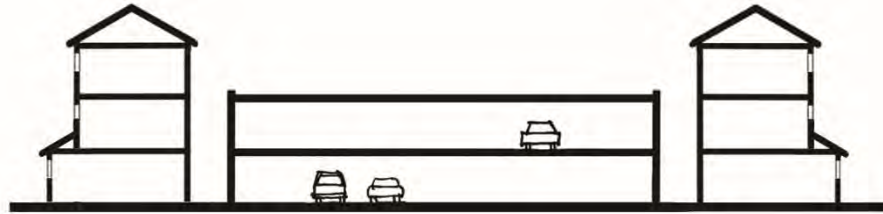
A minimum of 250 sq. ft. of common open space shall be provided per unit as follows:

Common open space shall require a minimum contiguous area of 300 sq.ft. with no dimension less than 15 feet in any direction. Hardscape courtyard and plaza areas shall require a minimum contiguous area of 400 sq.ft., with no dimension less than 20 feet in any direction, to qualify as common open space.

Common open space may include but is not limited to landscaping, plazas, picnic areas, pools and spas, court games, gyms, gardens, tot lots, paseos, trails or other recreational facilities/uses.

Common and private open spaces are to be permanently maintained in an orderly fashion.

Required common open space may not be satisfied by the utilization of parking areas, driveways, service areas, or unusable slopes (slopes greater than or equal to 3:1). Greenbelts, and on-site circulation improvements including bicycle and walking paths may be counted toward common open space requirements.



WRAP APARTMENTS/CONDOMINIUMS

\*Buildings footprints are conceptual. Actual floor plans may differ.

**5.4.2.14 Development Standards, Podium Apartments/Condominiums**

<b>5.4.2.14.1</b>	<b>Lot Criteria:</b>	
	Maximum Lot Coverage:	60%
	Maximum Units Per Building:	24
	(or as established by the approved Development Plan for High Density Residential uses)	
<b>5.4.2.14.2</b>	<b>Lot Dimensions:</b>	
	Minimum Project Area:	3.0 acres
	Minimum Lot Width:	N/A
	Minimum Lot Depth:	N/A
<b>5.4.2.14.3</b>	<b>Building and Remote Parking Setbacks<sup>1, 4:</sup></b>	
	From Ontario Ranch Road (35' neighborhood edge):	15' from neighborhood edge (50' from R.O.W.)
	From Mill Creek (18' neighborhood edge):	10' from neighborhood edge (28' from R.O.W.)
	From Interior Property Line adjacent to Detached Residential:	25'
	From Haven (14' neighborhood edge):	10' from neighborhood edge (24' from R.O.W.)
	From SCE Property Line/Easements:	15'
	From Private or Local Street:	10' from neighborhood edge
	Allowable Porch/Balcony/Architectural Projections:	5' maximum encroachment into setbacks
	From Alley, Common Drive, or Adjacent to Remote Parking:	10'
<b>5.4.2.14.4</b>	<b>Building Separation<sup>1, 3:</sup></b>	
	Front to Front:	30'
	Front to Side:	25'
	Porch to Porch:	15'
	Side to Side:	15'
	Side to Porch:	15'
<b>5.4.2.14.5</b>	<b>Building Height<sup>2:</sup></b>	
	Primary Structure:	65' / 5-story
	Accessory Structure:	1 story/ 14'
	Projections/Architectural Features:	3' above Primary Structure
<b>5.4.2.14.6</b>	<b>Parking<sup>4:</sup></b>	
	Refer to Section 5.4.1.12 for parking requirements	

1. All setbacks and building separations are minimums and shall be measured from the property line unless otherwise noted.  
 2. Building heights shown are maximum dimensions.  
 3. Building separations are to be measured between main walls.  
 4. Parking stalls perpendicular to the street shall be screened by landscaping, berms, or decorative walls that match the architectural style of the nearest development. Screening shall be a minimum height of 36" (to ensure concealment of vehicle grills).

**5.4.2.14.7 Private Open Space:**

Ground floor units shall have a minimum cumulative private open space area of 150 sq. ft. Upper floor decks and balconies may only be counted towards this private open space requirement when they have a minimum contiguous area of 40 sq. ft. and have no dimension less than 5 feet in any direction.

Upper floor units with no ground floor living area (i.e. carriage units and stacked flats) shall have a minimum contiguous area of 40 sq. ft. with no dimension less than 5 feet in any direction.

Multi-family projects over 18 du/ac, shall have private outdoor living space for a percentage of the units, with a minimum contiguous area of 40sq. ft. for each unit with no dimension less than 5 feet in any direction qualified by one of the following:

- Courtyard (front, rear or interior open to the sky)
- Front Porch
- 2nd story balcony (no encroachment into rear setback)
- Rooftop deck

Private open space shall be provided for at least one third (1/3) of multi-family residential units of the project. This also helps create architectural variety. When private open space is not provided, an equivalent amount of common open space will be provided outside. This space will not count toward public/park open space requirements.

**5.4.2.14.8 Common Open Space:**

A minimum of 250 sq. ft. of common open space shall be provided per unit as follows:

Common open space shall require a minimum contiguous area of 300 sq. ft. with no dimension less than 15 feet in any direction. Hardscape courtyard and plaza areas shall require a minimum contiguous area of 400 sq. ft., with no dimension less than 20 feet in any direction, to qualify as common open space.

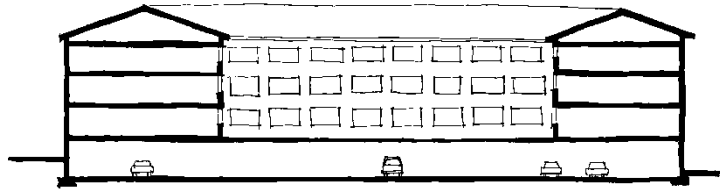
All required open space shall be useable hard or softscaping. Hardscaping, including community pools and courtyard/plaza space, may not comprise more than 60 percent of common open space requirements.

Common open space may include but is not limited to landscaping, plazas, picnic areas, pools and spas, court games, gyms, gardens, tot lots, paseos, trails or other recreational facilities/uses.

Common and private open spaces are to be permanently maintained in an orderly fashion.

Required common open space may not be satisfied by the utilization of parking areas, driveways, service areas, or unusable slopes (slopes greater than or equal to 3:1). Greenbelts, and on-site circulation improvements including bicycle and walking paths may be counted toward common open space requirements.





**PODIUM APARTMENTS/CONDOMINIUMS**

\*Building footprints are conceptual. Actual floor plans may differ.

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**5.5 REGIONAL COMMERCIAL/MIXED-USE DISTRICT DEVELOPMENT STANDARDS**

*Applies to Planning Areas 6, 7B, 8 and 9*

The purpose of the Regional Commercial/Mixed-Use District and complementary Stand Alone Residential Overlay is to foster dynamic neighborhoods. The cooperative development of the Regional Commercial District and Stand Alone Residential Overlay generates mixed-use neighborhoods with the potential to integrate diverse uses into a single land use concept, allowing for seamless relationships between compatible uses. This district, and corresponding overlay, provides for complementary regional commercial, mixed-use, and integrated residential opportunities. This place making district enables a main street environment with feasible commercial opportunities where pedestrian activity is as important to the streetscape as vehicular activity; a place where the town center atmosphere is a short walk for residents to enjoy the goods and services within the heart of the Regional Commercial District.



The City of Ontario Development Code defines Mixed-Use (MU). The intent of the Regional Commercial/Mixed Use District is to go beyond this definition, to address Mixed-use as the horizontal or vertical mixing of mutually-supporting retail, service, office, hospitality, and high density residential uses connected to each other within a walkable environment.

Portions of Planning Areas 6, 7B, 8 and 9 may be developed as Mixed-Use enclaves that create a vital and attractive environment for residents, visitors, and employees in a higher-density active, urban environment.

**5.5.1 APPLICABILITY**

According to the City’s TOP, the creation of mixed-use, commercial, and public spaces that emphasize pedestrian activity is a fundamental premise of the Land Use Plan. Development within Planning Areas 6, 7B, 8 and 9, the regional commercial mixed-use area, will be designed to promote community activity. Major public places (square, plazas, promenades, etc.) will be incorporated to accommodate connectivity, events, and enhance pedestrian activity and connectivity. Buildings will be sited in close relation to common sidewalks and public places, with parking strategically located to balance retailer and user needs with pedestrian connectivity.

The Land Use Plan provides an incentive for the development of mixed use projects by granting a story bonus and corresponding increase in the maximum floor area ratio from 0.5:1 for commercial/office uses to 2.0:1 for mixed use buildings. In order to secure the additional density bonus and height, the applicant shall follow the development standards and design guidelines associated with the Regional Commercial/Mixed Use District of this Specific Plan and incorporate traditional neighborhood principles.

Notwithstanding Development Code, the Regional Commercial/Mixed Use development regulations and design guidelines contained herein shall apply to new construction of commercial or mixed-use projects within the Regional Commercial/Mixed Use District. New construction of “commercial only” projects may utilize either the Regional Commercial/Mixed-Use regulations of this Specific Plan, or the commercial and professional office zoning designations contained within the Development Code, *Commercial and Professional Districts*. Declaration of zoning regulations utilized shall take place upon project application. Residential development within the Regional Commercial/Mixed-Use District zone may occur as part of a horizontal or vertical mixed use project, or as a “residential only” project within the Stand Alone Residential Overlay. See Figure 3-1, *Land Use Plan*. All residential development within the Regional Commercial/Mixed Use District or Stand Alone Residential Overlay shall be subject to the regulations, design guidelines, and development standards of this Specific Plan.

#### **5.5.2 DEFINITION OF TERMS**

The meaning of words, phrases, titles, and terms shall be the same as provided in the City of Ontario Development Code, unless specifically provided herein and those as identified within Section 1, Introduction of this document.

#### **5.5.3 MIX OF USES**

The Land Use Plan for the Regional Commercial/Mixed Use District provides standards and concepts for the development of high activity economic employment centers that are supported by residents of the area and the greater region. Specific uses shall be selected in response to market demands. Any permitted mix or combination of uses can be provided within a single structure, parcel, or leasehold in the Regional Commercial / Mixed Use District.

The Regional Commercial/Mixed Use District allows for a seamless transition between pure commercial and pure residential uses. Defined edges of adjacent uses are intentionally blurred to foster a dynamic urban environment. Transitions between private residential neighborhoods within the Stand Alone Residential Overlay and active public/commercial spaces should portray the sense of a cohesive community without walls, fences, or sharp edges.

Though independent from the residential planning areas, Regional Commercial/Mixed Use District development should be abutted by, and integrated with, higher density housing and amenities to create a cohesive district.

The Regional Commercial/Mixed Use District allows for a wide spectrum of commercial uses (neighborhood to regional scale), retail commercial, office and professional, public and quasi-public, medium to very-high density residential, and hospitality uses. Commercial uses that are neighborhood serving in scale, and generate pedestrian activity are encouraged along interior pedestrian and vehicular circulation corridors.

Total commercial development (integrated, stand alone, or commercial only) within the Planning Areas 6, 7B, 8 and 9, Regional Commercial/Mixed Use District may not exceed 1,039,200 square feet, based on the trip budget maximum identified within the Ontario Ranch Transportation Implementation Plan.

Horizontal and vertical mixture of uses are permitted and encouraged within the Regional Commercial/Mixed Use District. Vertical mixed-uses are building configurations with commercial, office or service/community on the lower level, and office and/or residential on upper levels. While development of a mixed-use nature is preferred, and allowed by right, mixed-use development is not a required project component within the Regional Commercial/Mixed Use District.

Residential projects are allowed by right, as part of the Mixed-Use or Stand-Alone Residential Overlays, either in single family detached or multi-family configurations. The Stand Alone Residential Overlay allows for higher density residential neighborhoods in an urban setting.

Live/Work, within Stand-Alone Residential or Mixed-Use Overlays, is an appropriate transitional use between primarily commercial and primarily residential areas within the district, and allowed by right, anywhere in the District and Stand Alone Residential Overlay. But, Live/Work uses are not required.

#### 5.5.4 DEVELOPMENT CAPACITY

Commercial, residential, and service uses in any configuration are limited by development and design standards of this section, and specific development capacities established by trip generation allotments. The Rich-Haven Land Use Plan allocates a total number of units to each residential Planning Area as indicated in Table 3-1, *Land Use Plan Summary*, included in Section 3 of this Specific Plan. Variations in the number, type, and intensity of residential dwelling units and commercial uses may occur at the time of final design of the planning area depending upon the project and development timing.

### 5.5.5 OPEN PARK AREA (COMMON OPEN SPACE)

Residential projects and residential uses within mixed-use buildings/projects shall comply with the following common open space requirements to fulfill open park area requirements in accordance with Section 4.6.2, Parks herein. In addition to common open space requirements in this section, residential units are required to have private open space. These standards are discussed, by product type, in Section 5.4.

The minimum amount of open park area required of any residential components within the Regional Commercial/Mixed Use District or Stand Alone Residential Overlay shall be determined by the following:

(number of dwelling units) x (occupancy factor) x (0.002) = Area (acres) of park and/or public plaza to be permanently established. Occupancy factors to be applied at Tentative Tract Map submittal, for each development proposal.

This standard fulfills the 2-acres/1000 population open park area requirements for Rich-Haven. This open space requirement may be met within any mixed-use development containing residential components, attached or detached, or by satisfying the in-lieu park development impact fee as approved by the City. Fees will be paid to fulfill the balance of the City's parks requirement.

Mixed-Use development, commercial or residential uses, shall be organized around or in conjunction with common public facilities including parks, plazas, paseos, and other open space features. Open space and landscaping plans should incorporate spaces of varying size, locations, and uses to serve the full gamut of uses within the Regional Commercial/Mixed Use District.

#### 5.5.5.1 MIXED-USE BUILDING COMPUTATION OF MAXIMUM AREA OF PARK TO BE DEDICATED

Open park area in residential components, except for residential paseos, shall require a minimum contiguous area of 200 sq. ft. with no dimension less than 10 feet in any direction. Hardscape plaza areas within Regional Commercial/Mixed-Use areas shall require a minimum contiguous area of 400 sq. ft., with no dimension less than 20 feet in any direction, to qualify as open park area.

Required open park area may not be satisfied by the utilization of parking areas, driveways, service areas, or unusable slopes (slopes greater than or equal to 3:1). Greenbelts, and on-site circulation improvements including bicycle and walking paths may be counted toward open park area requirements.

Common open space may include but is not limited to landscaping, plazas, picnic areas, pools and spas, court games, gyms, gardens, tot lots, paseos, and trails.

**5.5.6 DESIGN**

All new development in the Regional Commercial/Mixed Use District is subject to the architectural and design criteria in the Design Guidelines for Mixed-Use Development.

**5.5.7 COMMERCIAL COMPONENT**

This section sets forth the permitted use regulations for commercial uses, as stand-alone buildings or as part of a mixed-use building/development within Planning Areas 6, 7B, 8 and 9 of the Rich-Haven Specific Plan. The primary use of commercial areas within Rich-Haven can be either regional or neighborhood commercial services. **Permitted uses for Regional Commercial and Mixed Use development within the Mixed Use District are shown in the table below.**

Should the regulations contained herein differ from the regulations of the City of Ontario Development Code, the regulations of the Specific Plan shall take precedence. Where the Rich-Haven Specific Plan is silent, City Code shall apply.

**5.5.7.1 PERMITTED USES**

All the following uses are permitted as defined in the City of Ontario Development Code. The zoning code is structured to allow permitted uses to occur as accessory uses or as permitted use. Therefore, a department store that contains a super market and pharmacy would be permitted, whether in the same building or as individual buildings. As such, permitted commercial uses within the Regional Commercial/Mixed-Use District land use shall be consistent with those uses defined by the City of Ontario Development Code.

<b>PERMITTED USES</b>	<b>Regional Commercial</b>	<b>Mixed Use</b>
Antique shop	X	X
Appliance store	X	
Art supply store	X	X
Automotive minor repair, as ancillary use only (i.e. brakes, tires, electrical)	X	
Automotive Parts/Supply	X	
Bakery retail	X	X
Banks/Credit unions	X	X
Barber/beauty shop	X	X
Beauty supply store	X	X
Book store	X	X
Business management	X	X
Camera supply store	X	X
Catering establishment	X	X
Clothing and accessory store	X	X

PERMITTED USES	Regional Commercial	Mixed Use
Coffee House/Café	X	X
Commercial sports facilities such as batting cages, indoor golf, etc.	X	
Computer and home electronics retail	X	X
Computer, electronics home repair	X	X
Cutlery	X	X
Dance hall/Studio hall	X	X
Delicatessen/cafeteria	X	X
Department Store	X	
Discount/Variety store	X	
Dry Cleaners (commercial off-site cleaning operations only)	X	X
Dry Cleaners (Commercial)	X	X
Family entertainment centers	X	X
Florist shop	X	X
Furniture sales	X	
General merchandise/retail store	X	X
General offices for: advertising agency, economic consultant, insurance companies, escrow companies, interior decorator, real estate, public utilities, personnel agency, management consultant, collection agency	X	X
Government offices	X	X
Garden Supply/Hardware store	X	X
Health Clubs	X	X
Health/Specialty food store	X	X
Hobby supply store	X	
Home appliance store	X	X
Hospital	X	X
Ice cream parlor	X	X
Ice skating rinks/in-line or roller hockey rinks	X	
Jewelry store	X	X
Jewelry, watch and clock repair	X	X
Locksmith/key shop	X	X
Luggage and leather goods	X	X
Medical Clinic/Healthcare Center/ Emergency care facility	X	
Movies theatres	X	
Music and Video stores	X	X
Nursery school or child care center	X	X
Office supplies and equipment	X	X
Other financial services	X	X
Personal service shops	X	X
Pet and pet supply stores	X	
Photocopy services	X	X
Photography studio		X



<b>PERMITTED USES</b>	<b>Regional Commercial</b>	<b>Mixed Use</b>
Plant nurseries (retail)	X	
Police Station	X	X
Fire Station	X	
Private clubs, lodge halls, union halls	X	X
Private/non-profit cultural facilities such as, but not limited to, art galleries, music halls, museums	X	X
Produce stands	X	
Professional offices for: architect, accountant, attorney, chiropractor, contractor, dentist, doctor, engineer, optometrist, land planner, and other similar professions	X	X
Recreational equipment sales	X	X
Residential Units (apartments and for sale units)		X
Restaurant, family sit down full service, specialty and fast food refer to Section 5.5.8.8 of this chapter	X	X
Shoe store, repair	X	X
Sporting goods store	X	X
Sports related research facility	X	X
Stationary & gift shops	X	X
Super Market	X	
Travel agencies	X	X
Warehouse/Club store	X	

<b>PERMITTED USES SUBJECT TO A CONDITIONAL USE PERMIT</b>	<b>Regional Commercial</b>	<b>Mixed Use</b>
Banks, and Credit unions with drive-thru in accordance with the City of Ontario Development Code and Section 5.5.8.5 herein	X	
Billiard parlor/Pool hall	X	
Bowling alleys	X	
Car wash-full service	X	
Car wash-self-service as an ancillary use	X	
Drug store/pharmacy with drive-thru in accordance with the City Development Code and Section 5.5.8.8 herein	X	
Gas station in accordance the City Development Code	X	
Hotels	X	X
Kiosks/carts	X	
Laundromat (coin operated)	X	X
Liquor store	X	X
Live performance facility, night club	X	X

<b>PERMITTED USES SUBJECT TO A CONDITIONAL USE PERMIT</b>	<b>Regional Commercial</b>	<b>Mixed Use</b>
Live/Work, subject to the provisions of Section 5.6, herein		X
On-site alcoholic beverage sales establishment including bars, taverns, cocktail lounges (when not an integral part of a restaurant)	X	X
Places of worship including but not limited to churches, temples, mosques or synagogues	X	X
Public utilities	X	X
Schools, Colleges, Universities, Professional Schools	X	X
Swim club	X	
Helistop/Heliport/Helipad <sup>1</sup>	X	X
Tennis club	X	
Video Arcade	X	X
Virtual-Reality facilities	X	X
Wireless Facilities	X	X
<b>ACCESSORY USES AND STRUCTURES</b>		
Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:		
a. Enclosed, screened outdoor storage		
b. Maintenance facilities and structures		
c. Satellite Dishes (In compliance with the City of Ontario Development Code.)		
<b>TEMPORARY USES AND INTERIM USE</b>		
Temporary uses are subject to the City of Ontario Development Code and include the following:		
a. Amusement (i.e. circuses, carnivals etc.)		
b. Christmas Tree, Pumpkin, and similar lots		
c. Outdoor displays		
d. Parking lot sales		
e. Street/Craft fairs and Farmer Markets		
f. Temporary Structures		
g. Agricultural Operations		
<b>UNLISTED USES</b>		
Those uses not specifically listed are subject to a determination by the Planning Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this District and the Specific Plan. Decisions of the Director are appeal able to the Planning Commission.		

1. The Planning Commission shall be the approving authority for any Helistop/Heliport/Helipad use. California State and FAA approvals are also required prior to operating the facility.

**5.5.8 REGIONAL COMMERCIAL, AND MIXED USE DEVELOPMENT STANDARDS**

The following standards provide the lot development criteria for commercial uses within Planning Areas 6, 7B, 8 and 9. Refer also to General Standards in Section 5.3.

**Minimum Lot Size/Area:** Minimum lot size shall be large enough to accommodate the proposed use, meet all Development Standards, and cumulatively meet commercial thresholds as specified within the Specific Plan.

**Floor Area Ratio** (Calculated based on gross site acreage)

Minimum Retail/Office	0.2:1
Maximum Retail/Office	0.5:1

**Minimum Landscape Coverage** 15%, all setback from right-of-way areas shall be landscaped.

**Building Setbacks (minimum)**

From Hamner Avenue Right-Of-Way	35 feet <sup>(4)</sup> <sup>(5)</sup>
From Ontario Ranch Road Right-Of-Way	35 feet <sup>(4)</sup> <sup>(5)</sup>
From Mill Creek Avenue Right-Of-Way	18 feet <sup>(4)</sup>
From Private or Local Street	15 feet <sup>(2)</sup>
From Interior Property Line Adjacent to Residential (Stand Alone Residential) Overlay District	0 feet
From detached residential on adjacent property	25 feet
From SCE Property Line/Easements	10 feet
Building to Building	0 feet if attached; free standing buildings shall maintain a setback of 2/3 the height of the building, or 25', whichever is less.

Allowable Porch/Balcony Encroachment into Setback 5 feet

**Parking Setbacks<sup>(3)</sup> (minimum)**

From Hamner Avenue Right-Of-Way	35 feet
From Ontario Ranch Road Right-Of-Way	35 feet
From Mill Creek Avenue Right-Of-Way	18 feet
From Private or Local Street	10 feet
From detached residential on adjacent property	5 feet
From SCE Property Line/Easements	0 feet

**Building Height (Maximum)**

Single Use Structure	75 feet
Architectural Projections (including towers, focal elements, cupolas, etc.)	85 feet
Porte-cocheres	35 feet

- (1) Per the City of Ontario Development Code. Commercial parking standards still apply.
- (2) Refer to Section 7, Landscape Design Guidelines for further setback/design requirements.
- (3) Parking stalls perpendicular to street shall be screened by landscaping, berms, or decorative walls that match architectural style of nearest development. Screening shall mature to a minimum height of 36" (to screen car grilles)
- (4) Buildings shall be set back to the Neighborhood Edge or to the given setback from R.O.W., whichever is more restrictive. Where a Neighborhood Edge condition does not exist, setbacks from R.O.W. shall govern.
- (5) One and two-story buildings may encroach 10 feet into the neighborhood edge subject to Planning Department review and approval.

#### 5.5.8.1 Circulation

Serving as a commercial retail destination with neighborhood elements, Rich-Haven Specific Plan shall have street frontage monumentation announcing the major entrance to the development from Ontario Ranch Road. Within Rich-Haven Specific Plan major vehicular access to commercial elements and residential areas shall be clearly designated and intuitive, supplemented with special paving, landscaping and signage. Intersection nodes, where both vehicular and primary pedestrian activities occur, may feature enhanced paving to signify the mix of these activities. Parking should be oriented toward specific tenants and away from the street, with clearly marked pedestrian pathways to building entrances.

A strong pedestrian connection should be provided between the commercial area and the residential neighborhoods within Planning Areas 6, 7, 8 and 9, to enhance the walk-ability of the development.

#### 5.5.8.2 Parking Standards

The following standards apply for required off-street parking of stand-alone commercial uses based on gross interior floor area within the Regional Commercial/Mixed-Use District:

Restaurant	1 per 100 sq. ft.
Fast Food drive-thru	1 per 75 sq. ft.
Retail	1 per 250 sq. ft.
Banking	1 per 250 sq. ft.
Medical	1 per 250 sq. ft.
Office	1 per 250 sq. ft.
Day Care	1 per 500 sq. ft.

All other uses not identified in the table shall conform to The City of Ontario Development Code.

Speed humps or other devices may be used to control vehicular traffic speeds in and near pedestrian zones. Double loaded parking aisles may be either 90-degree or angled. Parking drive aisles shall be a minimum of 25 feet for 90-degree or 2-way angled parking. Drive aisle may be reduced to 20 feet wide for one-way angled parking. A dashed line along main travel routes is recommended to provide a street appearance. Walkways within the parking

fields are required to have scored concrete, stamped concrete or paver treatment to integrate pedestrian paths of travel.

Standard parking stalls shall be no less than 9 feet wide by 18 feet deep.

Refer to Mixed-Use/Commercial Landscape Design Guidelines, section 7.8.

#### 5.5.8.2.1 Loading

All large commercial uses, except medical, require one loading space unless otherwise noted. Refer to Loading and Service Design, of the Regional Commercial/Mixed Use District Design Guidelines for further loading requirements. Appropriate queuing, six to eight car stacking, for drive-thru banks and pharmacies shall be provided.

On-street loading spaces shall have appropriate loading, time/day signage for the space and shall be in addition to required parking for the mixed-use building/tenant.

#### 5.5.8.2.2 Shared Parking Programs

Where opportunities exist for shared parking between uses with staggered peak parking demands, owners and developers should make every possible effort to take advantage of this opportunity to reduce total number of parking spaces within each site or parcel. The intent of a shared parking program is to reduce land devoted to parking, thereby providing for open spaces, walkways or other amenities. The parking standards may be reduced, up to a 40% reduction, based on a shared parking reduction study as outlined within the Specific Plan.

#### 5.5.8.2.3 SCE Easement Parking

Surface Parking is permitted within SCE easements subject to approval from utility provider. This surface parking may not be included towards meeting minimum resident, guest or commercial parking requirements.

### 5.5.8.3 **Pedestrian Orientation and Connectivity**

Fostering pedestrian activity along interior circulation corridors is critical to the interactive, urban nature of the Regional Commercial/Mixed Use District. Interior circulation corridors, with commercial and mixed-use frontages shall have appropriate planting and paving features to accommodate pedestrian activity.

Shaded courtyards or plazas are encouraged to be incorporated into building layout and design to provide comfortable pedestrian spaces. Such courtyards

may feature elements that enhance the pedestrian experience such as fountains, trellises, umbrellas, shade trees, comfortable tables, chairs and benches, kiosks, etc. Please refer to Section 7.8, Mixed-Use/ Commercial Landscape Design Guidelines.

#### **5.5.8.4 Patio Dining**

Outdoor seating, in conjunction with business, is encouraged to enliven the street scene along commercial edges. Patio dining areas may be either connected or separated from building face. If separated, the space between seating area and building face must be a minimum of 8 feet to allow pedestrian traffic. In all cases, the seating area must have an internal minimum dimension of 5' clear. There is a maximum 20-foot encroachment onto park/paseo or urban edge/setback areas. Along Ontario Ranch Road, patio dining may encroach a maximum of 10 feet. Patio areas may be enclosed by the tenant by open rail compatible with the architecture of the building, hedges or other suitable separation. Please also refer to Section 6.5.4.1, Patio Dining.

#### **5.5.8.5 Drive-thru Facilities**

A drive-through facility shall be operated only as (a) part of a restaurant which also has an indoor dining area, (b) a banking facility or (c) a drug Store, and in such locations provided for such uses within the Regional Commercial/Mixed-Use District, subject to satisfying the requirements listed below.

All drive-through facilities shall be subject to the following performance standards:

##### ***a. Separation from Sensitive Land Uses***

1. A drive-through facility shall be separated from any single-family residential development or single-family residential district by no less than 300 feet. A drive-through facility within a Regional Commercial/Mixed Use District shall be separated from any "stand alone" multi-family building by no less than 150 feet. This standard may be modified, particularly for non-restaurant drive-through uses if mitigation measures satisfactory to the City are presented in the overall design program.
2. The drive-through facility shall be architecturally treated with service and delivery "back of house" areas visually screened from residential development with a reverse corner design in addition to a wall, landscaping, or other screening features, or by other natural or constructed barriers, such as other commercial or mixed-use development.

**b. Minimum Site or Part of Center or Development Complex**

A restaurant with drive-through facilities shall have a minimum one-half acre land area (legal lot or tax parcel) or shall be part of a commercial center or larger development complex of at least one acre.

**c. Setbacks**

Buildings shall orient toward the street. The building shall maintain a 15 foot landscaped setback from the property line. Design elements, such as trellises, may encroach into the setback when well integrated with the landscape. Landscaped berms shall screen the parking lot and drive through aisle.

All structures, parking areas, drive-through stacking and exit lanes, intercom system, trash enclosure, etc., shall be set back a minimum of 20 feet from any property line, or if part of a commercial center or larger development complex, 20 feet or more from any perimeter property line of the center or complex.

Site design shall minimize pedestrian/vehicle conflicts by creating opportunities for courtyards, plazas, outdoor dining, and landscaped pathways that promote safe and convenient pedestrian movement.

**d. Aesthetics**

All structures, signs and related facilities shall be subject to architectural design criteria established for this Specific Plan, and subject to design review by the City Planning Department to ensure the integrity of the overall design program in the Regional Commercial/Mixed-Use District. All development shall be visually compatible to surrounding uses in form, materials, colors, and scale.

In addition, all signs are subject to the Sign Criteria established as part of this Specific Plan and Design Guidelines.

**e. Circulation**

Drive-through restaurants shall have a drive-through lane that measures a minimum of 144 feet in length from entry to pick-up window, accommodating 6 vehicles. The lane shall not enter from the street. The lane shall have a minimum width of 11 feet on straight section and 12 feet on curved section. Drive-through lanes shall be screened through building orientation, landscaping, low screen walls, hedges, or trelliswork.

1. Vehicle conflicts with pedestrians and bicycles shall be minimized.

2. All drive-thru facilities shall be consistent with The City of Ontario Development Code.
3. The project applicant may be required to prepare and submit to the City as part of the initial application a traffic circulation study. The study shall address: 1) the function of the internal street(s) or driveway(s) that serve the subject parcel for bypass, parking access and drive-thru queuing; 2) the placement, design, and adequacy of the vehicle queuing aisle; 3) the on-site circulation, parking lot design and pedestrian/bicycle safety for the parking supporting the use; and 4) additional information as requested by the City Engineer. The traffic circulation study shall identify potential adverse impacts and include measures for mitigating such impacts.
4. There shall be no curb cuts for driveways to any individual drive-through parcel from any City thoroughfares. All circulation to and from drive-through parcels shall be contained within a larger commercial or mixed-use project, with points of access to City thoroughfares via established curb cuts approved in the Specific Plan. Adequate sight distance shall be provided for exiting from the drive-through parcel to the internal circulation routes within the commercial or mixed-use center.
5. Appropriate cueing, six to eight car stacking, for drive-thru banks and pharmacies shall be provided.

**f. Parking**

1. One parking space shall be provided for each 75 square feet of gross interior, non-food preparation, floor area for each restaurant drive-through use. Up to 8 spaces in the drive-through queue (8 x 25' minimum = 200') may be applied towards meeting the parking standard. One parking space shall be provided for each 250 square feet of gross interior floor area for each banking or drug store use.
2. All parking areas shall comply with development standards of this Specific Plan.
3. Parking shall be restricted to customers and employees only for restaurant drive-through parcels. The parking restrictions shall be posted in the parking lots and enforced by the restaurant management.



**g. Restrooms**

Access to bathroom facilities located within the restaurant development shall be from within the structure, with no direct access from the parking area.

**h. Noise**

1. Noise levels from the drive-through facilities shall not exceed the City noise standards.
2. The project applicant shall provide the plans and specifications for any potential noise sources, such as intercom system, trash compactor, etc. Plans shall include measures to mitigate any potential adverse impact from such noise sources.
3. Speaker boxes of any point to point intercom system shall be oriented away from residential development and other sensitive receptors located in the general area of the drive-through facility.
4. Outdoor maintenance and cleaning activities shall be limited if determined necessary by the City to achieve compatibility with surrounding land uses.
5. The on-site manager shall not permit any loud music, noise or other sounds by means of phonograph, radio, or other broadcasting apparatus or device, and shall not permit fighting, quarreling, loitering, or loud noise or other nuisance which disturbs the quiet and peace of the premises or the neighborhood. Outdoor music as part of an outdoor dining area shall be allowed subject to City approved noise thresholds, between the hours of 9 am to 9 pm, with speakers oriented away from residential uses.
6. Generally speaking, drive-through operations for any use shall be limited to the hours of 6:30 am to 11:30 pm, unless mitigation measures are provided to the City's satisfaction to address potential noise impacts on adjacent uses. Deliveries shall be limited to hours of operation.

**i. Light and Glare**

1. A wall or hedge along the outer perimeter of the parking area(s) and drive-through lane(s), except for areas of ingress and egress, may be required if determined necessary by the City to prevent unwanted light and glare. The height, design and specific location of such

barrier shall be subject to architectural criteria established within the Specific Plan Design Guidelines.

2. All lighting fixtures shall be designed, installed and maintained so as to direct light only onto the subject parcel.
3. All lighting in the parking lot(s) and drive-through area(s) shall comply with the provisions of the City of Ontario Lighting Code. No motion sensor lighting shall be allowed within any areas exposed to residential uses.
4. All lighting shall be subject to a 30-day lighting level review period, during which time illumination levels shall be evaluated and adjusted where determined necessary by the City.

**j. Maintenance**

1. The site shall be maintained in a litter free condition and no undesirable odors shall be generated on the site. The on-site manager shall make all reasonable efforts to see that the trash or litter originating from the use is not deposited on adjacent properties. Trash enclosures and bins shall be enclosed on all sides to suppress odors and prevent spillage of materials. Employees shall be required daily to pick up trash or litter originating from the site within 150 feet of the perimeter of the property. Graffiti shall be removed within 48 hours.
2. The project applicant shall prepare and submit a litter control plan and a recycling plan to the City, if not part of an overall recycling plan established for the commercial or mixed-use project.
3. The on-site manager of the use shall take whatever steps are deemed necessary to assure the orderly conduct of employees, patrons, and visitors on the premises.
4. A copy of the above maintenance standards and any applicable Planning staff Conforming Use Permit conditions shall be posted alongside the necessary business licenses and be visible at all time to employees.

- k. Special Notice Requirements:** Drive-through facilities located in areas designated within the Specific Plan, conforming to the above standards, shall be reviewed and approved by City Planning staff by issuance of a Conforming Use Permit.

Drive-thru uses which do not comply with those locations shown in the Specific Plan or that substantially vary from the guidelines noted above

shall be subject to a Conditional Use Permit process through the City of Ontario, including any public noticing and/or hearing processes required through such process. Any notice of any public hearing on a proposed drive-through facility or a physical modification of an existing drive through facility shall be given to the blind, aged, and disabled communities, in order that they may participate in the hearing.

- l. Additional Conditions:* The above performance standards constitute the minimum deemed necessary under general circumstances and in most cases to prevent adverse effects from drive-through facilities. Other and further standards may be required as conditions of approval defined by City Planning staff to ensure that such uses are in accord with the intent of the Specific Plan and in concert with the integrity of the commercial or mixed-use project.
- m. Discontinuation of Use:* If any drive-through facility approved pursuant to this Part is discontinued for a period of 12 months or longer, the Conforming Use or Conditional Use Permit for such use shall be void. Subsequent uses shall be reviewed and approved under the same criteria, as may be amended from time to time. If such parcels are (a) within the originally established “Conforming Use Areas” or (b) on a site granted a Conditional Use Permit and, in the opinion of the City Planning Department, such subsequent use is deemed less impacting than the originally approved Conditional Use, then such uses shall be afforded the Confirming Use Permit process for their project approvals.

Discontinuation of use for a period of 12 months or longer of any drive-through facility approved pursuant to this Part for, the Conforming Use or Conditional Use Permit (CUP) for such use shall be void. Please refer to City of Ontario CUP process.

**5.5.9 REGIONAL COMMERCIAL/MIXED-USE DEVELOPMENT STANDARDS**

The following are the development standards for Mixed-Use projects proposed within Planning Areas 6, 7B, 8 and 9. Refer also to Section 5.3 for Residential Development Standards. The northwest corner of Planning Area 8A, adjacent to Mill Creek Avenue and Ontario Ranch Road is designated as mixed-use and would allow for the development of a 4-story wrap or podium residential product type, including ground floor retail interfacing with commercial development to the east within Planning Area 8A.

**Minimum Lot Size/Area:** Minimum lot size shall be large enough to accommodate the proposed use, meet all Development Standards, and cumulatively meet commercial thresholds as specified within the Specific Plan.

**Maximum Floor Area Ratio**

Mixed Use Buildings <sup>(1)</sup>	2.0:1
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<b>Minimum Landscape Coverage</b>	15%, all setback from right-of-way areas shall be landscaped.
<b>Building Setbacks (minimum)</b>	
From Hamner Avenue Right-Of-Way	35 feet <sup>(4)</sup> <sup>(5)</sup>
From Ontario Ranch Road Right-Of-Way	35 feet <sup>(4)</sup> <sup>(5)</sup>
From Mill Creek Avenue Right-Of-Way	18 feet <sup>(4)</sup>
From Private or Local Street	10 feet <sup>(2)</sup>
From Interior Property Line	0 feet
From Interior Property Line adjacent to Residential District (Stand Alone Residential)	25 feet
From SCE Property Line/Easements	15 feet
Building to Building	0 feet, free standing buildings shall maintain a setback of 2/3 the height of the building, or 25', whichever is less.
Allowable Porch/Balcony Encroachment into Setback	5 feet
<b>Parking Setbacks<sup>(3)</sup> (minimum)</b>	
From Hamner Avenue Right-Of-Way	35 feet
From Ontario Ranch Road Right-Of-Way	35 feet
From Mill Creek Avenue Right-Of-Way	18 feet
From Private or Local Street	10 feet
From Interior Property Line	5 feet
From Interior Property Line adjacent to Residential District (Stand Alone Residential)	5 feet
From SCE Property Line/Easements	0 feet
<b>Building Height (Maximum)</b>	
Vertical Mixed Use	75 feet
Architectural Projections (including towers, focal elements, cupolas, etc.)	Up to 10 feet above the height of the building; projections shall not be habitable space.
Porte-cocheres	35 feet
Structured Parking	Structured parking for mixed-use buildings may not exceed the height of the adjacent building, which it serves.

<sup>(1)</sup> Per the City of Ontario Development Code. Commercial parking standards still apply. For residential units, parking standards within Section 5.4.1.12 of the Specific Plan shall apply.

<sup>(2)</sup> Refer to Sections 7.6.7, 7.6.9, and 7.6.10 for further setback/design requirements.

<sup>(3)</sup> Parking stalls perpendicular to street shall be screened by landscaping, berms, or decorative walls that match architectural style of the development. Screening shall mature to a minimum height of 36" (to screen car grilles)

- <sup>(4)</sup> Buildings shall be set back to the Neighborhood Edge or to the given setback from R.O.W., whichever is more restrictive. Where a Neighborhood Edge condition does not exist, setbacks from R.O.W. shall govern.
- <sup>(5)</sup> One and two-story buildings may encroach 10 feet into the neighborhood edge subject to Planning Department review and approval.

#### **5.5.9.1 Retail/Shop Space “Veneer”**

To achieve a desired commercial frontage on pedestrian corridors, retail/shop space veneers on residential buildings may be incorporated, and are encouraged, on the first story level. Retail service stores are the intended occupant for retail/shop space veneers, creating an incubator space for small independent businesses such as, but not limited to, travel agencies, hair salons, personal services, dry cleaners, art galleries, wine tasting venues, and similar pedestrian serving commercial ventures. Restaurants and incidental food usages such as coffee or juice bars and sandwich shops are also allowed and encouraged. Refer to the table in Section 5.5.7.1 for the full list of permitted uses.

A minimum shop depth of 25 feet is required, with building entries fronting onto streets, private drives, interior circulation corridors, pedestrian corridors, or plazas. Heavy service uses are not allowed in retail veneer spaces, therefore, separate delivery entrances to these shops are not required. Retail veneer is specifically not a live/work product. Therefore, direct residential entrance to these retail shops is not permitted. Residential unit entrances and associated parking spaces shall be separate from retail veneer entrances and parking. Vertical mixed-use buildings in a retail veneer/residential configuration are encouraged to provide building separations for pedestrian plazas or walkways connecting to the residential neighborhoods. These separations are encouraged to be no greater than 500 feet apart. Retail/shop space veneers must meet development standards in this section, design guidelines, and all applicable building codes.

#### **5.5.9.2 Circulation**

Serving as a commercial retail destination with neighborhood elements, Rich-Haven Specific Plan shall have street frontage monumentation announcing the major entrance to the development from Ontario Ranch Road at Hamner Ave. Within Rich-Haven Specific Plan major vehicular access to commercial elements and residential areas shall be clearly designated and intuitive, supplemented with special paving, landscaping and signage. Intersection nodes, where both vehicular and primary pedestrian activities occur, may feature enhanced paving to signify the mix of these activities. Parking should be oriented toward tenant customer access and away from the street, with clearly marked pedestrian pathways to building entrances.

A strong pedestrian connection should be provided between the mixed-use area and the residential neighborhoods within Planning Areas 6, 7, 8 and 9, to enhance the walk-ability of the development.

### 5.5.9.3 Parking Standards

The following standards apply for required off-street parking of mixed-use uses based on gross interior floor area within the Regional Commercial/Mixed-Use District:

Restaurant	1 per 100 sq. ft.
Fast Food drive-thru	1 per 75 sq. ft.
Retail	1 per 250 sq. ft.
Banking	1 per 250 sq. ft.
Medical	1 per 250 sq. ft.
Office	1 per 250 sq. ft.
Day Care	1 per 500 sq. ft.

All other uses not identified in the table shall conform to Off-Street Parking and Loading Standards of the City of Ontario Development Code.

In mixed-use areas, on-street parallel and/or angled parking may be used to satisfy the project parking requirement. Speed humps or other devices may also be used to control vehicular traffic speeds in and near pedestrian zones. Double loaded parking aisles may be either 90-degree or angled. Parking drive aisles shall be a minimum of 25 feet for 90-degree or 2-way angled parking. Drive aisle may be reduced to 20 feet wide for one-way angled parking. A dashed line along main travel routes is recommended to provide a street appearance. Walkways within the parking fields are required to have scored concrete, stamped concrete or paver treatment to integrate pedestrian paths of travel.

Standard parking stalls shall be no less than 9 feet wide by 18 feet deep.

Refer to Mixed-Use/Commercial Landscape Design Guidelines, section 7.8.

#### 5.5.9.3.1 Loading

All large commercial tenants, except medical, require one loading space unless otherwise noted. Refer to Loading and Service Design, of the Regional Commercial/Mixed Use District Design Guidelines for further loading requirements. Appropriate queuing, six to eight car stacking, for drive-thru banks and pharmacies shall be provided.

Mixed-use buildings/tenants are encouraged to employ shared loading areas and on-street parallel parking as loading spaces. On-street loading spaces shall have appropriate loading, time/day signage for the space and shall be in addition to required parking for the mixed-use building/tenant.

#### 5.5.9.3.2 Shared Parking Programs

Where opportunities exist for shared parking between uses with staggered peak parking demands, owners and developers should make every possible effort to take advantage of this opportunity to reduce total number of parking spaces within each site or parcel. The intent of a shared parking program is to reduce land devoted to parking, thereby allowing increased densities in mixed-use areas or providing for open spaces, walkways or other amenities. The parking standards may be reduced, up to a 40% reduction, based on a shared parking reduction study as outlined within the Specific Plan.

#### 5.5.9.4 **Pedestrian Orientation and Connectivity**

Fostering pedestrian activity along interior circulation corridors is critical to the interactive, urban nature of the Regional Commercial/Mixed Use District. Interior circulation corridors, with commercial and mixed-use frontages shall have appropriate planting and paving features to accommodate pedestrian activity.

Shaded courtyards or plazas are encouraged to be incorporated into building layout and design to provide comfortable pedestrian space. Such courtyards may feature elements that enhance the pedestrian experience such as fountains, trellises, umbrellas, shade trees, comfortable tables, chairs and benches, kiosks, etc. Please refer to Section 7.8, Mixed-Use Landscape Design Guidelines.

#### 5.5.9.5 **Streetscape Interaction**

Along major pedestrian walkways (greater than 300 linear feet of mixed-use frontage) and plazas that are adjacent to adequate customer parking and commercially viable, it is encouraged that the linear street frontage, excluding driveways and pedestrian connections, be designed to accommodate pedestrian-oriented neighborhood service uses including retail, office, or other community service uses. The minimum depth of these uses shall be 25 feet. Residential parking is permitted behind this use.

#### 5.5.9.6 **Patio Dining**

Outdoor seating, in conjunction with business, is encouraged to enliven the street scene along commercial edges. Patio dining areas may be either connected or separated from building face. If separated, the space between

seating area and building face must be a minimum of 8 feet to allow pedestrian traffic. In all cases, the seating area must have an internal minimum dimension of 5' clear. A maximum encroachment of 20 feet is allowed onto park/paseo or urban edge/setback areas. Along Ontario Ranch Road, patio dining may encroach a maximum of 10 feet into these setback areas. Patio areas may be enclosed by the tenant by open rail compatible with the architecture of the building, hedges or other suitable separation. Please also refer to Section 6.5.4.1, Patio Dining.

#### **5.5.9.7 Drive-thru Facilities**

Please refer to Section 5.5.8.5 for Drive-thru Facility development standards.

### **5.5.10 LIVE/WORK**

***Intended Character:*** The "Live/Work" designation is a residential building type that accommodates non-residential work areas adjacent to or below residential living areas, having specialized work-spaces that can accommodate more intensive work activities than appropriate for an exclusive residential building. Live/Work is allowed and encouraged in single family detached, and multi-family attached, with orientation to streets at transitional locations between pure commercial and pure residential areas. The Live/Work standards for the Rich-Haven Specific Plan assume no employees for Live/work uses. Live/Work is an appropriate transitional use between primarily commercial and primarily residential areas within the Regional Commercial/Mixed Use District.

#### **5.5.10.1 Applicability, Live/Work**

The standards provided herein apply to single-family attached home type or alley-loaded single family uses within Planning Areas 6, 7, 8 and 9 within the Regional Commercial/Mixed Use District. Refer to Table 5-1, *Site Development Standards Summary* and applicable residential development standards within Section 5.4. The following standards are intended to supplement the standards provided within Section 5.4.

#### **5.5.10.2 Live/Work Permitted Occupational Standards**

This section is a supplement to Sub-sections 5.4.3, 5.4.4, 5.5.3, and 5.5.7.1 permitted uses, and all commercial activities specified herein shall be restricted to the ground floor of each dwelling unit, with exception to the Vertical Mixed Use Building, where uses can be included on the second level. Free-standing commercial buildings are to use appropriate commercial building standards and not the live/work standards.



**Live Work Permitted Uses**

**a. Home Occupations**

As defined within the City Development Code

**b. Artist and Craft Activities**

Activities of artists and crafts persons working in low-impact media or processes (e.g., painters, graphic artists, potters, carvers, musicians.)

**c. Cottage Production Activities**

Production of goods or services involving low impacts and no employees (e.g., jewelry making, garment making, small leather goods, printing, computer or small goods repair, media production and recording studios.)

**d. Service Activities**

Office or service work with few or no impacts, no employees, (e.g., software developers, analysts, writers, accountants, secretarial services, personal services such as hair stylists, music teachers, tutors, doctors, therapists, child daycare, contract workers, telecommuters, office bases for off-site services such as building and landscape contractors, sales representatives.)

**e. Public Access Businesses**

Public Access Businesses typically have frequent one-on-one interaction with individual client groups who meet in home offices. Examples of these types of permitted uses are:

1. Architect/Landscape Architect/Engineer/Land Planner
2. Interior Decorator or Designer
3. Fine Arts Studio and Sales/Ceramics and Pottery Studio and Sales/Clothing Design Studio and Sales
4. Graphic Design Studio and Sales
5. Photography Studio/Portraiture and Sales
6. Planning Consultant
7. Attorney/consultant
8. Income Tax Service/Escrow Service/Insurance Agency
9. Internet Service Provider/Webmaster
10. Consulting and Business Service
11. Music or Dance Instruction (tutor)
12. Real Estate Developer/Specialty Contractor
13. Licensed Small-family child-Care Home
14. Personal Fitness Training
15. Tutor

**f. Mobile Businesses**

Mobile businesses typically involve a significant time away from the office where work is either acquired or performed at the client’s residence or place of business. Examples of these types of permitted uses are:

1. Pick-up and Delivery Service
2. Cleaning Service
3. Pool Maintenance
4. Building Contracting
5. Gardening and Landscape Service
6. Electronic and Computer Equipment Repair and Fix-it Service
7. Catering Service
8. Flower Arranging and Plant Service
9. Specialty Food Products and Delivery

**Live Work Permitted Uses****g. Other Permitted Businesses**

Notwithstanding the specific permitted uses outlined above, the Planning Director may authorize other uses using reasonable discretion, as long as such other uses are not otherwise precluded by law. The Planning Director may authorize other uses using reasonable discretion, as long as such other uses are not otherwise precluded by law. The Planning Director will consider the effect on the project, and will not approve a use that has a materially adverse impact on other units in the condominium project, or surrounding neighborhood. The Director's decision may be appealed to the Planning Commission or the Director may refer the request to the Planning Commission as a Conditional Use Permit.

**Live/Work Prohibited Uses**

Prohibited uses are those uses that are not compatible with the permitted uses for the project, as well as all uses which are contrary to any city development code or other governmental condition of approval for the project. The following uses are expressly prohibited:

1. Medical/Dental Office
2. Chiropractic/Acupuncture Service
3. Massage/Acupressure Service
4. Veterinarian/Kennel/Animal Care Facility
5. Tattoo or Body Piercing Service
6. Fortuneteller
7. Banquet Facility
8. Adult Business
9. Recycling Center
10. Sales, repair or maintenance of vehicles, including automobiles, boats, motorcycles, aircraft, trucks, or recreational vehicles, provided that light maintenance of resident owned vehicles shall be allowed so long as such maintenance is conducted entirely within the interior of a garage.
11. Trade or Private School
12. Religious Institution
13. Any use that regularly or periodically generates vibrations, excessive noise, heat or smell, which affects any other condominium units within the project, as determined by the Planning Director; or surrounding properties, as determined by the City of Ontario Planning Director
14. Other uses that the Planning Director reasonably determines would detract from the overall image of the project or which might adversely affect the value of the individual condominiums within the project.

**5.5.10.3 Live/Work Development Standards**

Live/Work is the blend of residential and working components within a single dwelling. The development standards found in Section 5.4 set forth the base criteria. The following standards are written to give further standards on the commercial aspects of the building, and also the interaction between living and working areas.

**5.5.10.3.1 Orientation**

Most of the residential living quarters are anticipated to be located above the ground floor; however, if properly designed to mitigate conflicts concerning livability and privacy, ground floor or partial ground floor living quarters are allowed.

#### 5.5.10.3.2 Entries and Private Outdoor Space

There should be direct pedestrian access from the front street to each individual business.

Direct pedestrian access from the business to the residential unit is also encouraged.

Residential units may be accessed from the fronting street or from the rear or side of the building.

#### 5.5.10.3.3 Living Quarters and Work Space

Living quarters are permitted above the work space, to the side or in back (toward garage) of the work space. A minimum square footage of living area per residential unit shall be 400 sq. ft. Work space shall have a minimum square footage of 200 sq. ft. and a maximum square footage of 800 sq. ft.

#### 5.5.10.3.4 Parking and Storage

All parking required for the workspace shall be provided for on-site, at the rear of the units or underground. Live/Work units are required to provide an additional .25 visitor spaces/unit, which may be located on-street. This requirement is in addition to the parking requirements of Section 5.4.

Garbage container storage areas, heating and mechanical equipment, and off-street parking and loading facilities must be located at the rear of the units.

#### 5.5.10.3.5 Loading

Mixed-use and Live/Work settings are encouraged to employ shared loading areas and on-street parallel parking as loading spaces. On-street loading spaces shall have appropriate loading, time/day signage for the space and shall be in addition to required parking for the mixed-use building/tenant.

Otherwise, no loading or unloading is permitted in the public right-of-way. No loading or unloading activities shall interfere with parking or vehicular access. Loading areas, where provided, shall not be visible from the public street.

Loading activities serving live/work uses shall be limited to 9:00 a.m. to 5:00 p.m. on weekdays and 9:00 a.m. to noon on weekends.

#### 5.5.10.3.6 Signage

Signage is intended to promote and enhance on-site businesses, maintain a quality neighborhood, provide direction for pedestrian and vehicular circulation, support a residential living environment and retain the character of the local neighborhood. No free-standing or monument signage is allowed for live-work uses.

A signage program shall be prepared by the merchant builder and submitted for review and approval by the City of Ontario. See Section 6.5.5 Signage Guidelines for signage program.

#### 5.5.10.4 Live/Work Performance Standards

##### 5.5.10.4.1 Business License

A business license must be obtained for all live/work activities. Licenses will define:

- a. Permitted number of employees
- b. Business hours of operation
- c. Potential public safety concerns, nuisances such as noise, vibrations etc.

##### 5.5.10.4.2 Review Procedures

If the use requires City approval, then the application for live/work commercial uses shall be reviewed and approved by the both Builder and Master Associations before submittal to the City.

### 5.5.11 STAND ALONE RESIDENTIAL OVERLAY

#### 5.5.11.1 Development Standards

Stand Alone Residential Overlay developments within the Regional Commercial/Mixed-Use District shall comply with the Residential Development Standards outlined in the Residential District. Refer to the applicable tables in Section 5.4 for Stand Alone Residential Overlay development standards

## 5.6 LIGHT INDUSTRIAL DEVELOPMENT STANDARDS

### *Applies to Planning Area 7A*

The purpose of the Light Industrial district is to create a high-quality industrial environment that is compatible with the Rich-Haven specific plan development area and the City's TOP (The Ontario Plan). This district provides for uses that will be complementary to adjacent SCE Substation and Planning Area 7B which includes regional commercial. (See Section 5.5 - Regional Commercial/Mixed-Use District Development Standards).

### 5.6.1 APPLICABILITY

The development regulations contained herein provide specific land use development standards for the project. Regulations address both general and specific standards for Light Industrial development. Application of the following regulations is intended to encourage the most appropriate use of the land, ensure the highest quality of development, and protect the public health, safety, and general welfare.

Whenever the provisions and development standards contained herein conflict with those contained in the City of Ontario

Development Code, the provisions of the Rich-Haven Specific Plan shall take precedence. Where the Rich-Haven Specific Plan is silent, City codes shall apply. These regulations shall reinforce specific site planning, architectural design, and landscape design guidelines contained in Section 6, "Design Guidelines" of the Rich-Haven Specific Plan.

All architectural and landscape improvements shall be consistent with the Design Guidelines contained in Section 6 of the Rich-Haven Specific Plan, "Design Guidelines." All architectural and landscape plans shall be submitted to the City of Ontario for approval.

### 5.6.2 DEFINITION OF TERMS

The meaning and construction of words, phrases, titles, and terms shall be the same as provided in the City of Ontario Development Code Article 2, "Definitions," unless otherwise specifically provided for herein.

The definition of architectural and design terms shall be the same as those provided in the City of Ontario Glossary of Design Terms which follows the City of Ontario Development Code.

### 5.6.3 DEVELOPMENT CAPACITY

Light Industrial uses in any configuration are limited by development and design standards of this section. The Rich-Haven Land Use Plan allocates a total maximum of 1,183,525 square feet of light industrial use in Planning Area 7A. (See Section 3, Land Use Summary, Table 3-1). Variations in the number, type, and intensity of Industrial buildings may occur at the time of final design of Planning area 7A depending upon the project and development timing.

### 5.6.4 PERMITTED USES

The following table establishes the uses which are permitted within the Light Industrial District of Rich-Haven Specific Plan. The following symbols used in the table represent the following:

- P Permitted Use
- C Conditional Use Permit required
- A Ancillary Use (allowed in conjunction with a primary permitted use)

Ancillary uses will be reviewed concurrently with each land use proposal.

#### PERMITTED USES

Land Use Types	Light Industrial
<b>AGRICULTURAL USES</b>	
<b>COMMERCIAL GROWING ESTABLISHMENT</b> <i>(Activities typically include, but not are not limited to the commercial growing of produce by row, field, tree, and crop production. Also included is agricultural research. Marijuana cultivation not allowed per city ordinance)</i>	P
<b>WHOLESALE AND RETAIL PLANT NURSERIES</b> <i>(Activities typically include, but are not limited to, sales of indoor and outdoor plants, including, but not limited to, trees, shrubs, groundcovers, and grass sod, as well as seeds, pots and potting supplies, and growing supplies).</i>	P
<b>COMMUNITY GARDENS, URBAN FARMS, AND RELATED USES</b>	A
<b>KENNELS AND CATTERIES</b>	P
<b>CONSTRUCTION</b>	
<b>CONTRACTORS:</b> <i>(limited to businesses whose primary activity is performing specific activities involved in building construction, engineering and capital improvement projects, or the preparation of sites for construction)</i>	
Completely within a building	P
With Outdoor Storage (screened for public view)	P
<b>RESIDENTIAL USES</b>	
<b>CARETAKER'S UNIT - AREA DEVOTED TO USE NOT TO EXCEED 1,000 SQUARE FEET.</b>	A
<b>WHOLESALE TRADE</b>	
<b>DURABLE GOODS - GENERAL</b>	
<b>Motor Vehicles and Motor Vehicle Parts and Supplies</b>	P
<b>Sporting and Recreational Goods and Supplies</b>	P

Land Use Types	Light Industrial
<b>Toy and Hobby Goods and Supplies</b>	P
<b>Recyclable Materials (includes wholesale activity only; refer to NAICS 562920 (Material Recovery Facilities) for recovery/processing (recycling) activities)</b>	C
<b>Jewelry, Watches, Precious Stones, and Precious Metals</b>	P
<b>DURABLE GOODS - LIMITED</b>	
<b>Furniture and Home Furnishings</b>	P
<b>Professional and Commercial Equipment and Supplies</b>	P
<b>Household Appliances, and Electrical and Electronic Goods</b>	P
<b>Hardware and Plumbing, and Heating Equipment and Supplies</b>	P
<b>NON-DURABLE GOODS</b> <i>(excluding industrial gases, petroleum bulk stations and terminals, and fireworks and explosives merchant wholesalers)</i>	P
<b>RETAIL TRADE</b>	
<b>INTERNET FULFILLMENT/WAREHOUSING/DISTRIBUTION (E-COMMERCE)</b>	P
<b>NONSTORE RETAILERS</b>	
<b>Electronic (internet) Shopping and Auctions, and Mail-Order Houses</b> <i>Houses (includes direct business to consumer internet retail sales, auction houses, and/or mail order retail sales)</i>	P
<b>Vending Machine Operators</b>	P
<b>OTHER DIRECT SELLING ESTABLISHMENTS</b>	P
<b>INDUSTRIAL RETAIL SALES</b> <i>(retail of goods and/or product either manufactured, warehoused or wholesaled on-site)</i>	
<b>Maximum 15% of building floor area or 8,000 square feet, whichever is less)</b>	A
<b>Over 15% of building floor area or 8,000 square feet</b>	C
<b>INSTITUTIONAL USES</b>	
<b>EDUCATIONAL FACILITIES</b> <i>(Universities, Colleges, and Vocational Training)</i>	
• Technical and Trade School	C
<b>Business Schools and Computer and management Training</b>	C
<b>Other Schools and Institutions:</b>	
Fine Arts Schools (nonacademic instruction, including music, dance, performing arts, drama, photography, ceramics, painting and sculpture)	
• GFA less than 2,000 SF	P
• GFA 2,000 SF or more	C
Sports and Recreation Instruction (cheerleading, gymnastics, and martial arts)	
• GFA less than 10,000 SF	P
• GFA 10,000 SF or more	C
Industrial Clinics	P
Religious Facilities - Religious assembly and places of worship.	C
Public Utility/Service structure	C

Land Use Types	Light Industrial
Automobile Driving School	C
Other Schools of Instruction (public speaking, survival training, and speed reading)	C
Water Systems - Water wells, water storage, treatment and filtration facilities.	C
<b>HEALTH CARE AND SOCIAL ASSISTANCE</b>	
<b>AMBULATORY HEALTH CARE SERVICES</b>	
<b>Offices of Physicians and Dentists, Other Health Practitioners, Outpatient Centers, Laboratory Testing Services, Home Healthcare Services, and Community Clinics</b> <i>(excludes massage establishments—see NAICS 812199)</i>	P
<b>Other Ambulatory Health Care Services</b>	
Ambulance Services	P
All Other Ambulatory Health Care Services:	
• Blood and Organ Banks	P
• All Other Miscellaneous Ambulatory Health Care Services (limited to blood pressure screening, health screening, hearing testing, industrial clinics, pace-maker monitoring, physical fitness evaluation, and smoking cessation program services)	P
<b>SOCIAL ASSISTANCE</b>	
<b>Community Food and Housing, Emergency and Other Relief Services</b>	
Community Food Services (limited to food banks, meal delivery programs, and fixed and mobile soup kitchens)	C
<b>Child Day Care Services</b>	
Child Day Care Centers (Employer Provided Services)	P
<b>ARTS, ENTERTAINMENT AND RECREATION</b>	
<b>AMUSEMENT, GAMBLING, AND RECREATION INDUSTRIES</b>	
<b>Other Amusement and Recreation Industries</b>	
Fitness and Recreational Sports Centers (limited to health clubs and gyms, fitness and sports training facilities, tennis clubs, swim clubs and other similar activities and facilities)	
• GFA Less than 10,000 SF	P
• GFA 10,000 SF or more	C
All Other Amusement and Recreation Industries, limited to the following (NAICS 713990):	
• Batting Cages -- Indoor	C
• Batting Cages -- Outdoor	C
Shooting and Archery Ranges and Galleries — Indoor Only	C
Simulated Racing (limited to go-carts, radio controlled vehicles and other similar facilities)	C
Simulated Shooting Games — Indoor Only (limited to laser tag and paint ball)	C
Skating Rinks and Parks (indoor only)	C
<b>COMMERCIAL USES</b>	
<b>REPAIR AND MAINTENANCE</b>	
<b>Motor Vehicle Repair and Maintenance</b> <i>(Note: See Motor Vehicle Storage (NAICS 493190) for vehicle storage requirements)</i>	



<b>Land Use Types</b>	<b>Light Industrial</b>
Auto Repair (Minor) - Activities include, but are not limited to automotive and light truck repair; retail sales of goods and services for automobiles and light trucks; and the cleaning and washing of automobiles and light trucks. Uses typically include, but are not limited to, repair of brakes, tires, electrical, etc. and car washes.	P
Automotive Glass Replacement Shops (limited to stationary and mobile services)	P
Automotive Oil Change and Lubrication Shops	P
Auto Repair (Major) - In addition to the types of repair operations included as part of Automobile and Light Truck Repair - Major, activities typically include, but are not limited to, automotive body work, painting, and installation of major accessories; automobile customizing; engine and transmission repair/rebuild and towing facilities.	C
<b>All Other Automotive Repair and Maintenance</b>	
• Emissions Testing (test only facilities)	P
• Rustproofing and Undercoating Shops	P
• Spray-On Bedliner Installation Shops	P
Plug-In Electric Vehicle (PEV) Charging Facilities (ancillary to an allowed land use)	P
<b>Commercial and Industrial Machinery and Equipment</b> <i>(except Automotive and Electronic) Repair and Maintenance)</i>	P
<b>Personal and Household Goods Repair and Maintenance</b>	
Home and Garden Equipment and Appliance Repair and Maintenance - Computers, home electronics and small home appliances. Electrical equipment, Furniture refinishing/re-upholstery. Lawnmower and garden equipment.	P
Reupholsters and Furniture Repair	P
Other Personal and Household Goods Repair and Maintenance -- Without Retail Sales <i>(limited to garment alteration and repair, gun repair, jewelry repair, key duplicating, musical instrument repair and tailor shops)</i>	P
Boat Repair and Maintenance Services (no retail sales of new boats)	P
Motorcycle Repair and Maintenance Services (no retail sales of new motorcycles)	P
<b>Death Care Services</b>	
Funeral Parlors and Mortuary Services (excludes funeral establishments)	P
<b>Dry cleaning and Laundry Services</b>	
Linen and Uniform Supply	
• Linen Supply	P
• Industrial Launderers	P
<b>Other Personal Services</b>	
Personal Fitness Trainer	P
<b>PUBLIC ADMINISTRATION</b>	
<b>JUSTICE, PUBLIC ORDER, AND SAFETY ACTIVITIES</b>	
Police Protection (limited to stations, substations and storefront facilities)	P
Fire Protection	P
<b>PUBLIC UTILITY/SERVICE STRUCTURE</b>	C

Land Use Types	Light Industrial
<b>COMMUNICATION USES</b>	
<b>RADIO AND TELEVISION BROADCASTING STUDIOS</b> <i>(Activities typically include, but are not limited to, broadcasting and other information relay services accomplished primarily through the use of electronic and telephonic mechanisms. Uses typically include, but are not limited to, television and radio studios)</i>	
<b>Motion Picture and Video Industries</b> <i>(except Motion Picture and Video Exhibition -- movie theaters)</i>	P
<b>Sound (Audio) Recording Facilities</b>	P
<b>BROADCASTING</b> <i>(except Internet—see Other Information Services)</i>	P
Radio Stations	P
Television Broadcast Studios	P
<b>DATA PROCESSING, HOSTING AND RELATED SERVICES</b>	P
<b>OTHER INFORMATION SERVICES</b>	
Internet Publishing and Broadcasting	P
<b>REAL ESTATE, RENTAL AND LEASING</b>	
<b>RENTAL AND LEASING SERVICES</b>	
<b>Automotive Equipment Rental and Leasing</b>	
Truck, Utility Trailer, and Recreational Vehicle Rental and Leasing	P
<b>Office Ancillary to a Primary Industrial Use (less than 10%)</b>	P
<b>ADMINISTRATIVE AND SUPPORT, AND WASTE MANAGEMENT AND REMEDIATION SERVICES</b>	
<b>ADMINISTRATIVE AND SUPPORT SERVICES</b>	
<b>Office Administrative Services and Facilities Support Services</b> <i>(limited to services provided for others on a contract or fee basis)</i>	A
<b>Business Support Services</b>	
Business Service Centers:	
• Private Mail Centers, and Postal Services and Supplies	C
• Other Business Service Centers (limited to mailbox rental, photocopying, duplicating, blueprinting, mailing services, document copying services, facsimile services, word processing services, on-site PC rental services, and office product sales)	P
<b>Services to Buildings and Dwellings</b> <i>(limited to exterminating and pest control, janitorial, landscaping, carpet and upholstery cleaning, building exterior and chimney cleaning, power washing, gutter cleaning, light building maintenance, parking lot cleaning and swimming pool maintenance services)</i>	P
<b>Other Support Services</b> <i>(limited to packaging and labeling services, convention and trade show organizers, and document shredding services)</i>	P
<b>Remediation and Other Waste Management Services</b>	
Material Recovery Facilities (MRFs) (consists of the removal of recyclable materials from a waste stream):	
• Electronic Equipment Recycling	C
<b>WATER SYSTEMS - WATER WELLS, WATER STORAGE, TREATMENT AND FILTRATION FACILITIES.</b>	C
<b>EATING AND DRINKING PLACES &amp; FOOD SERVICES</b>	

<b>Land Use Types</b>	<b>Light Industrial</b>
<b>Special Food Services</b>	
Food Service Contractors	P
Caterers	P
Mobile Food Services	P
Food Bank or Meal Delivery Services	C
<b>Drinking Places</b>	
Alcoholic Beverage Sales for On-Premises Consumption as a Primary Business Activity (such as bars, cocktail lounges, nightclubs, taverns, and other similar facilities)	
• GFA less than 10,000 SF	C
• GFA 10,000 SF or more	C
Alcoholic Beverage Sales for On-Premises Consumption as an Ancillary Business Activity (such as ancillary to restaurants)	C
<b>Eating Establishments</b> <i>(Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include, but are not limited to):</i>	
• Full-service restaurants, serving ready-to-eat food and beverages for on-site consumption.	P
• Fast-food restaurants, serving ready-to-eat food and beverages for on-site or off-site consumption, without drive-through facilities.	P
Cafeterias and Buffets	P
Snack and Nonalcoholic Beverage Bars	P
<b>MANUFACTURING</b>	
<b>FOOD MANUFACTURING:</b>	
<b>General</b> <i>(but excluding animal slaughtering and processing and seafood product preparation and packaging)</i>	P
<b>Limited</b> <i>(including bread, tortilla, snack foods, roasted nuts and peanut butter, coffee and tea, flavoring syrup and concentrate, seasoning and dressing, spice and extract, and all other miscellaneous food manufacturing)</i>	P
<b>APPAREL MANUFACTURING</b>	P
<b>COMPUTER AND HOME ELECTRONIC MANUFACTURING</b>	P
<b>BAKERY (INDUSTRIAL)</b>	C
<b>ELECTRICAL COMPONENTS</b>	P
<b>FURNITURE AND RELATED PRODUCTS MANUFACTURING</b>	P
<b>HOME APPLIANCE AND EQUIPMENT MANUFACTURING</b>	P
<b>GLASS (AND GLASS PRODUCT) MANUFACTURING</b>	C
<b>PETROLEUM AND COAL PRODUCTS MANUFACTURING</b>	C
<b>TRANSPORTATION EQUIPMENT MANUFACTURING</b>	P
<b>WOOD PRODUCT MANUFACTURING</b>	P
<b>INSTRUMENT MANUFACTURING (NAVIGATIONAL, MEASURING, ETC.)</b>	P
<b>LEATHER PRODUCT MANUFACTURING (EXCLUDING TANNING AND FINISHING):</b>	
Footwear manufacturing	P

Land Use Types	Light Industrial
<b>Other Leather and Allied Product Manufacturing</b> <i>(limited to manufacturing of luggage, handbags, purses, personal leather goods and other leather products)</i>	P
<b>TEXTILE PRODUCT MILLS</b> <i>(transform fabric into product, except apparel)</i>	P
<b>BEVERAGE AND TOBACCO PRODUCT MANUFACTURING:</b>	
<b>Beverage manufacturing</b>	
Soft Drink, Bottled Water and Ice Manufacturing	C
Alcoholic Beverage Manufacturing, including breweries, wineries and distilleries, and related tasting rooms. Facilities with tasting rooms require a CUP:	
• GFA less than 10,000 SF	P
• GFA 10,000 or More SF	C
<b>ARTISAN CRAFTS</b> <i>(made by hand) such as glassworks, jewelry, and pottery)</i>	P
<b>PAPER MANUFACTURING:</b>	
<b>Converted paper Product Manufacturing</b>	C
<b>CHEMICAL MANUFACTURING</b> <i>(excludes pesticides and fertilizers)</i>	
<b>Pharmaceutical and Medicine Manufacturing</b> <i>(excludes biological product manufacturing—see NAICS 325414, below)</i>	C
<b>Soap, Cleaning Compound, and Toilet Preparation Manufacturing</b>	C
<b>PLASTICS AND RUBBER PRODUCTS MANUFACTURING</b>	
<b>Plastics Product Manufacturing</b>	C
<b>Rubber Product Manufacturing</b>	C
<b>FABRICATED METAL PRODUCT MANUFACTURING</b>	
<b>Primary Metal Manufacturing</b>	C
<b>Cutlery and Hand Tool Manufacturing</b>	C
<b>Architectural and Structural Metals Manufacturing</b>	C
<b>Hardware Manufacturing</b>	C
<b>Spring and Wire Product Manufacturing</b>	C
<b>Machine Shops, Turned Product, and Screw, Nut and Bolt Manufacturing</b>	P
<b>Coating (e.g., anodizing, electroplating, etc.), Engraving, Heat Treating, and Allied Activities</b>	
Painting, Powder Coating and Polishing Metal and Metal Products for the Trade	C
<b>Other Fabricated Metal Product Manufacturing</b>	
Ball and Roller Bearing Manufacturing	P
<b>MACHINERY MANUFACTURING</b>	

<b>Land Use Types</b>	<b>Light Industrial</b>
<b>MACHINERY MANUFACTURING</b> <i>(Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products; assembly of component parts (including required packaging for retail sale); blending of materials such as lubricating oils, plastics, and resins; and treatment and fabrication operations. Examples of activities include the following)</i>	
<b>MISCELLANEOUS MANUFACTURING</b> <i>(Jewelry, office supplies, sporting goods, toys, etc.)</i>	P
<b>PRINTING AND RELATED ACTIVITIES</b>	P
<b>WAREHOUSE/STORAGE &amp; TRANSPORTATION</b>	
<b>Warehouse/Distribution Facility</b> <i>(Activities typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services; storage)</i>	P
Completely within a building	P
Outdoor Storage Accessory to an Allowed Use	A
Outdoor Storage as the Primary Use with screening	C
<b>Refrigerated Warehousing and Storage</b>	P
<b>POSTAL SERVICE</b> <i>(Limited to US Postal Service and contract services. See "Private Mail Centers and Postal Services and Supplies" (NAICS 561431) for commercial mail services)</i>	P
<b>OTHER</b>	
Trailers and trailer storage	P
Any use deemed similar to permitted uses by the Planning Director	P

General Note, refer to Ontario ALUCP for additional development criteria and policies that may affect building heights, allowable FAR, and allowable land uses.

**5.6.5 GENERAL DEVELOPMENT STANDARDS**

The following general site development criteria shall apply to all development projects within the Rich-Haven Specific plan area.

**5.6.5.1 Gross Acres**

Except as otherwise indicated, gross acres for all development areas are measured to the center line of streets.

### **5.6.5.2 Grading**

Development within the project site shall utilize grading techniques as approved by the City of Ontario. Grading concepts shall respond to the design guidelines included in the Rich-Haven Specific Plan.

### **5.6.5.3 Building Modification**

Building additions and/or alterations permitted by the Rich-Haven Specific Plan shall match the architectural style of the primary unit and shall be constructed of the same materials, details, and colors as the primary unit.

### **5.6.5.4 Utilities**

All new and existing public utility distribution lines of 34.5 kV or less shall be subsurface throughout the project.

### **5.6.5.5 Technology**

All businesses shall accommodate modern telecommunications as defined by the Fiber Optic Master Plan and in accordance with the City of Ontario Structured Wiring Standards (Ontario Municipal Code).

### **5.6.5.6 Solid Waste/Recycling**

Development within the project shall comply with City of Ontario requirements for the provision and placement of solid waste and recycling receptacles.

### **5.6.5.7 Traffic**

All traffic signs regulating, warning, and/ or guiding traffic on public or private roads shall conform to the California MUTCD, latest edition.

## **5.6.6 LIGHT INDUSTRIAL DEVELOPMENT STANDARDS**

This section includes the development standards for Light Industrial uses that establish the minimum criteria for the development of Industrials within the Planning Area 7A specified within the Rich-Haven Specific Plan.

Refer to the Rich-Haven Specific Plan EIR for additional development criteria and policies that may affect but not be limited to the restriction of allowable land uses, the allowable Floor Area Ratio (FAR), overall site design, building heights and so on.

### **5.6.6.1 Light Industrial Development Standards**

Industrial developments within the Rich Haven Specific Plan Industrial District shall comply with the Development Standards outlined below.

**LIGHT INDUSTRIAL DEVELOPMENT STANDARDS**

<b>SITE REQUIREMENTS</b>	
Minimum Site Area:	1 Acre (43,560 SF)
Floor Area Ratio:	0.55 (Max. Allowed)
Minimum Landscape Coverage:	10%
<b>BUILDING REQUIREMENTS</b>	
<b>Minimum Building Setbacks: (1,2)</b>	
• From Hamner Avenue	35'
• From Mill Creek Avenue	18'
• Commercial Mixed Use District	10'
• Interior Property Lines	0'
<b>Parking &amp; Drive Aisle Setbacks:</b>	
• From Hamner Avenue	35'
• From Mill Creek Avenue	18'
• Interior Property Lines	0'
• Adjacent to Commercial Mixed Use District	10'
• Adjacent to Building Office Elements	10'
• Adjacent to Solid Building Wall	5'
• Primary Drive Aisle to Building	10'
• Secondary Drive Aisle (back alley) to Building	5'
<b>Maximum Building Height:</b>	
• Main Structure	55'
• Architectural Projections and Focal Elements Such As Towers, Cupolas, and other Appurtenances.(3)	65'
<b>Maximum Building Area:</b>	
• Industrial Uses	1,183,525 sf
<b>Walls, Fences, and Hedges</b>	Per - Walls, Fences, and Obstructions of the Ontario Development Code Requirements.

- (1) All setback areas shall be landscaped.
- (2) All setbacks are measured from the public right-of-way to habitable area not architectural appurtenance or projection. An architectural projection is defined as an element that articulates the building elevation such as eaves, window and door pop out surrounds, bay windows, pot shelves, chimneys, enhanced window sills, shutter details, window trim, balconies, pedestrian colonnades and other similar elements. Such elements may project a maximum of 3 feet into required setback areas.
- (3) Architectural element only not to be used for signage, subject to Planning Director approval.

### **5.6.6.2 Signage Standards**

All signage within the boundaries of the Rich-Haven Specific Plan shall conform to the City's Development Code.

### **5.6.6.3 Lighting**

The design of lighting fixtures shall be approved by the City as part of the City's Development Plan Review.

### **5.6.6.4 Required Number of Parking and Loading Spaces**

Off-street parking facilities in Industrial uses are to be provided for each use per City of Ontario Development Code.

Surface parking within the SCE Easement may be included towards meeting required City Parking subject to Planning Department review and Planning Director approval.

Surface Parking is permitted within SCE easements subject to approval from utility provider. This surface parking may be included towards meeting minimum parking requirements.



## SECTION 6 - DESIGN GUIDELINES

### INTRODUCTION 6.1

It is the intent of these guidelines to provide guidance and a framework for development of highly livable residential neighborhoods offering a variety of planning concepts, densities and home sizes. In addition, a unique, vibrant mixed-use district will serve the homes within the Rich-Haven Specific Plan area, as well as the surrounding communities.

These guidelines will further serve to implement the objectives, policies and principles of the City's TOP by drawing upon the rich architectural diversity, quality and history of Ontario's established neighborhoods. The scale, character, charm and authenticity of the City's historic districts will be interpreted and integrated into 21<sup>st</sup> Century forms and lifestyles. The palette of landscape materials, street fixtures & furniture, walls and monumentation will reinforce the unity of vision woven throughout the Rich-Haven Specific Plan area and tie the diverse districts and neighborhoods into a cohesive, livable, timeless community. Residential Guidelines can be found in Section 6.2 of this document. High Density Residential Design Guidelines can be found in Section 6.3. Regional Commercial/Mixed-Use Design Guidelines can be found in Section 6.5 of this document.



### 6.1.1 COMMUNITY DESIGN OBJECTIVES

- Secure the long-term vitality of the City's TOP by implementing its objectives, policies and principles.
- Create a land use concept that weaves a mixed use component into the community fabric.
- Create a community of cohesive neighborhoods that provide a wide variety of architectural configurations and housing prototypes.
- Create a palette of landscape materials, features and details that blend diverse architectural elements into cohesive neighborhoods.
- Create a hierarchy of pedestrian and vehicular circulation within the community.
- Utilize the existing easements for open space and trails.
- Provide safe and convenient pedestrian links from residential areas to school, park and commercial sites that serve the community.
- Provide the opportunity for diverse, pedestrian oriented recreation areas to serve as local parks.
- Create a palette of architectural styles and community features that evoke traditional, timeless qualities.
- Utilize architectural massing to define private yard areas.
- Create neighborhoods where residential entries and living areas dominate the primary street scene.

### 6.1.2 ARCHITECTURAL PHILOSOPHY

While the overall goal is one of architectural harmony, variety is an important objective, and is strongly encouraged. Quality is crucial in working towards architectural harmony. Quality is manifested in, but not limited to, materials, design and construction.

The function of the architectural portion of this supplement is to provide detailed guidance regarding the level of design, variety and quality is required of the architecture for these neighborhoods. Should there be a conflict between these guidelines and City ordinances, the more stringent shall govern.

The architectural parameters outlined in this section apply to all lots. Architecture shall have full architectural treatment on all four sides, regardless of orientation (a.k.a. 360° architecture). Additional enhancements shall be provided at corner lots and critical edges. Refer to Section 6.2.1.7 for specific criteria.

**RESIDENTIAL DESIGN GUIDELINES 6.2**

**GENERAL DESIGN ELEMENTS & OBJECTIVES 6.2.1**

The primary goal for the Rich-Haven community is to create homes with a balance of form, massing and scale that respects the critical relationship within and between the individual neighborhoods and the overall Rich-Haven community. The following principles establish the essential characteristics that will promote and support these goals:

- 6.2.1.1 A palette of styles, materials and details shall convey timeless qualities.
  - Overarching architectural themes combine compatible historic architectural characters to create aesthetic harmony within and between neighborhoods.
  - Use authentic exterior finish material and detailing.
  - Windows and doors shall be positioned authentically and sensitively.
  - Principal windows with recesses, surrounds, enhanced headers/sills, window groupings, or other decorative features for shadow, depth, and detail are required on all front elevations and elevations adjacent to a critical edge (see Section 6.2.1.7 for additional requirements at critical edges.)
  - Use colors appropriate for the architectural style, with traditional colors for doors, windows, shutters, decorative iron and tile work, awnings, stucco, roofs and enriched materials. Permitted roof materials are limited to concrete or clay barrel tile, flat concrete or slate tile, simulated wood shakes and asphalt shingles (on Federalist, Cape Cod or similar style where shingles were traditionally appropriate).





Covered porch with distinctive gable end treatment.



Forecourt door to walled patio area on an attached product personalizes and accentuates entry.



Recessed entry, roof articulated with dormer window above.

6.2.1.2 Homes shall orient to the street and be plotted with care and sensitivity to their environs.

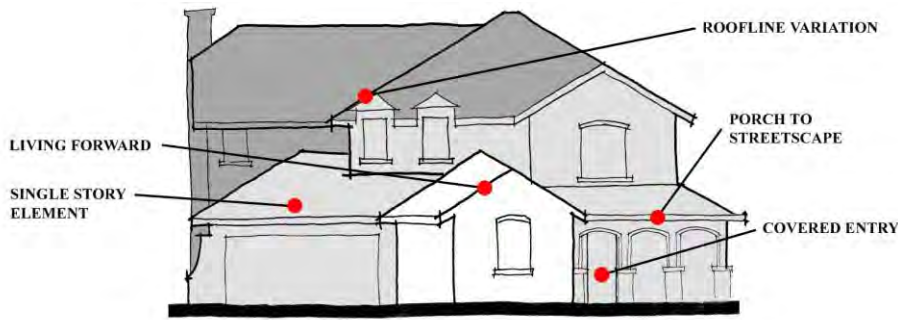
- Individually site each home, taking into consideration adjacent plan types and yard orientations, landscaping, views and other adjacent features.
- Sensitively combine one & two story profiles within each home as well as within each neighborhood.
- Variable front setbacks may take into account: covered porches, porte-cocheres or other roofed features, not just the garage or habitable space.
- No two identical single-family plans shall be plotted next to each other. In the case of two plans side by side, one shall be reversed and each shall offer different elevations, details and color schemes.

6.2.1.3 Individual residential entry statements shall be emphasized.

- Architectural designs shall utilize plan forms that emphasize the entry to each home by creatively and harmoniously combining porches, balconies and massing.
- Wing walls, buttresses, patio walls and/or gates, forecourt doors and covered walkways are all appropriate features to accentuate entries.
- All residences shall have their addresses illuminated as close to the front door as possible and the address numbers painted on the curb with white reflective paint on a black background.
- Where secondary access is provided via alleys or common drives, illuminated addresses shall be provided on or near the garage or gate serving the residence.

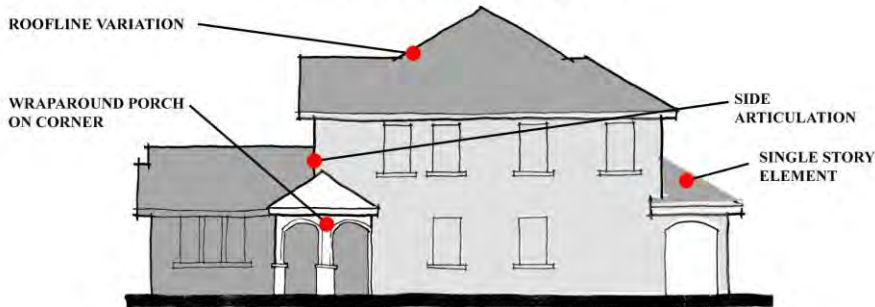
6.2.1.4 Scaled massing and roof forms, either symmetrical or asymmetrical, shall be appropriate to each architectural style.

- A minimum of three front façade breaks of horizontal and/or vertical orientation, each a minimum of 2' from the adjacent mass, shall be required.
- The rear elevations shall incorporate one façade break of at least 2' to create visual interest both individually and collectively as a neighborhood.
- Roof pitches shall be reinforce the intended architectural style. Where an architectural style dictates a steeper roof pitch, it is acceptable to limit that steeper pitch to accent roofs and not the entire home.
- Each architectural style shall exhibit historically accurate roof forms, i.e. gables, hips, sheds, or combinations thereof.
- Eaves and rakes shall be dependent on the architectural style to which they are applied.
- Dormers, where style dictates, are appropriate.
- Each architectural style has its own distinctive massing characteristics that shall be respected and reflected in its execution. A Federalist Colonial home is symmetrical reflecting its austere and traditional social roots whereas a Santa Barbara style home can be more relaxed and asymmetrical. Every style is not appropriate for every plan form and attempts to force a style upon an inappropriate plan form shall be prohibited.

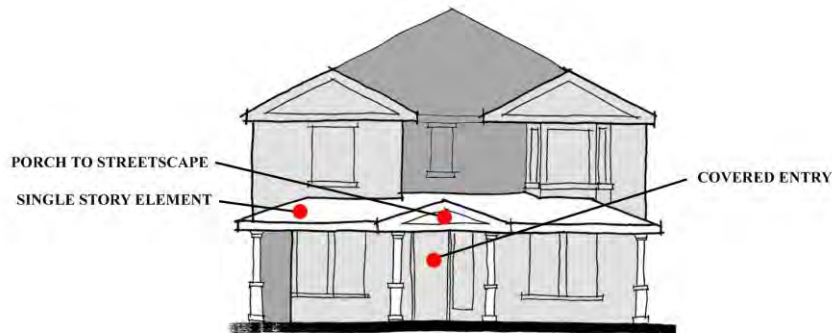


CONVENTIONAL- ACCESS MASSING

FRONT ELEVATION CONVENTIONAL ACCESS

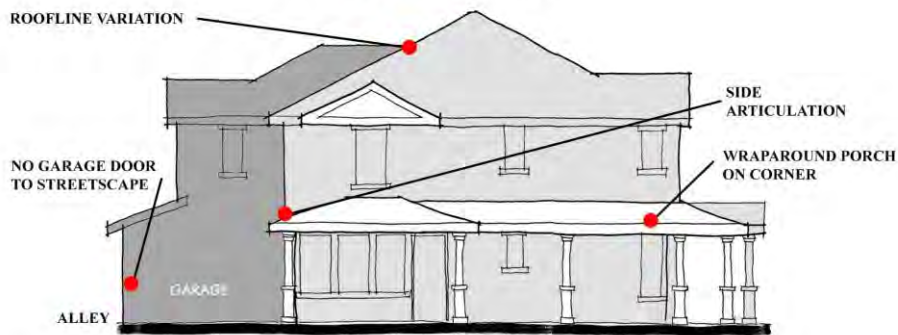


SIDE ELEVATION CONVENTIONAL ACCESS



ALLEY-ACCESS MASSING

FRONT ELEVATION ALLEY ACCESS

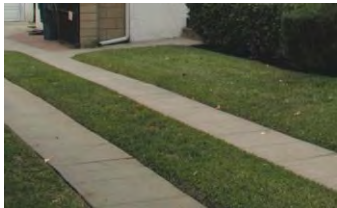


SIDE ELEVATION ALLEY ACCESS

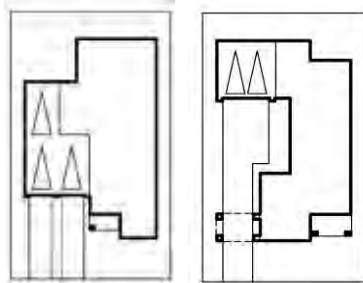
- MASSING LEGEND**
- FOREGROUND
  - MIDGROUND
  - BACKGROUND



Detached, deep recessed garage.

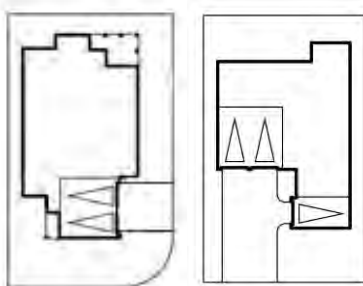


Landscape strip centered on driveway.



Tandem

Deep Recessed

Corner Lot w/  
Side AccessSide Load  
and/or Split

6.2.15 The garage door shall be de-emphasized in order to enrich the visual impact of the community.

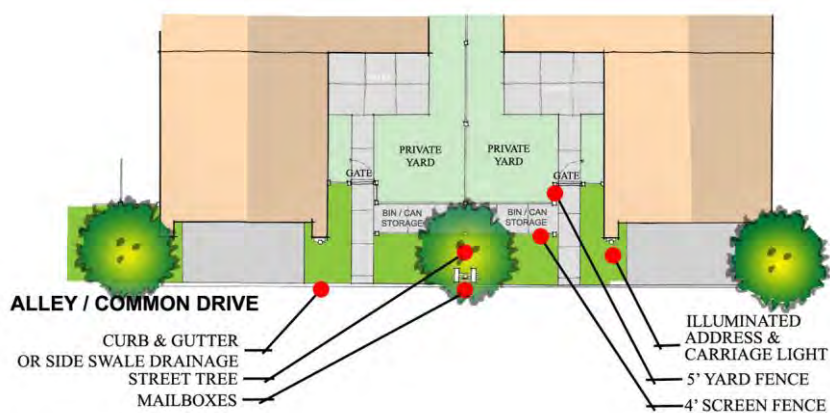
- Proper treatment of the garage is critical in creating a sense of variety and quality.
- The number of homes with Garage Forward or Shallow-Recessed garage configurations shall be limited to 25% per builder project.
- On homes with Garage Forward or Shallow-Recessed garage configurations, garage doors shall be recessed or surrounded by pop-outs of 12" minimum.
- Pairs of single garage doors are encouraged.
- A 2' offset of one to two of three front-facing garage bays is required.
- Tandem arrangements are encouraged, as well as Swing In conditions.
- Attached homes having front entry garages adjacent to one another along interior lot lines require a 2' offset of garage faces.
- "Hollywood-Style" driveways, e.g. driveways with a 30" landscape strip centered on an 8' wide driveway, are encouraged. Locating a planter with sufficient area for a vine to trail onto a garage is also appropriate.
- Each driveway shall have either a pattern of scoring lines or enriched material to create a pleasing texture and design compatible with the architectural style.
- Innovative garage locations and configurations are encouraged - a minimum of one plan per conventional front loaded neighborhood is to have at least one of the following garage configurations:
  1. **Shallow-Recessed** garages are recessed at least 5' from the habitable portion of the home.
  2. **Medium-Recessed** garages are recessed at least 7' from the habitable portion of the home.
  3. **Side Load and/or Split** garages are accessed 90 degrees from the street and drive cut, or a separate one or two car Garage is loaded 90 degrees from the third car space.
  4. **Deep-Recessed** garages are located at the rear of the home, thus creating an opportunity for a porte-cochere and/or a "Hollywood-Style" landscape strip to enrich the driveway.
  5. **Corner Lot w/ Side Access** garages are entered from the side of a home plotted on a corner lot, usually away from the home's entry. Using this condition, usually an alternate of a standard front loaded condition, enhances the side elevation of the home and creates a more articulated side elevation. ("Hollywood Style" driveway shown)
  6. **Tandem** garages can also have a pull through condition with an additional garage door opposite the main garage door to allow passage through the garage to either the rear lot of the home or to an additional garage at the rear of the home.
  7. See Section 6.3.4 for detached carports and parking structures at **High Density Configurations**.

6.2.1.6 Alleys and common drives provide a number of useful design opportunities:

- Additional access ways serve as the capillaries of the community vehicular circulation system.
- They help to reduce the visual and traffic impact of garages on the primary street scene.
- They can help to reduce the visual impact of community walls.
- They can enhance the perception of community scale.
- They often serve as the residents' "front door"

In order to optimize these opportunities, proposed alley or common drive programs should meet or exceed the following design objectives:

- Provide full architectural elevation enhancement along alleys and common drives.
- Provide addresses, mailboxes, guest parking, street signage, etc. to enhance the residential character of alleys and common drives.
- All residences shall have their addresses illuminated on or near the garage or gate serving the residence.
- Provide adequate landscape opportunities along alleys and common drives.
- Vary the height and location of walls and fences to add visual interest to alleys and common drives.
- No center swale drainage.
- Provide adequate home and street lighting along alleys and common drives.
- Provide adequate storage and/or screening for storage of trash and recyclables.



Pedestrian gate for side access at Common Drive with window treatment and landscaping on first floor.



Full architectural treatment with opportunities for low walls and landscaping as screening on common drives.



Mailboxes and trash screening



Deck



Wrap Around Porch

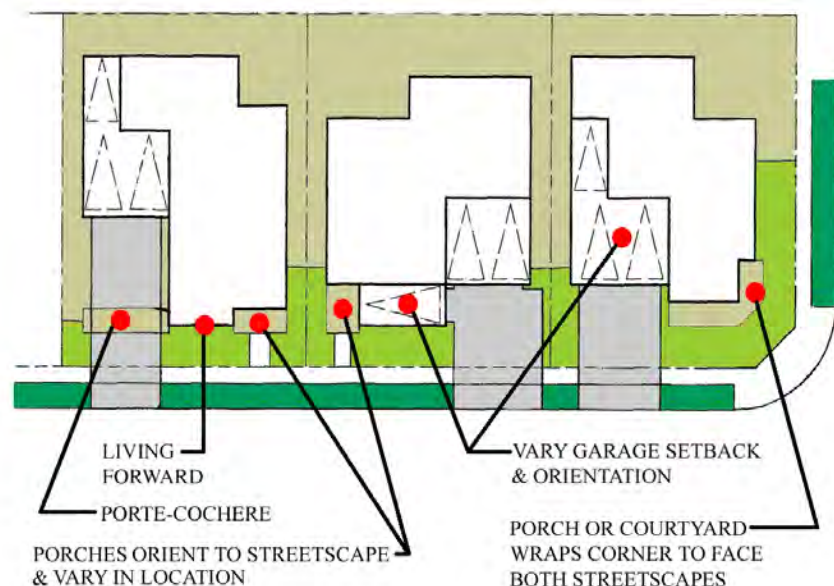


Porch

6.2.1.7 Corner lots and critical edges shall receive special attention by providing architectural and/or landscape enhancements.

- Variety is crucial to the success of Rich-Haven's streetscape, and enhanced architectural edge patterns are imperative in achieving that variety. Many lots in Rich-Haven are located on critical edges and/or front the street on two or even three sides. These elevations require additional architectural enhancements, varied setbacks, and building breaks that might normally be reserved for front elevations.
- More than 50% of corner lots must be plotted with a single story home, assuming a one story home is offered as a standard home. If not, a one story element of a two story home must be plotted adjacent to the more traveled street.
- Enhanced architecture shall be oriented to the street so that interactive elements along critical edges create a human scale and are consistent with the architectural style of the house. Interactive elements are those that orient the home to the street and engage it with the neighborhood. (Please see the table on the next page for appropriate locations of interactive elements) These elements include, but are not limited to the following:

1. porches
2. wrap around porches (at corners and critical edges)
3. verandahs
4. porte cocheres
5. balcones
6. decks
7. porticos
8. trellises
9. arbors
10. courtyards





- The quality design and orientation of interactive elements provide “eyes on the street” and contribute to pedestrian safety, a sense of place and activity, and neighborhood socialization. As a guideline, each house plan in a collection must contain at least one interactive element at the street elevation, with corner homes and homes on critical edges to have an additional interactive element on the side or rear elevation adjacent to that edge. The following locations shall be considered a critical edge:
  1. Neighborhood Entries
  2. Theme Streets
  3. Paths, Parks, Open Spaces and School Sites
  4. Roundabouts and Theme Intersections
  5. Alleys and Common Drives

Locating Interactive Elements	Porches	Wrap Around Porches (at corner conditions)	Verandahs or Patios	Porte-Cocheres	Balconies	Decks	Porticos	Trellises	Arbors	Courtyards
Neighborhood Entries	X	X	X	X	X	X	X	X	X	X
Theme Streets	X	X	X	X	X	X	X	X	X	X
Paths, Parks, Open Spaces and School Sites			X		X	X		X	X	X
Roundabouts and Theme Intersections		X	X		X	X		X	X	X
Alleys and Common Drives	X	X	X		X	X		X	X	X

- Any elevation adjacent to a critical edge shall require additional architectural enhancement along with the required interactive elements. Refer to Section 6.2.4 for details appropriate for each architectural style. Architectural enhancements at critical edges shall meet or exceed the following:
  1. The use of additional finish materials and/or colors other than monochromatic stucco as appropriate for the architectural style, such as stone, brick, or siding.
  2. Window and Door enhancements of divided light patterns and trim or recesses appropriate for the architectural style
  3. Varied setbacks and building breaks.



Wrap material, gable end treatment and window detailing to side elevation where required.

### 6.2.2 ARCHITECTURAL CONFIGURATIONS

An architectural configuration is defined by the placement of the residential entry, orientation of the garage, and respective density. Prototypes are attached or detached product types relative to a specific architectural configuration. The use of multiple configurations and prototypes is required to achieve the desired variety across the community. Additional prototypes may be proposed or existing prototypes amended, subject to Planning Department review and approval. For detailed requirements and conditions specific to each prototype, refer to Section 5.4.2. The list of prototypes has been repeated below for reference.

- Conventional 7,200 SF Single Family Detached
- Conventional 4,500 SF Single Family Detached
- Conventional 2,700 SF Single Family Detached
- Two-Pack or “Z” Lot Single Family Detached
- Alley Loaded Single Family Detached
- Courtyard Single Family Detached Lots
- Cluster Single Family Detached
- Duplex/Triplex
- Row Town Homes
- Courtyard Town Homes
- Tuck Under Town Homes
- Tuck Under Apartments/Condominiums
- Wrap Apartments/Condominiums
- Podium Apartments/Condominiums

### 6.2.2.1 General Design Elements and Objectives

The following principles apply to all residential product types within Rich-Haven, regardless of lot size and architectural style:

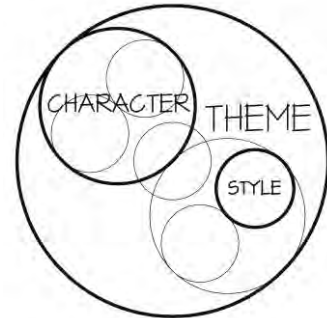
- Create off set or articulated wall planes for front and rear elevations.
- Create the opportunity for front & rear single story elements or, in the case of higher density prototypes, reduce or ‘step-down’ the massing at key focal areas and intersections.
- Utilize roof hips, dormers, staggered gables, etc. to vary roof forms and create visual interest.
- Create the opportunity for usable outdoor spaces with front porches, courtyards, decks or balconies.
- Diversify the orientation and placement of porches, residential entries, and garages.
- Provide full architectural treatment & finish to any elevation facing a public street, park, or open space.
- For single family detached prototypes, a variation of at least 5’-0” in lot width or building frontage shall define a prototype.
- Consider dedicated plans or elevations for key entry, corner, or end locations. Corner plans or elevations could include multiple or “wrap around” porches, alternate garage locations/access, etc.
- All trash enclosures shall meet or exceed the City’s requirements in addition to the following:
  1. Trash enclosures that are viewable from public areas should be adequately screened and constructed of materials complementary to the adjacent architecture.
  2. Trash enclosures, parking areas and service areas should be screened from adjacent residential neighborhoods.
  3. Where possible, trash enclosures should be:
    - Located to provide convenient access to residents and service providers. Attention should be paid to the proximity of adjacent residential entries, balconies, patios and yard areas.
    - Adjacent to main or major entries, but not as their “focal point.”
  4. Screening may occur in the form of masonry walls, landscaping, trellises and/or other landscape or hardscape elements subject to City approval. Screening shall also mitigate overhead views from residents of adjacent buildings. The proposed height of the screen shall be adequate to fully obscure the view of the service area.
- 5. All project sites shall be designed to meet all the Integrated Waste Department’s requirements, including the requirements for Sizing of Storage, Location of Collection Area, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types.

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ARCHITECTURAL THEMES

6.2.3

Overarching architectural themes combine compatible historic characters to create harmony within and between neighborhoods. Each character is defined by its historic influences and common features, but has distinct architectural styles associated with it. This architectural hierarchy of a style within a character within a theme is shown in the diagram at right. Rich-Haven has three diverse architectural themes that are based on the successful and dominant historic styles found in Ontario: Spanish, European and American.



6.2.3.1 Use of Architectural Themes

In **Low Density neighborhoods**, the use of multiple themes with a range of styles is required. This approach creates variety in the massing, scale, proportions and materials, which is appropriate to the scale of the street scene. It also reflects the diversity found in the city’s historic neighborhoods.

**Small Lot, Medium Density and High Density neighborhoods** shall utilize only one architectural theme of compatible architectural styles and characters. This approach creates the compatibility necessary to address the intensity, scale, and massing associated with medium and high-density prototypes in these neighborhoods.

6.2.3.2 Architectural Compatibility

Styles may be compatible with multiple themes when they have one or more of the following criteria in common:

- **Styles have common historic influences.** Characters that evolved from similar eras and regions of the world will have similar characteristics. For example, the European Cottage and the Tudor/English Country characters both originated from Western Europe and are characterized by steeper roof pitches, stone or brick accents and multi-paned windows and are therefore both part of the European theme.
- **Styles utilize similar materials.** Styles that grew from a variety of eras and regions can still have similar materials. For example, the Craftsman Bungalow character and the American Traditional character have different influences, but both will have flat tile roofs, siding and/or shingle feature walls, and may have brick accents; they are therefore both part of the American theme.



## 6.2.3.3 Architectural Compatibility Matrix

Selection of architectural styles for development shall be based on compatibility. Compatible architectural styles are identified on the following matrix.

## Specific Plan Architectural Characters

ARCHITECTURAL STYLES		Early California		Spanish Eclectic		European Cottage		English Country		Craftsman Bungalow			American Traditional				Ranch			
		Spanish Colonial	Monterey	Mediterranean	Mission	French Eclectic	Richardsonian Romanesque	Tudor	Stick	Craftsman (Arts & Crafts)	Mediterranean Bungalow	California Bungalow	Colonial (East Coast) Bungalow	American Foursquare	Colonial	Dutch Colonial	Neoclassical	Western Farmhouse	California Ranch	Vernacular Bungalow
COMPATIBILITY	THEMES																			
	Spanish	X	X	X	X						X	X						X	X	X
	European	X		X		X	X	X	X	X	X		X			X				
	American	X	X		X	X			X	X	X	X	X	X	X	X	X	X	X	X

- In the matrix, "X" denotes compatibility of the architectural style with a given theme.
- For common features that define the architectural styles listed in this matrix not found in these guidelines, refer to the City of Ontario's Historic Preservation Program and "A Field Guide to American Houses" by Virginia and Lee McAlester.
- This is not intended to be an all-inclusive list, but a reference for selecting compatible architectural characters and styles.
- Other styles may be considered at the discretion of the Planning Department.
- Proposed styles must meet the requirements of Section 6.2.4 and be detailed to a level equal to the examples shown therein.
- It is strongly recommended that if a different style is submitted, graphic examples of the historic style be provided for review prior to submittal.

**ARCHITECTURAL CHARACTERS**

The use of historic styles in residential architecture has been popular over the years and reinforces the timeless qualities of the community and its neighborhoods. This approach is encouraged within Rich-Haven, based on the following criteria:

**Hierarchy of Architectural Elements** – Details are critical to the success of an elevation at recreating a historic style. Each detail or element outlined falls under one of two types:

- **Required items** are critical to the elevation to achieve a specific character.
- **Selected items** will help to better define the character. These elements are more distinct and create differentiation between the Styles within the same Character. Not all elements are appropriate for all designs. Applicants must work with City staff to determine which elements are most appropriate for a given elevation.

**Use of Architectural Elements** – The level of architectural detailing necessary to achieve the architectural Character is relative to the scale of a home or residential building. The use of Required and Selected elements shall be scaled based on the width of the architectural frontage. Refer to the table at right to determine the percentage of Required items and the minimum number of Selected items required that will apply to the elevation (front, side or rear) that is fronting a street or critical edge. The minimum number of Selected Architectural items may be chosen from any architectural category (Materials & Details, Entries & Porches, etc.).

**Architectural Quality** – To promote the use of quality architectural details, two of the Required Architectural items may be substituted for one Selected Architectural item. Required Landscape and Hardscape items may not be substituted. Selected Landscape and Hardscape items enhance the minimum Required landscape, and are not appropriate as a substitute for them.

**Do Not Mix Elements from Different Styles on One Elevation** – Avoid mismatching elements from one style with another, e.g. No Gothic columns with Craftsman architecture on the same home.

- Refer to the City of Ontario’s Historic Preservation Program and “A Field Guide to American Houses” by Virginia and Lee McAlester for common features characteristic of a given style not found in these guidelines.
- Each style shall offer the Required Elements as described in its associated Architectural Character. However, the elevation shall exhibit the unique characteristics of its particular Style, being certain to include the requisite number of Architectural and Landscape Selected items.

**Authentic Architectural Treatment** – There shall be a consistent level of authenticity, regardless of the chosen style.

- All elements must be appropriate for the proposed elevation and are subject to approval by the City of Ontario.
- Additional or alternate Selected items may be required to create enough differentiation between styles within the same Character and Theme.

**6.2.4**

<b>Architectural Frontage</b>	<b>Required Architectural Items</b>	<b>Selected Architectural Items</b>	<b>Selected Landscape Items</b>	<b>Selected Hardscape Items</b>
Fifty Feet or Greater (≥50')	100%	4	2	2
Forty Feet or Greater (40' - 49')	90%	4	2	2
Thirty Feet or Greater (30' - 39')	80%	3	1	1
Less than Thirty Feet (<30')	70%	3	1	1

- Refer to Section 6.2.1.7 for additional criteria on Corner Lots and Critical Edges.
- High Intensity Attached prototypes are subject to 75% of required architectural items.

### Historic Background

The Early California character is reminiscent of some of the earliest houses in the United States, located in formerly Spanish Territories. This rural character includes the Spanish Colonial and Monterey styles. Early California homes are defined by rustic details and simple forms that define a central courtyard. These humble homes in remote outposts often began as only one room, and grew over time. The few decorative details can be found in the porches and balconies, window and door treatments, and courtyards.

Landscape in the Early California character tends to be minimal in design and focused on efficient useable space. Landscape design emphasizes planes, geometric shapes, and formal layouts.

Planting is Mediterranean or California Native and consists of generally drought-tolerant plant material.

#### 6.2.4.1 Early California Character

##### 6.2.4.1.1 Architectural Styles

Early California styles include, but are not limited to:

- Spanish Colonial
- Monterey

##### 6.2.4.1.2 Architectural Massing & Proportion

Required:

- Boxy and simple massing, can be symmetrical or asymmetrical.
- Proportions were more horizontal and humble than vertical and imposing.

Selected:

- Plan designed around an interior courtyard.
- Rambling floor plans with separate roof forms for each element.

##### 6.2.4.1.3 Architectural Materials & Details

Required:

- Stucco with smooth to light lace texture – specialty textures to be reviewed by City staff.
- Trim can be either stucco or timber.
- Simple, expressive detailing devoid of excessive ornamentation.
- Simple wrought iron work in balconies, window grilles, handrails, doors, gates, hardware and fences.

Selected:

- First and second stories can be of different materials as seen in the Monterey style, utilizing a combination of brick and stucco or stucco and siding.
- Heavy timber detailing (beams, out-lookers, posts) in either wood or wood-like foam.
- Simple rustic shutters.



Conventional Single Family Detached prototype depicting the Early California style.



#### 6.2.4.1.4 Entries & Porches

Required:

- Long narrow porches or recessed front door.
- Porch roof supported by heavy timber posts or large stucco columns.
- Decorative light fixtures, wall and/or ceiling hung.

Selected:

- Square columns are preferred over round, but all columns are encouraged.
- Entry Courtyards with relationship to interior spaces.

#### 6.2.4.1.5 Doors & Windows

Required:

- Multi panel doors with little or no glass and sidelights or transoms.
- Windows are vertically oriented.
- Raised Panel entry doors.
- Recessed feature window and door openings.

Selected:

- Roofed or open balconies with either wood, wrought iron or wood rails.
- Arched top doors.
- Gates.



Simple Massing with Modest Wrought Iron Accents at Balcony and entry Awnings.



Heavy timber Deck Overlooking Entry Courtyard below



Walled Entry Courtyard.



Heavy Timber deck.



Arched feature window.



Porch with heavy timber detailing.



Simple roof forms with exposed rafter tails, porch with shed roof.



Contrasting dark brown fascia and window trim with pale stucco body and red "S" tile roof.



Low pitched gabled roof forms with simple pipe detailing at gable ends.

#### 6.2.4.1.6 Roof Forms & Materials

Required:

- Predominantly gable and shed roof forms, with minimal hips.
- Open eaves, not boxed.
- Fascia may either be stucco or wood.
- Clay or concrete – Barrel or "S".
- Low-pitched roofs (3:12 – 5:12).
- Simple gable end accents of stucco or tile vents.

Selected:

- Eaves often with simple, rustic rafter tails.
- Boosted tiles add to authenticity.
- Extended eaves over windows with heavy timber bracing or brackets.
- Board and batten or siding at gable ends can be seen in the Monterey style.

#### 6.2.4.1.7 Color

Required:

- Stucco - White, Eggshell or other light earth tones.
- Roof Tile – Earthy reds, browns and terra cotta tones.

Selected:

- Trim (Wood) – Earth toned dark.
- Trim (Stucco) – Darker than stucco, lighter than wood trim.
- Entry Doors and other Accents – Bright accent colors to be consistent with historic precedent.

**6.2.4.1.8 Landscape**

## Required:

- Plant types shall be chosen from the Community Plant Matrix (Section 7.7).
- Front yard landscape is required to be installed by the builder (Section 5.4.1.9).
- Plant Color Palette shall coincide with designated Planning Area requirement (Section 6.4).
- Tree quantities shall be per guidelines set forth by the City of Ontario.
- Trees shall be installed at a minimum 24" box size.
- A minimum of 5 different shrub species shall be used.
- Shrub/groundcover areas other than lawn areas shall contain 75% shrub, 25% groundcover coverage with 5 gallon shrubs spaced at 3' O.C., 1 gallon shrubs spaced at 2' O.C., and flatted groundcovers spaced at 12" O.C.
- Vines shall be attached to all public facing property walls sized at 1 gallon and spaced 10'-15' O.C. maximum.
- Shrub/groundcover areas other than lawn shall be top-dressed with a 3" deep layer of shredded wood fiber mulch.
- Lawns shall be sodded.
- Automatically controlled irrigation system conforming to all water conservation Ordinances set forth by the City of Ontario.
- Simple landscape layouts utilizing defined edges.

## Selected:

- Tree quantities to exceed minimum requirements.
- Additional plant species over the minimum to include flowering trees and/or shrubs and annuals.
- Tree sizing to exceed the minimum 24" box size.
- Variety of shrub sizing to include 15% - 15 gallon, 65% - 5 gallon, and 20% - 1 gallon shrubs.
- Shrub/groundcover areas, other than lawn areas, to contain 100% shrub coverage with mulch between shrubs at time of planting.

**6.2.4.1.9 Hardscape**

## Required:

- Defined logical hardscape to all front doors and private yard entries.
- Paving material shall be concrete (broom finish) or decomposed Granite.
- Colors and finishes shall be compatible and/or harmonious with adjacent architecture.

## Selected:

- Enhanced concrete finish to be sandblasted, acid etched, and/or integrally colored.
- 3' high maximum decorative landscaping walls and pilasters of smooth or fine stucco plaster finish.
- Details and accents to include clay pots and wrought iron ornamentation.
- Multiple paving materials and/or finishes.

### Historic Background

The Spanish Eclectic character is influenced by Italian, Moorish, Gothic, Byzantine and Renaissance detailing found in Spain and Portugal. This character includes the Mediterranean and Mission styles. It is enhanced with more elaborate ornamentation as seen in Mexico than its more modest Early California precedents. The entire history of Old and New World Spanish architecture influences this character's unusually rich and varied decorative treatments. The Spanish Eclectic character gained popularity and validation primarily after the Panama-California Exposition in San Diego in 1915. Bertram Goodhue adapted the richness of Spanish architecture in Latin America, going beyond the California "Mission" style, and demonstrated that this character could withstand academic and professional scrutiny and be worthy of its own place in architectural history.

Landscaping for the Spanish Eclectic character introduces rich hardscape materials and details, as well as a varied and ornamental planting palette. Layouts can be either formal or informal and utilize clay tile paving and decorative ceramic tile inserts. Planting is used for its form and color as well as its function and provides colorful accents throughout the living space.

#### 6.2.4.2 Spanish Eclectic Character

##### 6.2.4.2.1 Architectural Styles

Spanish Eclectic styles include, but are not limited to:

- Mediterranean
- Mission

##### 6.2.4.2.2 Architectural Massing & Proportion

Required:

- Asymmetrical massing.
- Often combining one story elements on a two story home.
- Most commonly L-shaped or rambling floor plan.

Selected:

- Round turret or tower elements.

##### 6.2.4.2.3 Architectural Materials & Details

Required:

- Stucco with smooth to light lace texture – specialty textures to be reviewed by staff.
- Trim can be either stucco, cut stone or timber.
- Ornate low-relief carvings, highlighting arches, columns and window surrounds.
- Decorative wrought iron in balconets, window grilles, handrails, doors, gates, hardware and fences.

Selected:

- Shutters with appropriate decorative wrought iron hardware such as shutter dogs, straps, clavos and/or hinges.
- Sculpted wing walls.
- Clay tile (or other materials, similar in appearance) vents, guardrail in-fills and/or screens.
- Niches or stucco recesses.
- Ceramic tile insets, coping or edges.



Conventional Manor Home prototype (triplex with front and side garage access) depicting the Spanish Eclectic style.

#### 6.2.4.2.4 Entries & Porches

Required:

- Arcaded porches or recessed front door.
- Porch roof supported by large columns with arches (half round, elliptical or eyebrow) between columns.
- Decorative light fixtures, wall and/or ceiling hung.

Selected:

- Square columns are preferred over round, but all columns are encouraged.
- Entry Courtyards.

#### 6.2.4.2.5 Doors & Windows

Required:

- Multi panel doors with little or no glass and sidelights or transoms.
- Windows are vertically oriented.
- Raised Panel entry doors often emphasized by columns, pilasters, or patterned tiles.
- Arched and recessed feature window, of half round, parabolic or elliptical shape.

Selected:

- Roofed or open balconies with either wood, wrought iron or wood rails.
- Arched top doors.
- Gates.



Round turret or tower with recessed front door.



Recessed entry and windows, decorative wrought iron detailing at awnings.



Arched recessed porch and shaped parapets.



Porch of large stucco columns with arches.



Round turret with arched entry door.



Recessed windows, wrought iron balcony accent and arcade.



Low pitched gabled roof with simple recess at gable ends and cementitious window and door surrounds.



"S" tile roof with open eaves accentuated by decorative eave treatment and tile venting.



Tight rake with no exposed fascia, recessed feature window and decorative chimney cap.

#### 6.2.4.2.6 Roof Forms & Materials

Required:

- Predominantly gables with occasional hips and parapets.
- 12" or tight eaves.
- Tight rakes, often with no fascia exposed.
- Fascia may either stucco or wood.
- Clay or concrete – Barrel or "S".
- Low-pitched roofs (3:12 – 5:12).
- Decorative gable end treatments of stucco recesses, tile vents and/or wrought iron accents.

Selected:

- Rakes with scalloped detailing.
- Eaves with decorative stucco profile or corbels.
- Elaborate chimney caps.
- Extended eaves over windows with decorative bracing or brackets.
- Shaped dormers or parapets.

#### 6.2.4.2.7 Color

Required:

- Stucco - White, Eggshell or other light earth tones.
- Roof Tile – Earthy reds, browns and terra cotta tones.

Selected:

- Trim (Wood) – Earth toned dark.
- Trim (Stucco) – Darker than stucco, lighter than wood trim.
- Entry Doors and other Accents – Bright accent colors to be consistent with historic precedent.

**6.2.4.2.8 Landscape**

Required:

- Plant types shall be chosen from the Community Plant Matrix (Section 7.7).
- Front yard landscape is required to be installed by the builder (Section 5.4.1.9).
- Plant Color Palette shall coincide with designated Planning Area requirement (Section 6.4).
- Tree quantities shall be per guidelines set forth by the City of Ontario.
- Trees shall be installed at a minimum 24" box size.
- A minimum of 5 different shrub species shall be used.
- Shrub/groundcover areas other than lawn areas shall contain 75% shrub, 25% groundcover coverage with 5 gallon shrubs spaced at 3' O.C., 1 gallon shrubs spaced at 2' O.C., and flatted groundcovers spaced at 12" O.C.
- Vines shall be attached to all public facing property walls sized at 15 gallon and spaced 25' O.C. maximum.
- Shrub/groundcover areas other than lawn shall be top dressed with a 3" deep layer of shredded wood fiber mulch.
- Lawn areas shall be sodded.
- Automatically controlled irrigation system conforming to all water conservation Ordinances set forth by the City of Ontario.
- Simple landscape layouts utilizing defined edges.

Selected:

- Additional plant species over the minimum to include flowering trees and/or shrubs and annuals.
- Tree sizing to exceed the minimum 24" box size.
- Variety of shrub sizing to include 15% - 15 gallon, 65% - 5 gallon, and 20% - 1 gallon shrubs.
- Shrub/groundcover areas, other than lawn areas, to contain 100% shrub coverage with groundcover between shrubs at time of planting.

**6.2.4.2.9 Hardscape**

Required:

- Defined logical hardscape to all front doors and private yard entries.
- Paving material shall be concrete (broom finish) or clay tile.
- Colors and finishes shall be compatible and/or harmonious with adjacent architecture.

Selected:

- Integral colored concrete paving with stamped tile pattern.
- 3' high maximum decorative landscaping walls and pilasters of smooth or fine stucco plaster finish.
- Details and accents to include clay pots, and/or ornamental tiles.
- Multiple paving materials and/or finishes.



Smooth stucco pilasters with ceramic tile detailing.

**Historic Background**

The European Cottage character captures natural elements and rustic materials found in medieval Europe and the United Kingdom. This character includes the French Eclectic and Richardsonian Romanesque styles. Characterized by an asymmetrical, romantic farmhouse or informal gentrified form, the character is dependent on steeply hipped and/or gabled roofs. Tower elements or sculptured swooping walls at the front elevation break up the façade to create an absence of a visually stiff cross gable. The impression offered by this character is one of timeless charm and human scale.

Landscape associated with European Cottage architecture primarily utilizes natural building materials, and informal layouts. Landscape generally consists of colorful plantings, flowering borders, vines, and deciduous trees.

**6.2.4.3 European Cottage Character****6.2.4.3.1 Architectural Styles**

European Cottage Styles include, but are not limited to:

- French Eclectic.
- Richardsonian Romanesque.

**6.2.4.3.2 Architectural Massing & Proportion**

Required:

- Asymmetrical massing.
- Vertical proportions, smaller openings.

Selected:

- Round Tower.

**6.2.4.3.3 Architectural Materials & Details**

Required:

- Trim can be either stucco, wood or clad foam/simulated wood and/or stone.
- Stucco, brick or stone exterior material combinations.

Selected:

- Shutters are predominately featured, along with appropriate iron hardware. Shutter shape to match shape of window. The use of rectangular shutters with arched top windows (and vice versa) is prohibited.
- Recessed stucco accents (pigeoniers, arched openings, etc.) with smooth stucco finish.
- Sculpted stucco walls.
- Wood siding accents.
- Wrought iron or cast stone balusters.
- Juliet style balconies of wood and/or wrought iron.



Alley Loaded Single Family Detached prototype depicting the European Cottage style.



#### 6.2.4.3.4 Entries & Porches

Required:

- Recessed entry can be arched and/or have quoins and pediments.

Selected:

- Porches can be defined by stone columns or multi-columned wood posts.
- Decorative light fixtures can be ceiling or wall mounted.

#### 6.2.4.3.5 Doors & Windows

Required:

- Extensive use of multi-paned glass doors (French doors).
- Single entry door, can be accented with transom or side-lights.
- Windows are vertically oriented with multi-paned accents (diamond or rectangular pattern).

Selected:

- Shallow arched windows as accents.
- Stained glass accent windows.
- Recessed or bay window as feature.
- Pot-shelves or window boxes at focal windows.



Recessed entry door with multi-paned windows and decorative light fixtures.



Windows are placed in alignment. Garage door is enhanced and recessed with shadow line even though it is located forward in plan.



Massing can be simple, steep roof pitch with a focus on a recessed entry and multi-paned windows.



Use of multi-paned dormer and bay windows.



Steep roof pitches with articulated massing and gable end venting as accents.



Siding accent at gable end, use of pot shelves and Juliet balconies to activate the street scene.



Light stucco with contrasting dark window trims and roof colors.

#### 6.2.4.3.6 Roof Forms & Materials

Required:

- Gable, hip and Dutch gable roof forms.
- Front facing gables as dominant element.
- 8:12 pitch at accent roofs.
- Gable end venting in various styles.

Selected:

- Wide variety of roof dormer forms that break the fascia, continuing the wall plane below.
- Minimal overhangs – approximately 8” with boxed eaves.
- Slate, faux shingle/shake and/or asphalt shingles are appropriate.
- Accentuated with “bell cast” or flared roof treatments at the eave.
- Metal accent roofs at bay windows or turret.
- Half stucco chimneys with stone or brick on the lower portion.

#### 6.2.4.3.7 Color

Required:

- White or off-white, tan or light gray earth tones.
- Trim colors typically contrast base color.

**6.2.4.3.8 Landscape**

## Required:

- Plant types to be chosen from the Community Plant Matrix (Section 7.7).
- Front yard landscape is required to be installed by the builder (Section 5.4.1.9).
- Plant Color Palette to coincide with designated Planning Area requirement (Section 6.4).
- Tree quantities shall be per guidelines set forth by the City of Ontario.
- Trees to be installed at a minimum 24" box size.
- A minimum of 5 different shrub species shall be used.
- Shrub/groundcover areas other than lawn areas to contain 75% shrub, 25% groundcover coverage with 5-gallon shrubs spaced at 3' O.C., 1-gallon shrubs spaced at 2' O.C., and flatted groundcovers spaced at 12" O.C.
- Vines shall be attached to all public facing property walls sized at 15 gallon and spaced 25' O.C. maximum.
- Shrub/groundcover areas other than lawn shall be top dressed with a 3" deep layer of shredded wood fiber mulch.
- Lawn areas shall be sodded.
- Automatically controlled irrigation system conforming to all water conservation Ordinances set forth by the City of Ontario.
- Informal landscape layouts.

## Selected:

- Additional plant species over the minimum to include flowering trees or shrubs, trees or shrubs with colored foliage, and annuals.
- Tree sizing to exceed the minimum 24" box size.
- Variety of shrub sizing to include 15% - 15 gallon, 65% - 5 gallon, and 20% - 1 gallon shrubs.
- Shrub/groundcover areas, other than lawn areas, to contain 100% shrub coverage with groundcover between shrubs at time of planting.
- Flowering borders of shrubs and perennials.

**6.2.4.3.9 Hardscape**

## Required:

- Defined logical hardscape to all front doors and private yard entries.
- Paving materials to be concrete (broom finish), decomposed Granite, Flagstone, or Cobble.
- Colors and finishes compatible and/or harmonious with adjacent architecture.

## Selected:

- Enhanced concrete finish to be sandblasted, acid etched or integrally colored with stamped Flagstone or Cobble pattern.
- 3' high maximum decorative landscaping walls and pilasters with stacked stone or cobble stone veneer.
- Details and accents to include clay pots, flower boxes, wood arbors, and/or wood trellises.
- Multiple paving materials and/or finishes.

**Historic Background**

The Craftsman Bungalow character evolved from the late 19<sup>th</sup> century English Arts & Crafts movement as a reaction against the Industrial Revolution. This movement emphasized the harmonious relationship between Nature and Man, in contradiction to the Victorian era that preceded it. California architects like Bernard Maybeck and Greene & Greene continued developing this movement with their intricate details, characterized by the use of hand finished materials, rusticated texture and Asian influence.

The Craftsman variation of the Bungalow became increasingly popular with first time home buyers in the early 20<sup>th</sup> century. They were charming, modest and the answer to homebuyers looking for inexpensive yet stylish homes. They could be constructed from kits purchased through catalogues or built by local contractors with stock plans. The Craftsman Bungalow character includes the Craftsman, Mediterranean Bungalow, California Bungalow, and Colonial Bungalow styles.

Craftsman landscape design focuses on an artistic use of natural, built, and recycled materials including stone, brick, artistic tile, and wood. Planting emphasizes form, accent, and integration with arts and crafts elements, and can take on both formal and informal arrangements.

**6.2.4.4 Craftsman Bungalow Character****6.2.4.4.1 Architectural Styles**

Craftsman Bungalow Styles include, but are not limited to:

- Craftsman (Arts & Crafts)
- Mediterranean Bungalow
- California Bungalow
- Colonial (East Coast) Bungalow

**6.2.4.4.2 Architectural Massing & Proportion**

Required:

- Asymmetrical massing, usually one but occasionally two stories.
- Horizontal massing with deep overhangs.

**6.2.4.4.3 Architectural Materials & Details**

Required:

- Stucco body with gable end and body accents in combinations of wood shingles, siding, board and batten.
- Wood porch rails.

Selected:

- Simple and large gable end vents.
- Exposed rafter tails, usually decorative.
- Smooth stucco, lapped siding or shingles.
- Foundation or wainscot accent using stone (usually river rock) or brick.
- Stone or brick with rag finished grout.



Alley Loaded Single Family Detached prototype depicting the Craftsman Bungalow style.

#### 6.2.4.4.4 Entries & Porches

Required:

- Wide and deep front porches in partial or full front massing.
- Exposed wood post and beam detailing with battered stone or brick pilaster base.
- Horizontally oriented 1x4 guard/porch rails.

#### 6.2.4.4.5 Doors & Windows

Required:

- Divided or undivided glass or multi-panel solid with side lights or transoms.

Selected:

- Windows with multi-paned upper sash.
- Wood or wood-like trim surrounds.
- Grouped or bands of windows.



Articulated and asymmetrical two-story massing, extensive shingle siding, large porch, and appropriate geometry for divided lights and multi-paned glass.



Exposed wood columns with battered stone base at porch.



Covered porch with paneled wood siding and wood trims.



Tapered posts with brick bases, grouped windows and wood detailing.



Entry door with side lights, shingle siding and wood posts with brick bases.



Low slope gabled roofs with large overhangs.



Low slope roof with large, exaggerated overhangs with wood supports and fascia.

#### 6.2.4.4.6 Roof Forms & Materials

Required:

- Low-pitched gabled roofs with the occasional shed.
- 3:12 – 4:12 roof pitch.
- Flat concrete or slate-type tile.

Selected:

- Extended eaves – 18” minimum overhang, accentuated with exposed and decorative rafter tails.
- Sculpted fascia often extends past adjacent rafter tails.
- Exposed attic vents at gable ends.
- Gabled or shed dormers.
- Triangle knee bracing on gable ends.
- Additional stick-work in gables.
- False beams under gables.

#### 6.2.4.4.7 Color

Required:

- Wide variety from light to dark with contrasting or complementary trim.



Dark Earth tones with wood gable end and heavy timber accents.

**6.2.4.4.8 Landscape**

## Required:

- Plant types to be chosen from the Community Plant Matrix (Section 7.7).
- Front yard landscape is required to be installed by the builder (Section 5.4.1.9).
- Plant Color Palette to coincide with designated Planning Area requirement (Section 6.4).
- Tree quantities shall be per guidelines set forth by the City of Ontario.
- Trees to be installed at a minimum 24" box size.
- A minimum of 5 different shrub species shall be used.
- Shrub/groundcover areas other than lawn areas to contain 75% shrub, 25% groundcover coverage with 5-gallon shrubs spaced at 3' O.C., 1-gallon shrubs spaced at 2' O.C., and flatted groundcovers spaced at 12" O.C.
- Vines shall be attached to all public facing property walls sized at 15 gallon and spaced 25' O.C. maximum.
- Shrub/groundcover areas other than lawn shall be top dressed with a 3" deep layer of shredded wood fiber mulch.
- Lawn areas shall be sodded.
- Automatically controlled irrigation system conforming to all water conservation Ordinances set forth by the City of Ontario.

## Selected:

- Additional plant species over the minimum to include flowering trees and/or shrubs, and annuals.
- Accent plants with sculptural forms and unique qualities.
- Tree sizing to exceed the minimum 24" box size.
- Variety of shrub sizing to include 15% - 15 gallon, 65% - 5 gallon, and 20% - 1 gallon shrubs.
- Shrub/groundcover areas, other than lawn areas, to contain 100% shrub coverage with groundcover between shrubs at time of planting.

**6.2.4.4.9 Hardscape**

## Required:

- Defined logical hardscape to all front doors and private yard entries.
- Paving materials to be Concrete (broom finish), decomposed Granite, Flagstone, or Brick.
- Colors and finishes compatible and/or harmonious with adjacent architecture.

## Selected:

- Enhanced concrete finish to be sandblasted, acid etched, or integrally colored with stamped flagstone or brick pattern.
- 3' high maximum decorative landscaping walls and pilasters with brick or stone veneer and caps.
- 3' high maximum ornamental wood fencing with artistic designs.
- Details and accents to include glazed or stone pots, wood arbors, and/or hand-painted ceramic tile.
- Multiple paving materials and/or finishes.

**Historic Background**

The American Traditional character evolved from the first homes built in the New England Colonies and the plantation homes of the South. This character includes the American Foursquare, Colonial, Dutch Colonial, and Neoclassical styles. As lifestyles evolved from the one story saltbox, the need for more space and specific room functions was necessary, leading to the addition of second stories, dormers in gabled roofs and wings of smaller continuous gable forms. Details of this character demonstrate the Colonial Revival influence with the use of brick veneer and/or wood siding.

Landscape related to Traditional architecture lends itself to efficiency and durability while incorporating natural building materials and flowering accents. Planting styles originated from Colonial America and reflect pastoral landscape elements such as large evergreen and deciduous trees and large sweeps of lawn.

**6.2.4.5 American Traditional Character****6.2.4.5.1 Architectural Styles**

American Traditional styles include, but are not limited to:

- American Foursquare
- Colonial
- Dutch Colonial
- Neoclassical

**6.2.4.5.2 Architectural Massing & Proportion**

Required:

- Symmetrical facades.
- Two-story massing.

**6.2.4.5.3 Architectural Materials & Details**

Required:

- Predominantly stucco sand finish.

Selected:

- Accents of brick, horizontal siding and/or shingle.



Alley Loaded Manor Home Triplex prototype depicting the Traditional style.



Alley Loaded Single Family Detached prototype depicting Traditional style.



#### 6.2.4.5.4 Entries & Porches

Required:

- Centered porch typically expressed as a projecting pediment with classical columns and front facing gable end roof.

Selected:

- Can utilize large stucco pillars, most often 4 in number, supporting a covered gallery of lighter wooden columns or open deck above.
- Open railing at porch or gallery/deck above.

#### 6.2.4.5.5 Doors & Windows

Required:

- Wood paneled front door.
- Evenly spaced multi-paned windows with wood or wood-like trim.

Selected:

- Louvered shutters.
- Semi-circular front door or elliptical transom light above.



Paneled front door with arched transom above, classical columns supporting gabled porch roof.



One story massing with windows grouped to mimic French doors with side lights, gable end treated with vent.



Multi-paned windows with shutters and lap siding.



Multi-paned window in hipped dormer, extensive use of shingle siding.



Symmetrical proportions and window placement with classical portico element at entry.



Very simple and straight forward massing is successful with quality materials like wood paneling and brick veneer, colors contrast with bright white trims.



Massing can be more articulated with materials appropriate to each mass, combining stucco, siding and brick on one elevation.

#### 6.2.4.5.6 Roof Forms & Materials

Required:

- Front to back gable or hipped roof as primary roof form with secondary front facing gables or shed elements.
- Flat concrete or composition tile.
- 5:12 to 7:12 pitches with overhangs from 12" to 24".

Selected:

- Dutch gable or gambrel roof.
- Gable end venting.
- Dormers.
- Masonry chimneys.
- Wide band, frieze trim or dentils at eave.

#### 6.2.4.5.7 Color

Required:

- White with dark accents or light color with white accents.



Barn shaped roof with coloring similar to siding is accented with bright white trim and dark shutters, use of large multi-paned French doors and windows.

**6.2.4.5.8 Landscape**

## Required:

- Plant types to be chosen from the Community Plant Matrix (Section 7.7).
- Front yard landscape is required to be installed by the builder (Section 5.4.1.9).
- Plant Color Palette to coincide with designated Planning Area requirement (Section 6.4).
- Tree quantities shall be per guidelines set forth by the City of Ontario.
- Trees to be installed at a minimum 24" box size.
- A minimum of 5 different shrub species shall be used.
- Shrub/groundcover areas other than lawn areas to contain 75% shrub, 25% groundcover coverage with 5-gallon shrubs spaced at 3' O.C., 1 gallon shrubs spaced at 2' O.C., and flatted groundcovers spaced at 12" O.C.
- Vines shall be attached to all public facing property walls sized at 15 gallon and spaced 25' O.C. maximum.
- Shrub/groundcover areas other than lawn shall be top-dressed with a 3" deep layer of shredded wood fiber mulch.
- Lawn areas shall be sodded.
- Automatically controlled irrigation system conforming to all water conservation Ordinances set forth by the City of Ontario.
- Large sweeping lawns.

## Selected:

- Additional plant species over the minimum to include flowering trees and/or shrubs, and annuals.
- Accent plants with sculptural forms.
- Tree sizing to exceed the minimum 24" box size.
- Variety of shrub sizing to include 15% - 15 gallon, 65% - 5 gallon, and 20% - 1 gallon shrubs.
- Shrub/groundcover areas, other than lawn areas, to contain 100% shrub coverage with groundcover between shrubs at time of planting.

**6.2.4.5.9 Hardscape**

## Required:

- Defined logical hardscape to all front doors and private yard entries.
- Paving materials to be Concrete (broom finish), decomposed Granite, Flagstone, or Brick.
- Colors and finishes compatible and/or harmonious with surrounding architecture.

## Selected:

- Enhanced concrete finish to be sandblast, acid etch, or integral colored and stamped flagstone or brick pattern.
- 3' high maximum decorative landscaping walls and pilasters with brick or stone veneer and caps.
- 3' high maximum decorative fencing to be vertical wood picket or vertical tubular steel picket with ornamentation.
- Details and accents to include wood or iron trellises, and/or iron, brass, or aluminum ornamentation.
- Multiple paving materials and/or finishes.

**Historic Background**

Early California ranchers developed the first California adaptation of the Ranch styles in response to their lifestyle, available materials and environmental considerations. The Ranch character includes the Western Farmhouse, California Ranch, and Vernacular Bungalow styles. The one story profile of these homes was influenced from a variety of architectural styles from Craftsman to Spanish Colonial architecture. However, the detailing of these styles was simplified when adapted to the Ranch character. Especially popular in the 1950's and 60's, the Ranch Character is characterized by an asymmetrical plan, a low-pitched roof with moderate overhangs, and ribbon windows.

Landscape in the Ranch Character centers on efficiency, durability, and useful space. Layouts can be formal or informal, but are usually minimal in design. Planting is placed to serve a specific purpose, and often produces edible fruit, flowers, or foliage.

**6.2.4.6 Ranch Character****6.2.4.6.1 Architectural Styles**

Ranch styles include, but are not limited to:

- Western Farmhouse
- California Ranch
- Vernacular Bungalow

**6.2.4.6.2 Architectural Massing & Proportion**

Required:

- Asymmetrical plan with wide street frontage with attached garage or carport.
- Simple rectilinear forms and detailing.
- One-story massing/strong horizontal emphasis.

Selected:

- Many plans were U-shaped to emphasize interior/exterior relationships.
- Open plan blending interior & exterior spaces.

**6.2.4.6.3 Architectural Materials & Details**

Required:

- Simple, Minimalist posts and trims.

Selected:

- Board & batten or horizontal siding.
- High brick foundations/wainscots.
- Exposed truss ceilings.



Alley Loaded Micro Lot with Single Family Detached Condo prototype depicting Ranch style with exposed rafter tails, board and batten and lap siding.

#### 6.2.4.6.4 Entries & Porches

Required:

- Long and continuous porches along front and/or rear facades, typically an extension of the main roof or utilizing a lower pitch that breaks into the main roof plane.
- Simple wood column and railing details.

#### 6.2.4.6.5 Doors & Windows

Required:

- Wide, sliding glass doors leading out to a patio.
- Orderly window placement– without recesses.

Selected:

- Ribbon windows.
- Shutters.
- Barn door garage doors.



Simple post and beam porch breaks up two story mass.



Loaded Single Family Detached prototype with simple windows and lap siding.



Simple post and beam support at porch.



Ribbon windows.



Simple repetitive windows with minimal treatment, can have shutters.



Long horizontal gable roof, with extensive use of lap siding and brick accent at chimney.



Muted tones with bright white trim and darker accent at shutters.



Pale tones with bright white trim, use of stucco and board and batten siding break up two story massing.



Simple one story massing with long continuous porch articulating entire front façade.

#### 6.2.4.6.6 Roof Forms & Materials

Required:

- Long horizontal gable roofs of 4:12 pitch.
- Flat concrete or shake tiles.

Selected:

- Minimum 24" overhangs.
- Brick chimney.
- Exposed rafter beams.
- Dormers.

#### 6.2.4.6.7 Color

Required:

- Muted tones with brighter trim and accents.



Long continuous porch that breaks into main roof, muted stucco tones.

**6.2.4.6.8 Landscape**

## Required:

- Plant types to be chosen from the Community Plant Matrix (Section 7.7).
- Front yard landscape is required to be installed by the builder (Section 5.4.1.9).
- Plant Color Palette to coincide with designated Planning Area requirement (Section 6.4).
- Tree quantities shall be per guidelines set forth by the City of Ontario.
- Trees to be installed at a minimum 24" box size.
- A minimum of 5 different shrub species shall be used.
- Shrub/groundcover areas other than lawn areas to contain 75% shrub, 25% groundcover coverage with 5-gallon shrubs spaced at 3' O.C., 1-gallon shrubs spaced at 2' O.C., and flatted groundcovers spaced at 12" O.C.
- Vines shall be attached to all public facing property walls sized at 15 gallon and spaced 25' O.C. maximum.
- Shrub/groundcover areas other than lawn shall be top-dressed with a 2" deep layer of shredded wood fiber mulch.
- Lawn areas shall be sodded.
- Automatically controlled irrigation system conforming to all water conservation Ordinances set forth by the City of Ontario.

## Selected:

- Tree quantities to exceed minimum requirements
- Additional plant material over the minimum to include flowering trees and/or shrubs, and annuals.
- Tree sizing to exceed the minimum 24" box size.
- Variety of shrub sizing to include 15% - 15 gallon, 65% - 5 gallon, and 20% - 1 gallon shrubs.
- Shrub/groundcover areas, other than lawn areas, to contain 100% shrub coverage with groundcover between shrubs at time of planting.

**6.2.4.6.9 Hardscape**

## Required:

- Defined logical hardscape to all front doors and private yard entries.
- Paving materials to be Concrete (broom finish), decomposed Granite, Concrete Pavers, Brick, or Cut Stone.
- Colors and finishes compatible and/or harmonious with surrounding architecture.

## Selected:

- Enhanced concrete finish to be sandblasted, acid etched, or integrally colored and stamped cut stone pattern.
- 3' high maximum decorative landscaping walls and pilasters with brick or cultured stone veneer and caps.
- 3' high maximum decorative wood fencing with horizontal members or split rail fence design.
- Details and accents to include wood or iron trellises and/or wrought iron ornamentation.
- Multiple paving materials and/or finishes.

**Historic Background**

One of the many revival characters prevalent in Southern California, English Country homes recall the architecture of the English countryside. This character includes the Tudor and Stick styles. This picturesque and romantic style of steeply pitched roofs and half-timbered gables became popular in the 1920's. Variations in one and two story shapes with asymmetrical facades are embellished with brick veneer.

English Country architecture lends itself to natural building materials in a more refined state such as brick and cut stone. Planting is arranged both formal and informal, but lines and edges are always well defined with hedges or a strong change in material.

**6.2.4.7 English Country Character****6.2.4.7.1 Architectural Styles**

English Country styles include, but are not limited to:

- Tudor
- Stick

**6.2.4.7.2 Architectural Massing & Proportion**

Required:

- Informal, asymmetrical massing.
- Angularity & verticality.

Selected:

- Cantilevered second floor pop-outs.

**6.2.4.7.3 Architectural Materials & Details**

Required:

- Simulated wood or stucco trim around windows and doors, usually heavy.
- Stucco walls featuring brick or stone elements.
- Siding or half-timber accents.

Selected:

- Extensive use of brick or stone exterior finish.



Single Family Detached depicting English Country style with exterior brick and wood finish.



#### 6.2.4.7.4 Entries & Porches

Required:

- Decorative light fixtures, either wall mounted or pendant.
- Covered entry, either by recess, alcove, tower or small front porch.

Selected:

- Simple posts and railings.

#### 6.2.4.7.5 Doors & Windows

Required:

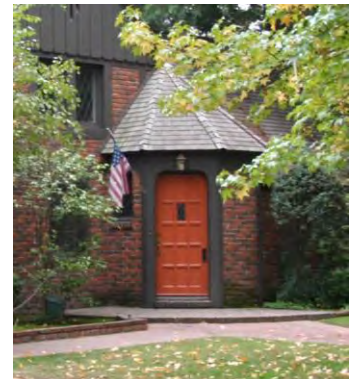
- Multi-paned windows.
- Articulated doors, often with multi-paned windows.
- Various window shutter shapes and forms.

Selected:

- Diamond or other specialty pattern multi-paned feature window.
- Stained glass as an accent window or in entry door.
- Entry door with diamond pattern accent window.



Covered Front porch with extensive use of brick veneer.



Turret at entry, contrasting brick veneer inlayed with half-timber detailing.



Recessed entry with enhanced brick detailing and multi-paned windows.



Multi-paned window with shutters and wood trim.



Covered Entry with decorative light fixture.



Dormer with lap siding accents, contrasting light and dark earth tones.



Attached product with articulated roof massing and cantilevered pop outs.



Cantilevered second floor pop-outs with siding accents at gable ends.

#### 6.2.4.7.6 Roof Forms & Materials

Required:

- Flat concrete tile with slate or shake type appearance.
- Steep pitched gables, ends treated with half-timber detailing, trusses or substantial amounts of siding.
- 6:12 to 8:12 pitches.

Selected:

- Dormers.
- Tight rakes with extended 12" eaves.
- Large central chimneys of brick or stone.

#### 6.2.4.7.7 Color

Required:

- Light earth tone base colors with contrasting trim colors.
- Dark window trims.



Steep pitched roof with half-timbered gabled end in contrasting colors.

**6.2.4.7.8 Landscape**

## Required:

- Plant types to be chosen from the Community Plant Matrix (Section 7.7).
- Front yard landscape is required to be installed by the builder (Section 5.4.1.9).
- Plant Color Palette to coincide with designated Planning Area requirement (Section 6.4).
- Tree quantities shall be per guidelines set forth by the City of Ontario.
- Trees to be installed at a minimum 24" box size.
- A minimum of 5 different shrub species shall be used.
- Shrub/groundcover areas other than lawn areas to contain 75% shrub, 25% groundcover coverage with 5-gallon shrubs spaced at 3' O.C., 1-gallon shrubs spaced at 2' O.C., and flatted groundcovers spaced at 12" O.C.
- Vines shall be attached to all public facing property walls sized at 15 gallon and spaced 25' O.C. maximum.
- Shrub/groundcover areas other than lawn shall be top-dressed with a 2" deep layer of shredded wood fiber mulch.
- Lawn areas shall be sodded.
- Automatically controlled irrigation system conforming to all water conservation Ordinances set forth by the City of Ontario.
- Strong defined landscape edges.

## Selected:

- Additional plant species over the minimum to include flowering trees and/or shrubs, and annuals.
- Accent plants with sculptural forms and unique qualities.
- Tree sizing to exceed the minimum 24" box size.
- Variety of shrub sizing to include 15% - 15 gallon, 65% - 5 gallon, and 20% - 1 gallon shrubs.
- Shrub/groundcover areas, other than lawn areas, to contain 100% shrub coverage with groundcover between shrubs at time of planting.

**6.2.4.7.9 Hardscape**

## Required:

- Defined logical hardscape to all front doors and private yard entries.
- Paving materials to be Concrete (broom finish), Concrete Pavers, Flagstone, Cut Stone, or Brick.
- Colors and finishes compatible and/or harmonious with surrounding architecture.

## Selected:

- Enhanced concrete finish to be sandblasted, acid etched, or integrally colored and stamped flagstone or cut stone pattern.
- 3' high maximum decorative landscaping walls and pilasters with brick or stone veneer and caps.
- Details and accents to include classic style limestone or concrete pots and statuary.
- Metal ornamentation made from iron, brass, bronze, or aluminum.
- Multiple paving materials and/or finishes.

**6.3 HIGH DENSITY RESIDENTIAL DESIGN GUIDELINES**



The primary goal for High Density residential elements within the Rich-Haven Regional Commercial, Mixed-Use and Stand Alone Residential Overlay District is to infuse the dynamic commercial mixed-use neighborhood with residential and pedestrian assets while providing for a range of housing types. The following principles establish the essential characteristics that will promote the support these goals.

High Density Residential components of a Mixed-Use project are intended as an extension of a dense, urban fringe project. However they are intended to capture the flavor of an all American small town lifestyle in terms of its neighborhood character and architectural charm. The architecture of these residential projects should be designed to reinforce the overall community design concept. The following design guidelines apply to high-density residential development within Planning Areas 6, 7, 8 and 9.

**6.3.1 GENERAL DESIGN ELEMENTS & OBJECTIVES**

**6.3.1.1 Architectural Styles**

- Variety in architectural style and treatment is encouraged within and between residential product types.
- High-density single-family residential product shall follow the architectural character and plotting requirements as defined in the Residential Design Guideline section of this chapter.
- High intensity attached residential products are only subject to 75% of required items per character.

**6.3.1.2 Mixture of Housing Types**

- Interesting residential streetscapes shall be designed.
- In a given high density planning area, no more than 150 units shall be of the same prototype.

**6.3.1.3 Projections into Required Yards**

- Building articulation is encouraged as it fosters greater variety along the streetscape.
- Architectural projections may encroach a maximum of 2 feet into required front, rear or side setback areas.
- An architectural projection is defined as an element that articulates the building elevation such as media niches, bay windows, chimneys, balconies, porches, and other similar elements. Encroachments may be supported by a foundation.

ARCHITECTURAL COMPONENTS

6.3.2

**6.3.2.1 Building Facades**

- The scale of buildings shall be broken down through the use of varied building massing and forms on a single structure.
- Buildings shall incorporate offsets both horizontally and vertically, minimizing expansive uninterrupted wall planes.
- No more than one third (1/3) of the front façade may comprise a single wall plane.
- Horizontal or vertical offsets shall be 2' minimum.

**6.3.2.2 Roof Forms**

- Roof treatments shall be consistent with the architectural style of the building.
- Variety in roof forms, ridge heights and direction of gables is required in order to avoid monotonous roof lines along master planned streets and paseos.
- Roof slopes and overhangs shall be consistent with the architectural style of the building.
- Broken roof pitches extending over porches, patios or other similar features are encouraged where appropriate to the architectural style.

**6.3.2.3 Roof Materials**

- A variety of roof materials is encouraged throughout the High Density development in order to avoid a monotonous roof-scape appearance.
- Roof materials shall be compatible with the architectural style of the residence as indicated on the architectural checklist for each style.
- Fascia may be either stucco, wood, or tile. If wood is used, it shall be stained or painted.
- Skylights are permitted, but shall be designed as an integral part of the roof. White “bubble” skylights are not permitted. Skylight framing material shall be bronze anodized or colored to match the adjacent roof.
- Permitted roof materials are limited to concrete or clay barrel tile, flat concrete or slate tile, simulated wood shakes and asphalt shingles (on Federalist, Cape Cod or similar style where shingles were traditionally appropriate).
- Copper or metal details and accents may be used on a limited basis. When used, they shall have a matte finish to minimize glare.



Varied building massing and form in a single structure.

**6.3.3 ARCHITECTURAL FEATURES & ACCENTS**



**6.3.3.1 Windows**

Principal windows, with recess, surround, enhanced header/sill, window grouping, or other decorative features for shadow, depth and detail, are required on all elevations. Features such as 12" deep pot-shelf with roof element and corbels can define principal windows and greatly enhance elevations.

All other windows and openings shall be trimmed or otherwise treated.

- Stucco trim elements, when used, shall be sand or smooth finish on the first floor.
- Trim elements with 1 ½" reveal on small decorative windows are encouraged.
- Trim shall be of different color or material than principal wall treatment.

**6.3.3.2 Garage Doors**

- All garage doors on front elevations shall be recessed 12" or be surrounded with 12" minimum pop-outs.
- Door lights, when used, shall be appropriate to the architectural style of the building.
- On court streets, drive aisles, or common drives, the face of garage doors shall be recessed a minimum of 6" or be surrounded with 6" minimum pop-outs.

**6.3.3.3 Front Doors and Entries**

- Entries for direct access prototypes shall provide a focal point to each residential unit and shall be sun protected with overhangs, recesses, porches, or trellises.
- Common entries shall be well articulated and identifiable for pedestrian and vehicular users.

**6.3.3.4 Courtyards**

- Courtyards are encouraged and, when used, shall appear as an extension of the architecture of the main building.
- Courtyard walls shall be finished to match the building and may be embellished with stone, ceramic tiles, steps, recesses, cut-outs, or wrought iron accents as appropriate to the architectural style of the building.
- **Courtyard walls shall not exceed 3.5' in height and shall be setback from sidewalks a minimum of 3' to allow for landscaping.**

**6.3.3.5 Balconies**

- Balconies shall be designed to be in scale and proportion with the architecture of the adjoining building.
- Covered or trellised balconies are preferred.
- Scuppers or internal drains are required on all balconies for drainage.
- Balcony supports shall be proportional to porch size.
- Balconies may encroach into setbacks a maximum of 36 inches.

**6.3.3.6 Chimneys**

- Chimneys, when provided, shall be compatible in design, material, and color with the adjoining building.
- Chimneys caps shall be compatible with the architecture of the building. Vents
- 'B' type vents for gas appliances, water heaters, and heating units shall be painted to match the adjacent material. Such elements shall be located to minimize visual impact to building elevations.

**6.3.3.7 Exterior Stairs**

- Exterior stairs must be designed as an integral part of the architecture. Stairs are included in the setback calculation and must remain within the building envelope, as defined by an outermost wall and/or roof.
- Stair guardrail design must be consistent with the architecture of the building.

**6.3.3.8 Awnings**

- Awnings must be designed as an integral part of the architecture.
- Unacceptable awning treatments include: metal louvers (except Bermuda style shutters, or those consistent with architectural style) or untreated fabric. Project names, texts, or logos are acceptable as decorative awning treatments, however not as primary signage.

**6.3.3.9 Mechanical Equipment**

- No mechanical equipment (air conditioning/heating units, etc.) shall be mounted on, or attached to, any sloped roof. Mechanical equipment, when mounted on flat roofs, must be completely screened by parapet walls at least as tall as the equipment screened.
- Ground mounted air conditioning units must be screened by walls at least 6" higher than the unit(s) and located away from pedestrian paths and project amenities.
- Mechanical devices such as exhaust fans, vents, and pipes shall be painted to match adjacent roof surfaces.

**6.3.3.10 Meters**

- Natural gas meters shall be grouped and screened behind walls or hedges. Builders shall contact the gas company for minimum clearances.
- Electrical meters located on exterior street elevations shall be ganged and located behind doors. Builders shall contact the power company for minimum clearances.
- Screen walls and electrical enclosures shall be designed integral to the project's architecture.

**6.3.3.11 Solar Panels**

- Panels shall be mounted directly to a sloped roof plane and be integral to the roof design.
- Roof mounted solar panel equipment shall be similar to the roof in color and appearance and have a reflectivity value of 20% or less.
- Non-camouflaged solar panel equipment shall be located behind parapet walls of equal height to the equipment.
- Frames shall be colored to compliment the roof. Mill finish aluminum frames are prohibited.
- Support solar equipment shall be enclosed and screened from view.

**6.3.3.12 Satellite Dishes**

- All antenna and satellite dishes visible from any public or private street, sidewalk, open space or adjacent lot must be submitted for review and is subject to the CCR's and all federal regulations.

**6.3.3.13 Gutters and Downspouts**

- Exposed gutters and downspouts, when used, shall be colored to match/compliment the surface to which they are attached.



ACCESSORY STRUCTURES

6.3.4

**6.3.4.1 Clubhouse and Recreation Buildings**

- Clubhouses, recreation buildings, and other support buildings shall match the architectural style and detailing of the residential buildings.

**6.3.4.2 Storage Buildings**

- Storage buildings must have the same level of architectural detailing as the residential buildings within the project.

**6.3.4.3 Detached Garages**

- Detached garages must use a similar roof treatment and building material as the residential buildings they serve.
- Six-car detached garage structures are preferred as a maximum.
- Detached garage structures with more than six parking spaces shall have a minimum 2' garage door offset within the length of the structure.

**6.3.4.4 Carports**

- Design, including materials, roofing, screening and color, shall match project style and design.
- Carport length shall not exceed the width of 8 parking spaces.

**6.3.4.5 Parking Structures**

- Parking structure facades, where exposed to streets or to project active common open space areas, shall be compatible with building architecture; preferably building architecture should wrap in front of the garage.
- Pedestrian access to parking structures shall be clearly delineated.
- Pedestrian entryways shall be separated from auto circulation, where feasible.
- Pedestrian access for tenants, residents, and guests, where applicable, shall be combined in the same entry.
- Parking spaces, open or enclosed, shall be no less than 9 feet wide by 19 feet deep. Compact parking shall be allowed at dimensions of 8 feet wide by 15 feet deep, and not comprise more than 25% of the total parking spaces.
- Elevators/stairways/exits shall be clearly marked for ease of pedestrian use.
- Reserved/Guest parking, as applicable, shall be marked on the stall or by placard.
- Tandem parking configurations are allowed for tenants, t may include one standard and one compact stall.



**6.3.4.6 Trash Enclosures**

- Trash enclosures shall be constructed of concrete masonry units finished similar to buildings in the development.
- All trash enclosures shall have opaque metal gates that are designed consistent with the development.
- Each trash enclosure shall have a lighted access that meets federal accessibility standards.
- All project sites shall be designed to meet all the Integrated Waste Department's requirements, including the requirements for Sizing of Storage, Location of Collection Area, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types.

**NEIGHBORHOOD CRITERIA**

**6.4**

The community of Rich-Haven is a composition of 8 planning areas with 3 unique residential districts and one mixed use district. Each district is defined by an overall architectural theme. Densities increase from North to South with the lowest densities in Rich-Haven North and the highest densities in the Mixed Use District. Refer to Figure 3.1 Land Use Plan for Planning Area Allocations.

**Rich-Haven North**

- Planning Areas: 1a – 1c
- Primary Architectural Theme: Spanish
- Minimum Number of Floor Plans: 3 per model complex
- Select a minimum of one style from the Primary Character:
  - Spanish Eclectic Character
- Additional styles shall be selected from the following Secondary Characters:
  - American Traditional Character
  - Early California Character
  - English Country Character

**Note: The Developer/Builder can propose a change in Architectural style theme to the Planning Department director for approval, including additional Architectural styles not currently included in the Architectural Compatibility Matrix 6.2.3.3**

For potentially compatible styles refer to the Architectural Compatibility Matrix in Section 6.2.3.3.

**Landscape Palette:**

- Street Tree: Quercus Ilex, Holly Oak
- Plant Palette: See Community Plant Matrix, Section 7.7
- Planting color scheme: Warm – Red, orange, and yellow flowering plants. Foliage can be dark green, medium green, yellow-green, or grey.

**Rich-Haven Central**

- Planning Areas: 2 through 4a – 4c
- Primary Architectural Theme: American
- Minimum Number of Floor Plans: 3 per model complex
- Select a minimum of one style from the Primary Character:
  - American Traditional Character
- Additional styles shall be selected from the following Secondary Characters:
  - Craftsman Bungalow Character
  - Spanish Eclectic Character

**Note: The Developer/Builder can propose a change in Architectural style theme to the Planning Department director for approval, including additional Architectural styles not currently included in the Architectural Compatibility Matrix 6.2.3.3**

For potentially compatible styles refer to the Architectural Compatibility Matrix in Section 6.2.3.3.

**Landscape Palette:**

- Street Tree: Podocarpus gracilior – Fern Pine (tree standard)
- Plant Palette: See Community Plant Matrix, Section 7.7
- Planting color scheme: Warm – Red, orange, and yellow flowering plants. Foliage can be dark green, medium green, yellow-green or grey.

**Rich-Haven South**

Planning Areas: 5  
 Primary Architectural Theme: European  
 Minimum Number of Floor Plans: 3 per model complex

- Select a minimum of one style from the Primary Character:
  - English Country Character
- Additional styles shall be selected from the following Secondary Characters:
  - French Eclectic Style
  - Richardsonian Romanesque Style
  - Craftsman (Arts & Crafts) Style
  - Mediterranean Bungalow Style

**Note:** The Developer/Builder can propose a change in Architectural style theme to the Planning Department director for approval, including additional Architectural styles not currently included in the Architectural Compatibility Matrix 6.2.3.3

For potentially compatible styles refer to the Architectural Compatibility Matrix in Section 6.2.3.3.

**Landscape Palette:**

- Street Tree: Koelreuteria Paniculata, Goldenrain Tree
- Plant Palette: See Community Plant Matrix , Section 7.7
- Planting color scheme: Cool – Blue, Lavender, Peach, and White flowering plants. Foliage can be dark green, medium green, or grey.

**Neighborhood Design Criteria-** Each planning area, or neighborhood, within these districts is distinguished by architectural configurations and prototypes, along with its adjacency to various amenities and public uses including parks, open space, and schools.

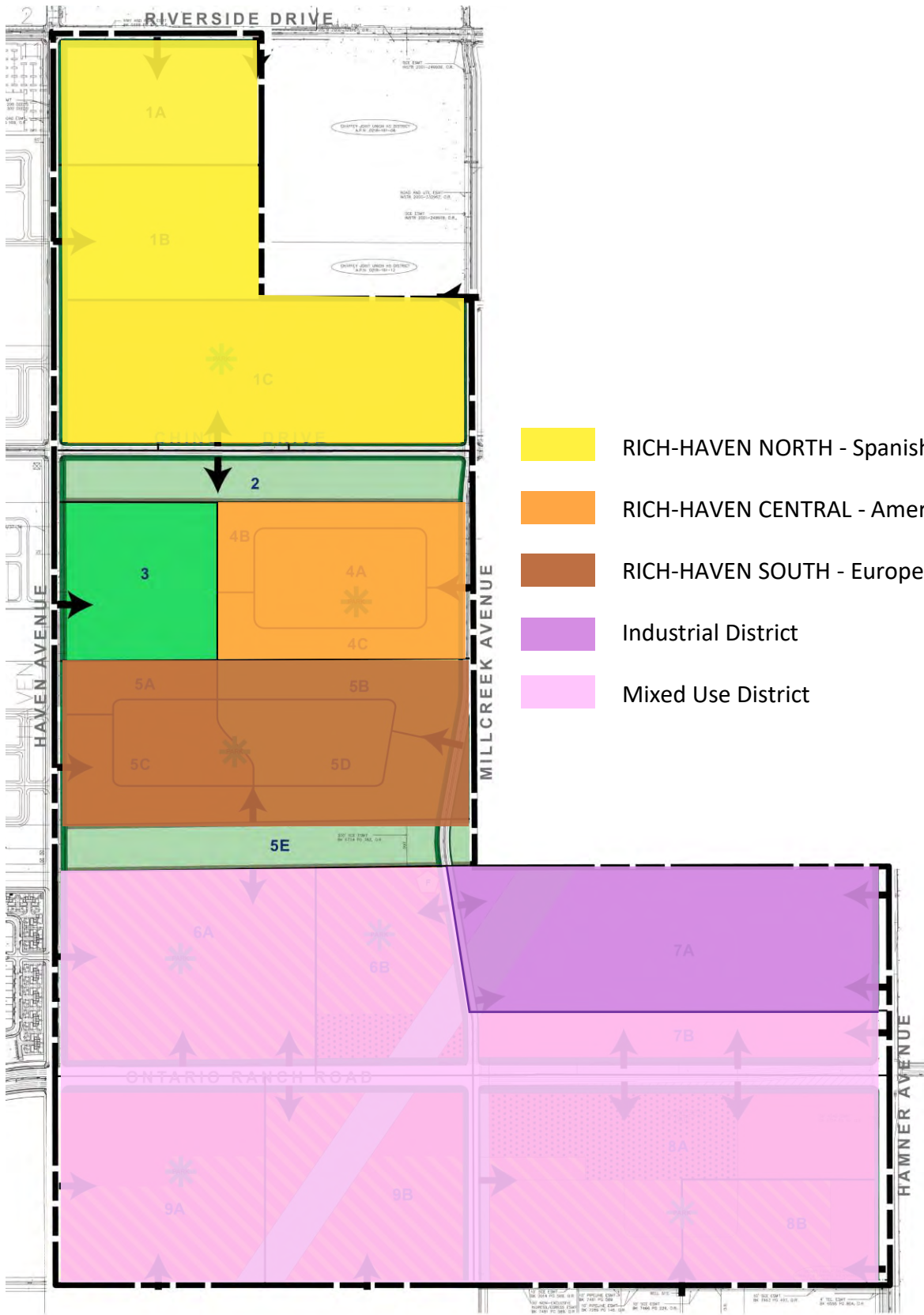
**Architectural Design Criteria-** Within each district the themes, groups or styles work together to mimic the historic districts of Old Ontario, including College Park and Armsley Square. To maintain compatibility, each district has an architectural and landscape character designated, identified as a Primary Character, with additional Architectural Design Criteria available from Section 6.2.3.3

**Architectural Compatibility –** The designated Architectural Design Criteria have been selected using the Architectural Compatibility Matrix (found in Section 6.2.3.3 of this document) to provide differentiation among neighborhoods. Other styles may be considered for substitution at the discretion of the Planning Department based on the matrix and the Architectural Compatibility criteria outlined in Section 6.2.3.2.

Number of Dwelling Units	Number of Differing Floor Plans and Elevations
5-10	As required by Planning Commission
11-25	2
26-50	3
51-75	3
76-100	4
Over 100	4; +1 additional floor plan with 4 elevations for each additional 50 units exceeding 100

PLAN/ELEVATION MIXES

**Prototypes and Floor Plan Criteria** - Refer to Section 5 of this Specific Plan for development regulations and further explanation of uses, parking, setbacks, etc. for all neighborhoods. Please refer to the table entitled "Plan/Elevation Mixes" for additional requirements on plan and elevation mixes.



- RICH-HAVEN NORTH - Spanish Theme
- RICH-HAVEN CENTRAL - American Theme
- RICH-HAVEN SOUTH - European Theme
- Industrial District
- Mixed Use District

**REGIONAL COMMERCIAL/MIXED-USE DESIGN  
GUIDELINES**

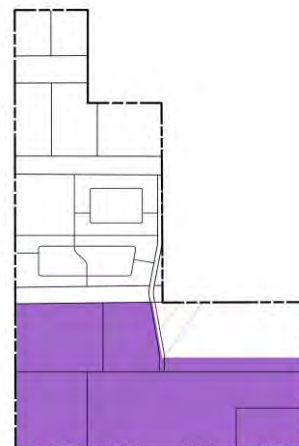
6.5

Regional Commercial/Mixed-Use guidelines apply to Planning Areas 6, 7B, 8 and 9. Refer to Section 6.3 for High Density residential guidelines, which apply to the Stand-Alone Residential Overlay and residential components within Planning Areas 6, 7B, 8 and 9.

It is the intent of these guidelines to provide guidance and a frame work for development of vibrant and viable Regional Commercial Mixed-Use services, including office/professional, hospitality, retail, commercial, civic, quasi-public, and high density residential uses.

The Regional Commercial/Mixed-Use district provides for immediate office/professional/service needs of the Rich-Haven neighborhoods and the greater regional areas. In addition, the Regional Commercial/Mixed-Use District may have the capacity to provide day-to-day commercial retail services, truly enabling this area to serve as a “community gathering place” where residents may stop and linger while enjoying a cup of coffee, reading the newspaper, or socializing with their neighbors in a pleasant pedestrian environment.

These guidelines will further serve to implement the goals, policies and principles of the City’s TOP by drawing upon the rich architectural diversity, quality and history of Ontario’s established neighborhoods. Architecture of all commercial buildings, mixed-use or single use, shall complement the overall traditional community image of the Rich-Haven Specific Plan. The intent is to allow for a variety of building size, types, configuration, and uses to coexist while providing sufficient architectural direction to ensure a unified, cohesive development.



**6.5.1 COMMUNITY DESIGN OBJECTIVES**

- Secure the long-term vitality of The Ontario Plan by implementing its objectives, policies and principles.
- Create a Mixed-Use land use concept that seamlessly transitions high density living into commercial/service activities.
- Create a community of cohesive land uses, which provide for a wide variety of architectural configurations and housing prototypes.
- Create a palette of landscape materials, features and details that blend diverse architectural elements into cohesive neighborhoods.
- Create a palette of way finding signage that infuses the community with character and reinforces the viability of mixed land uses.
- Create a hierarchy of pedestrian and vehicular circulation within the community.
- Provide safe and convenient pedestrian links from residential areas to school, park and commercial sites that serve the community.
- Create a palette of architectural styles and community features that evoke traditional, timeless qualities.
- Utilize architectural massing to define use and public/private spaces.
- Create mixed-use neighborhoods where interactive architecture dominates the primary street scene.

**6.5.2 ARCHITECTURAL PHILOSOPHY**



The purpose of the Regional Commercial/Mixed-Use land use is to foster dynamic neighborhoods. This place making land use enables a main street environment where bustling pedestrian activity is as important to the streetscape as vehicular activity; a place where the town center atmosphere is a short walk for residents to enjoy the goods and services at the heart of the mixed use district. Commercial components stand alone or mixed-use elements, within the Regional Commercial/Mixed-Use district should reflect an architectural style reminiscent of small-town American town centers. Architectural execution of this style is described in subsequent sections.



**GENERAL DESIGN ELEMENTS & OBJECTIVES**

A palette of styles, massing, materials, and details shall convey a timeless sense of place.

- Use appropriate finish materials and detailing.
- Vary vertical/horizontal scale and massing within and between buildings.
- Visual massing/style breaks between commercial/retail and residential uses are encouraged.
- Roof styles and materials shall be architecturally and aesthetically compatible, not uniformly consistent, among and between buildings/uses.
- Architectural styles shall be authentic; mixing of details between styles is allowed where details are complementary.

Active architecture shall orient toward Edison Avenue and primary auto and pedestrian circulation corridors.

- Offset wall planes should be used, where appropriate, as an integral part of the building design.
- Building offsets or recesses should be used to accentuate building entries and form pedestrian nodes.
- Windows and doors shall be positioned sensitively to engage public spaces while maintaining privacy.
- Articulation of tenant entries for pedestrian identification should be achieved through wall plane offsets, architectural detailing and color schemes.
- Signage, monumentation, and landscaping shall supplement pedestrian corridor and plaza spaces created by articulated architecture.

Pedestrian linkages shall be active, useable transition spaces between uses.

- Hard distinct edges between uses are discouraged.
- Signage, paving, landscaping shall visually identify pedestrian linkages/corridors.
- Pedestrian circulation shall be continuous from residential to commercial/regional sections of the district.
- Articulation can include, but is not limited to:
  1. Vertical and horizontal offsets
  2. Color blocking
  3. Appropriate use of detail elements.

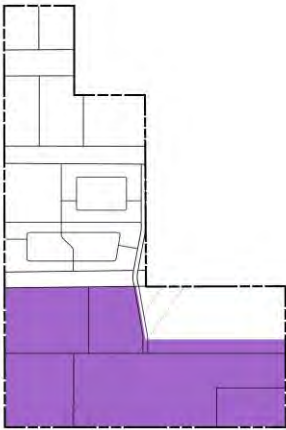
**6.5.3**



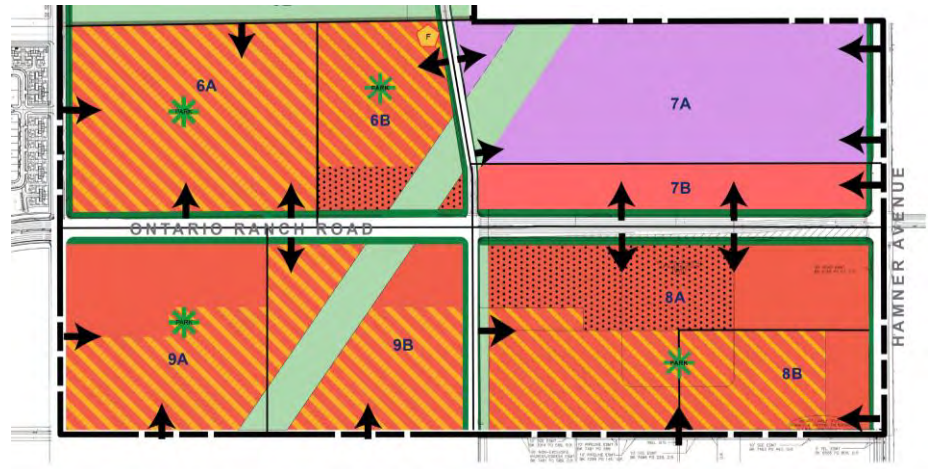
Visual breaks between commercial and residential uses



Pedestrian linkages



The primary goal for the Rich Haven Regional Commercial /Mixed-Use District is to create a dynamic environment for the interaction of vibrant commercial, retail, regional services and high density residential neighborhoods. Sensitive spatial and architectural form, massing, and transitions are critical to the relationship between compatible uses. The following principles establish the essential characteristics that will promote the support these goals.



**REGIONAL COMMERCIAL / MIXED-USE LAND USE PLAN**

**Neighborhood Design Criteria:**

- Visual and practical interaction of mutually supporting commercial and residential uses.
- Integration of open space and pedestrian linkages with regional commercial tenant needs
- Foster clustering of high-density residential buildings to create smaller “neighborhoods” within planning area.
- Maximize architecture along theme streets
- Limit direct garage access along theme streets
- Provide Community entry at Haven and Theme Street
- Provide theme street intersection treatment
- Provide pedestrian link to neighborhoods and High School site to north.

ARCHITECTURAL COMPONENTS 6.5.4

Quality architectural and aesthetic design of a project has its foundations in the primary forms of the buildings. Guidelines for the following component intend to cultivate varied and interesting architecture while allowing room for creativity and project stylization.

**Building Form and Mass**

Building forms shall be simple and well-proportioned resulting in a balanced composition of elements.

- Layering of wall planes and volumes should provide a rhythm of dynamic building shadows.
- Building massing shall consist of a mix of building heights to provide visual interest to the commercial area.
- Tower elements and other vertical/prominent building features should be used to accentuate key elements such as building entries, pedestrian nodes, plazas or courtyards.
- Taller buildings shall have greater articulation.

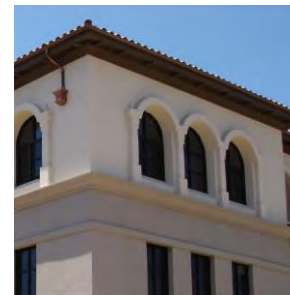
Modulation and variation of building masses between adjacent buildings is encouraged. Three and four story elevations should have varied massing and architecture, both in height and depth, along the façade. The preference is for the project to feel less like a set of monolithic structures and more like a collection of distinct building in the eclectic style of the district. This can be accomplished though massing, color blocking, wall plane breaks, and variations in architectural styling and façade treatment.

Building mass shall be proportional to the tenant use to create obvious and identifiable delineation between uses.

**Materials and Colors**

Materials and colors should be applied to create cohesive and authentic architectural styles and streetscapes.

- All surface treatments or materials should be designed to appear as an integral part of the design, not merely an application.
- All materials should wrap architectural elements in their entirety, on primary elevations and where exposed to primary public spaces.
- Material changes should occur at inside corners.
- Materials applied to any elevations shall turn the corner of the building a minimum of 8', or to a logical termination point in relation to architectural features or massing.
- Highly reflective surfaces/materials, including colored glass and highly polished materials, are not allowed.
- Rough cut, rustic appearances through the use of stone, brick, or siding are encouraged. Only finished materials are allowed, no exposed or untreated concrete masonry units, unless consistent with the architectural style.



Articulation through the use of color blocking and detail elements



**Exterior Design**

Buildings shall have articulation along auto and pedestrian corridors to generate pedestrian scaling and visual interest along the streetscape.

- No single building shall have a singular wall plane or building height on the primary elevation.
- Front wall planes of commercial/mixed-use buildings, including retail/shop space veneer configurations, shall be articulated.
- Articulation can include, but is not limited to:
  1. Vertical and horizontal offsets.
  2. Color blocking.
  3. Appropriate use of detail elements.
- Mixed-Use buildings, multi-tenant shop buildings with more than one ground floor tenant: no more than sixty six percent (66%) of the front elevation may consist of a single contiguous wall plane on a tenant by tenant basis

OR

- On an overall building, a cumulative total of no more than sixty six percent (66%) of the front elevation may have the same setback dimension; with no more than forty percent (40%) of the elevation comprising a continuous wall plane.
- Massing of large expanses of street exposure or pedestrian corridor exposure walls are encouraged to be visually broken down through the use of architectural features and treatments, and color changes, including but not limited to, pilasters, trellis elements, decorative light fixtures, and material inlays, murals, graphics, or other visual variations.

Primary exposures/elevations shall be appropriately detailed and articulated consistent with the architectural style and character of the development, as established by these guidelines.

- First-story pedestrian scale character and commercial retail exposure is crucial to business viability. In-line retail/commercial/service space shall be designed for the optimization of space, exposure, and aesthetic articulation.

Architectural massing and style among buildings shall be compatible.

- No two adjacent mixed-use buildings shall have identical architectural appearance, or use of materials, or color palette unless pairing is integral feature of project design theme.
- Combinations and composition shall be varied, although massing may be comparable.
- Some repeat materials may be used; however, they may not be used with the same color palette unless architectural pairing is integral feature of project design theme.
- Offset wall planes should be used, where appropriate, as an integral part of the building design.
- Projections, overhangs and recesses may be used to provide shadow articulations, and scale to building elevations.
- Building offsets or recesses may be used to accentuate building entries and form pedestrian nodes.
- At least 40% of the ground floor of the primary exposure of an in-line/shop-space/free standing show use, excluding restaurant pads, shall be devoted to transparent windows and/or doors.
- Big-box tenants shall use appropriate glass frontage, subject to tenant by tenant review and approval.



Offset Wall Planes

Variety in massing and articulation emphasizes pedestrian scale.

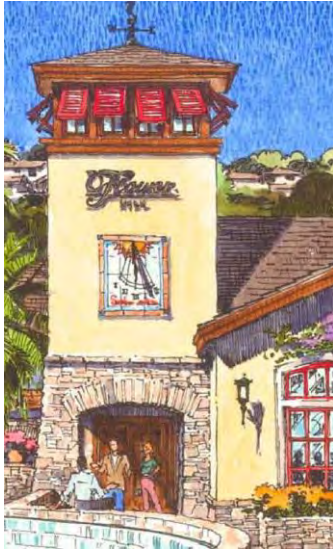
- Primary exposure of commercial buildings greater than one story should suggest the presence of a “usable” second story and shall reduce the impact of higher volumes through the use of details consistent with the architectural style.



Variety in building height

Secondary exposure of commercial buildings greater than one story shall provide an appropriate level of articulation to engage the street-scene.

- Articulation can be achieved through the use of wall plane offsets, break of parapet lines, details such as windows and shutters, material inlays, and color or texture changes.
- Secondary exposures shall be architecturally compatible, though not as detailed, with primary exposures.



Tower Elements

**Roof Form and Slope**

Building height shall be varied to provide visual interest to the commercial center as viewed from community streets, open space, or other public spaces.

- Variety in roof forms, ridge heights and direction of gables is required.
- Tower elements or other prominent building features should be used to accentuate key elements such as building entries, pedestrian nodes, plazas, or courtyards.
- Form and materials should be integrated with the overall character of the development.
- Although the majority of commercial roof area may be flat, visible elevations should be treated with sloping roof elements, including hips or gable forms (as appropriate to the primary architectural style), or parapet treatments.
- Roof pitch shall be in proportion to the design of the building and in conformance with code regulations for the roof material.
- Secondary roof elements that accentuate special features may have more gentle or extreme slopes, as consistent with the primary architectural style.
- Architecturally exposed roof materials shall consist of flat, barrel, or “S” concrete or slate tiles or shakes.
- Metal roofs are permitted as feature elements consistent with the architectural style.
- Fascia elements should be consistent with the primary architectural style.

6.5.4.1 Architectural Features and Accents

**Buildings and/or Tenant Entries**

Entries shall be visually appealing and identifiable to users. Each commercial building and/or tenant shall provide well-articulated, identifiable path of entry for pedestrian and vehicular users from the site into the buildings themselves.

- Commercial/retail entryways shall be clearly identifiable from the perceived “face” of the building so as not to confuse or mislead patrons.
- Landscape, hardscape, and architectural design elements for the project site and building entries shall work together to create a sense of arrival.
- Appropriate signage and lighting shall be provided for emphasis.
- Mixed-use buildings should incorporate design features such as porches, bays, balconies, arcades, street-level windows, and second story windows where feasible.

**Patio Dining**

Outdoor seating is encouraged to enliven the street-scene along mixed-use edges.

- Outdoor business activity is permitted in the interior circulation ROW only if additional public sidewalk is provided greater than the required 8 foot width.
- Seating areas shall be 5 feet in minimum dimension from the store/building front. Edge of seating area shall be a minimum of 8 feet from the ROW/landscape.
- Seating areas shall have a maximum 20 foot encroachment onto park/paseo areas.
- Patio areas may be enclosed by the tenant using an open rail compatible to the architecture of the building, or hedges, or other suitable separation.
- Patio areas do not require railing or enclosure.

**Storefront Windows**

Accenting of display windows on the first floor is a strong tool for the articulation of store frontage. Display windows shall be at pedestrian eye level to stimulate street-scene interest and promote viable business.

- A minimum of 40% glazing is required on all multi-tenant commercial buildings and the commercial base of a multi-story mixed-use building.
- Window treatments, where feasible are encouraged. Exterior window treatments include, but are not limited to:
  1. Recessing/surrounds of not less than 6”.
  2. Trim elements
  3. Headers and sills
  4. Awnings (cloth, metal, or trellises)
  5. Shutters (proportional to window where consistent with the architectural style).
  6. Mullion patterns, as appropriate to the architectural style.



Character is infused into architecture through the use of details, special features, and accents.

Creativity and articulation at the human scale will help engender a stronger sense of place in the Regional Commercial/Mixed-Use District along pedestrian and auto corridors.

**6.5.4.2 Storefront Windows**

- Awnings, when provided should be designed consistent with the architectural style and color palette of the main structure.
- Unacceptable awning treatments include: metal louvers (except Bermuda style shutters) or untreated fabric. Project names, texts, or logos are acceptable as decorative awning treatments, however not as primary signage.

**Exterior Lighting**

Exterior lighting fixtures shall be compatible with the architectural style of the building, and proportional in size to the scale of the building.

**6.5.4.3 Accessory Elements****Loading and Service Design**

Site design shall specifically address the needs of pick-up, delivery, and service vehicles related to commercial/retail uses.

- Service entrances and vehicles shall be sited such that they do not interfere with owners/tenants/customer access.
- Appropriate on-site service vehicle parking/turnouts shall be provided in an efficient, non-obtrusive location appropriate to the scale and needs of the project.
- Loading vehicles, when parked, shall not impede normal traffic flow.
- Service and storage areas shall be effectively screened from public view.
- Screening shall be by fences or walls with aesthetically compatible landscaping, and/or comparable materials that effectively obscure loading/service areas.
- Loading zones, where adjacent to residential development (30 feet or closer), shall be partially roofed to dampen sound and screened from pedestrian view of the area.
- Enclosed service areas or service alleys serving multiple tenants need screen only access points of the service area.

**Exterior Storage**

- Storage buildings are discouraged.

**Trash Enclosures**

Trash enclosures and other service elements should be screened from view.

- Solid walls or fences compatible with the building architecture and enclosed with opaque metal gates shall be used for screening.
- No refuse collection or storage areas shall be located between a street and the front of a building.
- Refuse collection areas shall be designed to contain all refuse generated onsite between collections.
- **All project sites shall be designed to meet all the Integrated Waste Department's requirements, including the requirements for Sizing of Storage, Location of Collection Area, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types.**



**Gutters and Downspouts**

- Gutters and downspouts shall be internally routed, with a continuous paved path to storm drain system, or use decorative exposed gutters and downspouts.

**Mechanical Equipment**

- All mechanical equipment including satellite equipment shall be screened from site by the use of parapets, decorative screens of compatible color, style, and material, or other appropriate architectural features.
- Devices are to be located in unobtrusive locations and care shall be taken to screen view from public thoroughfares at the pedestrian level.
- Where ground mounted, these devices shall be buffered by landscape or screening. All equipment must be shown on submitted plans as part of the Design Review process.

**Meters**

- All electrical meters shall be located on the rear or side elevation of a pure retail buildings and interior to an architectural feature compatible with the architectural style of the mixed-use or pad restaurant building and subject to all applicable building codes.
- Natural gas meters shall be grouped and screened by walls, on a secondary or rear elevation of the building.
- Electrical meters located on exterior street elevations shall be ganged and located behind doors.
- Screening electrical meters behind doors is not required where meters are located in screened service areas or in “back of house” areas not intended for general public access and service courts.
- Builders should contact the utility provider for minimum clearances.
- Screen walls and electrical enclosures should be designed integral to the primary commercial building’s architecture.

**6.5.5 SIGNAGE GUIDELINES**

The purpose of these sign guidelines is to promote an overall “sense of place” through signage that is architecturally integrated and visually interesting while conforming to applicable code requirements.

**6.5.5.1 Signage Design Objectives**

- To identify the project with elements that convey a distinct character which enhances the collective architectural theme and “story”.
- To incorporate an environmental communication system categorized into five groups of sign types: identity, direction, information, regulation, and special amenities.
- To ensure the efficient circulation of vehicle traffic within the site.
- To clearly identify vehicular entry points and to direct vehicles to designated parking areas.
- To enhance the pedestrian experience through the design of way finding components: directories, directional signage and destination identifiers.
- To establish the tenant sign criteria to serve as the basis of the leaseholder submittal process for the review and approval of tenant sign proposals.



**6.5.5.2 Definitions**

*Sign* – Any arrangement of letters, numeral, or design superimposed or painted on, suspended from, or incised into a surface and used as an outdoor display or notice, pictorial or otherwise, for the purpose of delineating identity, advertising available services and/or products, or for providing instructions and/or direction and/or information.

*Advertising Sign* – Those which direct attention to the goods or services sold, leased, or otherwise provided and made available, which shall include the name of the leasehold premises and may include names or sub-tenancies located thereon.

*Awning Sign* – A message integrated into the surface of an architectural awning structure mounted parallel to the building façade.

*Blade Sign* – A wall-mounted projecting or canopy-suspended sign at the pedestrian level adjacent to a building entry.

*Pylon Sign* – Those which are vertically freestanding, providing site and major tenant identification oriented to principal vehicle thoroughfares and entries.

*Monument Sign* – Those which are horizontally freestanding, integrated into the landscape, providing primary or secondary identification of single tenants.

*Multi-Face Sign* – Those having more than one face, each of which fronts



*Permanent Sign* – Those of substantial, durable materials and finishes intended for long-term use.

*Temporary Sign* – Those intended for short duration, normally during the planning and construction phase of development or for temporary events.

*Sign Area* – Shall be the sum of the areas enclosed within parallelograms drawn around each letter and/or pictorial or architectural embellishment. Where letters or embellishments are connected, as in script writing, the parallelograms shall encompass each group connected. Where a frame or backing for the letters, embellishments, etc., constitutes an integral part of the sign, the total area enclosed shall be considered.

*Façade* – The exterior wall of a building exclusive of projecting signs, columns, pilasters, canopies, marquees, decorations, or the like.

*Parapet* – That portion of the exterior wall of a building occurring above the roof.

*Marquee* – A rigid canopy extending outwards from the building façade, generally over the main entrance or along a principal façade.

6.5.5.3 General Sign Design & limits

- Tenant sign size and quantity must be compatible with architectural scale and structure as determined by the Owner and conform to City of Ontario Sign Code as determined by the Planning Department.
- The dimensions and shape of sign panels or elements mounted on building facades or marquees shall be scaled proportionately to the architecture.
- Double or multi-face signs shall count as one (1) unit when computing number of signs allowed.
- The area of one (1) face shall be used in computing area of double or multi-faced signs.
- Sign elements shall not project more than 2’-0” beyond the lease line unless reviewed and approved by the Owner.
- All projecting blade signs must maintain a minimum 8’-0” clearance height above grade.





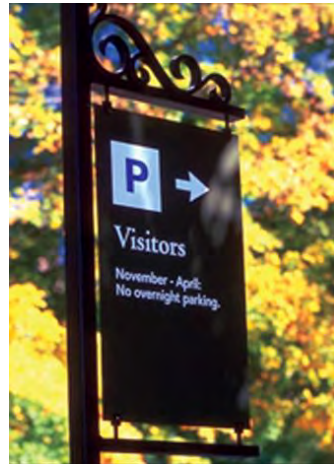
6.5.5.4 Identity Signs

- Primary project identity signs shall be situated at appropriate locations and may be any of the following: an entry-spanning gateway sign, entry flanking monument sign or double-sided pylon sign. The project identity signage should be creatively interesting and visually engaging.
- Secondary project or tenant identity signs are typically ground-mounted monument signs. The design of the monument sign shall be in keeping with the character established for the project with variations to include individual tenant identities.
- Commercial tenant identity wall signage shall adhere to the criteria set forth within the Commercial Sign Design Guidelines to be established and implemented as part of a comprehensive sign program for each project. The design of commercial tenant signage shall be in keeping with the character established for the project with variations to include individual tenant identities.
- Retail tenant identity signs shall adhere to individual national identity/corporate branding standards and remain in keeping with the character established for the project.
- Residential Development identity signs shall adhere to the criteria set forth within the Residential Sign Design Guidelines contained within the comprehensive sign program for each project. The design of the residential identity sign shall be in keeping with the character established for the project with variations to include individual tenant identities.
- Code-required identity signs are required for restrooms, telephones, fire extinguishers, elevators, escalators and stairs within the project. All code-required identity signs throughout the project shall incorporate the appropriate international symbols as established by the Society of Environmental Graphic Design (SEGD).



6.5.5.5 Directional Signs

- Direction signs shall be located at any vehicular or pedestrian decision point within the leaseholder project.
- Vehicular direction signs shall clearly direct to destination anchors within the leaseholder project and to on-premise parking areas.
- Vehicular direction signs shall be consistent in size, shape and design throughout the leaseholder project.
- Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.
- Vehicular direction signs shall incorporate reflective vinyl copy for night-time illumination.
- Vehicular signs should have no more than three messages per sign.
- All direction signs throughout the project should incorporate the appropriate identity symbol as established by the Society for Environmental Graphic Design (SEGD) and comply with all state, local and federal regulations.



6.5.5.6 Information Signs

- Wall-mounted or freestanding directories are appropriate within a mixed-use district.
- Parking information signs should be located at parking entrances for mixed-use structured parking.



6.5.5.7 Regulation Signs



- Regulatory signs that may be required within the project include: non smoking no parking, do not enter, no dogs, no skateboarding, and accessibility-related (ADA) signs.
- Vehicle regulatory signs including stop, yield, do not enter, wrong way, speed limit, no parking and one way are intended to impose legal obligations and/or restrictions on all traffic. It is essential, therefore, that their use be authorized by the public body or official having jurisdiction, and that signs conform with the Manual on Uniform Traffic Control Devices. A traffic engineering consultant is required to verify location of regulation signs on public right-of-way.
- Signs within the project must be in compliance with the following local and national guidelines:
  1. CalDAG 96 – Combined ADA and CA Title 24
  2. AASHTO Part 1 Guidelines for Supplemental signs
  3. MUTCD – Manual of Uniform Traffic Control Devices
  4. City of Ontario Municipal Code, except where modified by this document.
  5. San Bernardino County ordinances, except where modified by this document.

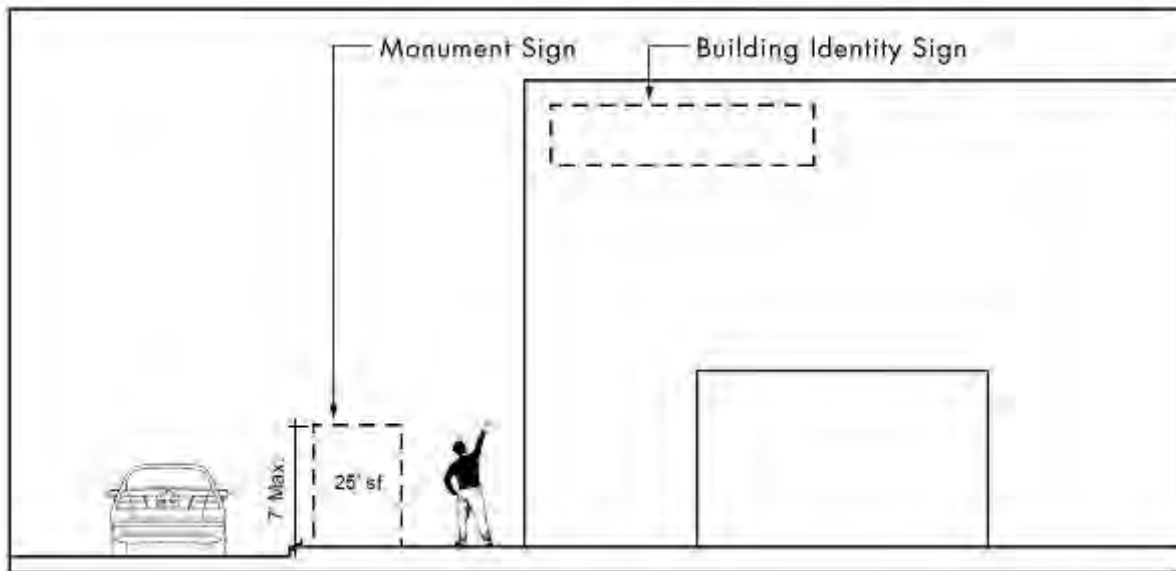
6.5.5.8 Amenities

- Project banners may be incorporated on architectural features and light fixtures. The design and application of banner elements shall be subject to approval by Owner.



6.5.5.9 Commercial Sign Design Guidelines

- Commercial project leaseholders are allotted a total of one (1) square foot of signage per linear foot of frontage for building signs.
- Commercial project leaseholders are allowed the following signs:
  1. Building Identity Sign
  2. Monument Sign (as allocated and approved by Owner)
  3. Placement of Identity on an Information Sign
- Environmental graphics color palettes should be compatible with the architectural design of the buildings.



**COMMERCIAL SIGN DIAGRAM**

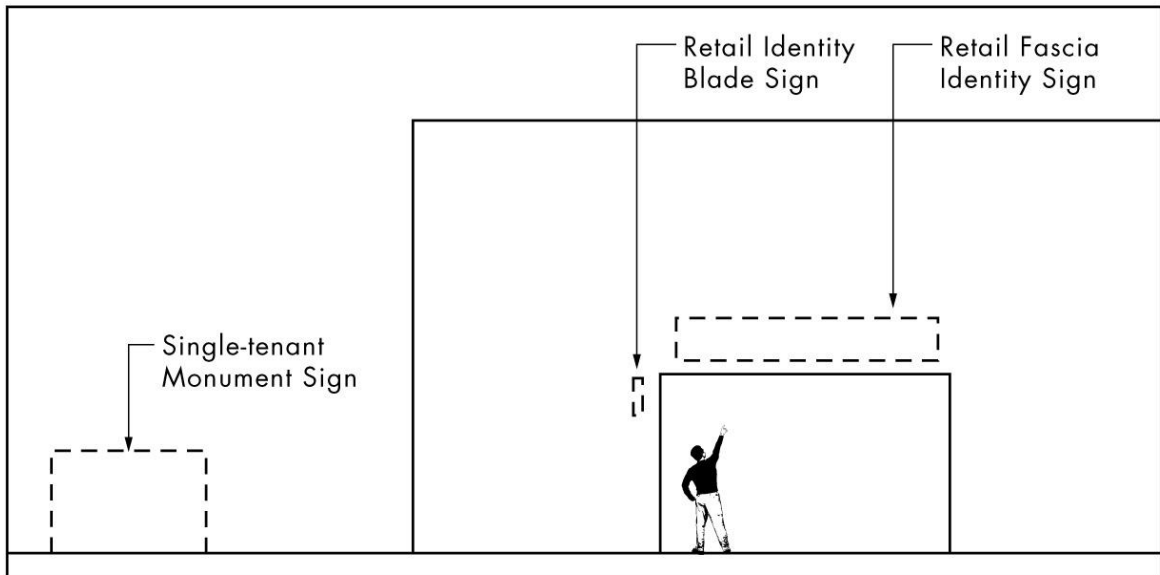
*Note: Sign area based on 1 square foot per 1 lineal foot of frontage*



6.5.5.10 Retail Sign Design Guidelines



- Retail project leaseholders are allotted a total of one (1) square foot of signage per linear foot of frontage for building signs.
- Retail project leaseholders are encouraged to incorporate the following signs into their project:
  1. Retail Fascia Identity Sign
  2. Retail Blade Identity Sign (required 8'-0" clearance above grade)
  3. Single-tenant Monument Sign (where applicable)
  4. Building Awnings
  5. Multi-Tenant Pylon Signs
- Environmental graphics color palettes should be bold and vibrant within the Retail project.





6.5.5.11 Residential Sign Design Guidelines

- Residential developments are allotted a total of one (1) square foot of signage per linear foot of street frontage for building signs.
- Residential developments are encouraged to incorporate the following signs into their project:
  1. Fascia Identity Sign (into residential lobbies)
  2. Building/Tenant Address System
- Environmental graphics color palettes should be harmonious with the architecture and integrate bold accent colors.



#### 6.5.5.12 Fabrication & Installation

It is intended that all finished work be of the highest quality to pass eye-level examination and scrutiny.

##### **General Fabrication Specification**

- Construct all work to eliminate burrs, dents, cutting edges and sharp corners.
- Finish welds on exposed surfaces to be imperceptible in the finished work.
- Surfaces which are intended to be flat shall be without dents, bulges, oil canning, gaps or other physical deformities.
- Except where approved otherwise by the Owner, conceal all fasteners.
- Make access panels tight-fitting, light-proof and flush with adjacent surfaces.
- Carefully follow manufacturer's recommended fabrication procedures regarding expansion/contraction, fastening and restraining of acrylic plastic.
- Exercise care to assure that painted, polished and plated surfaces are unblemished in the finished work.

##### **Non-Permitted Sign Construction**

The following construction methods are not permitted:

- Letters with exposed fastening and unfinished edges (unless architecturally consistent).
- Paper, cardboard, Styrofoam or untreated cloth.
- Signs employing flashing, flickering, rotating or moving lights (except as approved by owner).

#### 6.5.5.13 Sign Maintenance

All signs shall be kept in "like new" condition and shall be promptly restored to such condition if damaged or otherwise marred. Copy and text employed on signs shall be kept accurate and current.

#### 6.5.5.14 Sign Location

All signs shall be contained within the premises to which applicable and shall be so oriented as to preclude hazardous obstructions to person and/or vision of pedestrians and/or vehicle operators. All sign locations to be submitted in elevation and plan view for Owner approval per the Comprehensive Sign Program for each project.

6.5.5.15 Temporary Signs

Temporary signs may be authorized at the discretion of the Owner on leased premises during the period of initial planning and construction. For continued use subsequent to the first 60-days of leasehold operations justification in the form of written definition of intended permanent sign program shall be submitted to the Owner for consideration and disposition.

- Temporary signs should reflect the project design or brand to generate excitement for the project.
- Branded Construction Fence or Storefront Barricade may be used as a communication devise to generate excitement for the project.
- Leasing Signs shall be allowed upon approval by Owner.
- Sandwich Board signs which are architecturally consistent with the project shall be allowed upon approval by Owner.
- Other Environmental Graphics may be utilized upon approval by Owner.

6.5.5.16 Sign Illumination

All sign elements must be internally and/or externally illuminated. Hot spots and light leaks are not permitted and must be repaired by the Leaseholder. All illuminated signs shall be fabricated, installed, and comply with national/local building and electrical codes and shall bear the U.L. label. All signs shall conceal all identification labels and U.L. labels to conform to U.L. codes. All conductors, transformers, cabinets, housing and other equipment shall be concealed and/or incorporated into storefront and/or sign components.

- To protect the visual environment, all leaseholders’ light fixtures in regards to brightness and glare, shall be subject to approval by Owner.

Leaseholders’ primary sign, secondary sign (if applicable) and canopy signs shall remain illuminated during business hours as designated by the owner. Lighting in these zones are required to be circuited and switched separately from other store fixtures on the leaseholders’ panel and controlled by a time-clock. Leaseholder shall provide a disconnect switch at sign transformer or near electrical junction box per the Comprehensive Sign Program.



## SECTION 6.6 LIGHT INDUSTRIAL DESIGN GUIDELINES

Industrial design guidelines apply to Planning Area 7A. The following Design Guidelines have been developed to ensure a quality, cohesive design structure for Industrial development in Rich-Haven. They will provide the City with the necessary assurances that the Specific Plan will develop in accordance with the design quality and character proposed in this section.

Key design elements will contribute significantly to the visual order and consistency of the entire Specific Plan area and provide a quality development. The fundamental elements of these common features; site design, architectural design, and sustainable standards are established by these Design Guidelines. Landscape design guidelines can be found in Section 7.9 for industrial land uses.

The design guidelines are intended to be flexible and illustrative in nature, with the capability of responding to unanticipated conditions, the market and design trends.

### 6.6.1 COMMUNITY DESIGN OBJECTIVES

- To secure the long-term vitality of the General Plan by implementing its objectives, policies and principles.
- To provide the City with the necessary assurances that the Specific Plan area will develop in accordance with the design quality and character proposed herein.
- To serve as design criteria for developers, builders, engineers, architects, landscape architects and other professionals in preparing plans for construction.
- To lend guidance to the City staff, Planning Commission and City Council in the review and evaluation of future development projects in the Specific Plan area.
- To provide for the development of industrial facilities which utilize the site's prime location to Ontario Airport.
- To create a high quality industrial development that attracts an array of businesses and provides employment opportunities to area residents.
- To provide industrial uses within the project boundaries which are compatible with surrounding uses.
- To develop a flexible plan that meets the needs of an ever-changing business market, while assuring compliance with high development standards.

- To provide a plan for roadways, infrastructure, and utilities to support on-site land uses as the project evolves.
- To create features and details that blend with diverse architectural styles and elements.
- To create a hierarchy of pedestrian and vehicular circulation.
- To create a palette of architectural styles and that evoke timeless qualities.
- To encourage creativity and innovation, as well as consistent quality in the implementation of these guidelines.

### 6.6.2 INDUSTRIAL DESIGN PHILOSOPHY

These Design Guidelines will ensure that the Specific Plan community is an environment that reflects the vision embodied in the following concepts:

- Develop a quality, cohesive design concept and identity for the Rich-Haven area. Incorporate Industrial uses into the fabric of the community by placing importance on perimeter edges that integrate with adjacent uses and the rest of the community.
- The architectural image of the Specific Plan will be perceived primarily from the public realm. Therefore, building massing, scale and roof forms, as the primary design components, require articulation in their architectural expression as they relate to the publicly visible areas.
- Establish design standards that ensure lasting value for industrial developments. Utilize colors, materials, textures, features and other design elements that are timeless in their character to ensure an overall design philosophy that will not become dated.

### 6.6.3 SITE DESIGN

Industrial developments in the Rich-Haven Specific Plan will allow for employment opportunities to be created for the City of Ontario and surrounding region. Residents of Ontario Ranch will have the ability to access employment not only by automobile but also via pedestrian multi-purpose trails from the surrounding residential neighborhoods.

Industrial uses should continue the pedestrian friendly character of the area and implement appropriate site planning, architectural and landscape design techniques to be complimentary to the adjacent land uses.

Site design should facilitate the intended functions of developed and open space areas and provide for appropriate interactions between buildings, activity areas, vehicular access, parking, pedestrian paths and bicycle travel.

The following concepts are intended to facilitate site design quality within the Rich-Haven Specific Plan.

#### 6.6.3.1 BUILDING ORIENTATION

- Provide a well-organized site plan that emphasizes pedestrian connectivity and attractive landscape areas for the public through the location and arrangement of buildings, circulation, and parking areas.
- Buildings should be oriented to provide for an aesthetically pleasing streetscape edge along publicly visible edges including Mill Creek Avenue and Hamner Avenue.
- Building sides which are oriented to visible edges should provide more architectural detail and interest such as color blocking, material changes, windows, building wall offsets, pop-outs and architectural accent features to avoid long expanses of monotonous, blank, untreated walls. (See Photo 7.1).
- Orient buildings towards street frontages to create an inviting public perimeter. Enhanced elevations shall be provided for buildings that front Hamner Ave and Mill Creek Ave.
- Provide visible pedestrian access to buildings from the street, parking areas, and perimeter sidewalks through signage, prominent architectural features, and landscape design.
- Locate loading and storage areas away from streets when feasible, ensure adequate space for vehicle backing and maneuvering on-site, and provide adequate parking for loading vehicles so normal traffic flow is not impeded.
- Orient and screen elements such as trash enclosures, loading bay doors, and service docks to minimize their visibility.
- Locate service entrance to prevent conflict with front entry.
- Place electrical rooms and transformers away from front entries and street views.

#### 6.6.3.2 PARKING LOTS

- Parking is encouraged to be located to the side and rear of the building. Landscape buffers should be provided to screen parking lot areas that are visible from perimeter streets. (See Photo 7.2).
- Parking lots should be designed to minimize impact to pedestrian walkways and service access. Large parking lots should be avoided, however if necessary, a landscaped pedestrian walkway should be provided for safe access to buildings.

- Site entries shall compliment the architectural development by utilizing enhanced pavement treatment in vehicular areas, accent trees, and color planting. Enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.
- A theme wall/entry monument may be installed at the major project entries.
- Parking areas shall provide trees within the vehicular use areas at a ratio of one tree for every 10 parking stalls. The trees shall consist of 24" and 36" box sized trees.
- Locate visitor and short-term parking areas at the front and sides of buildings near primary building entrances.
- Organize landscaped areas, drive entrances, and/or buildings to create separate parking areas to prevent the parking lot from being the dominant visual element.
- Screen parking areas and loading docks facing the street using landscape buffers planted with screen trees and drought tolerant vegetation.



*Photo 7.1 - Example of main building accents oriented towards street and entry*



*Photo 7.2 - Example of an Industrial edge along a perimeter street such as Hamner Avenue*

### 6.6.3.3 LOADING STORAGE & REFUSE AREAS

- Loading docks and storage areas should be oriented away from adjacent streets. Any visual impact to public views should be screened through the use of walls, berms and/or landscaping. Adequate room should be provided for trucks maneuvering or waiting to unload. Attractive and durable materials shall be used for the design of visible screening walls that is complimentary to the primary building design.
- Refuse areas, containers and equipment shall be easily accessed by service vehicles but screened from view of the streets, parking lots, and connecting walkways through the use of walls, berms and/or landscaping. Screening details should incorporate elements that are compatible with the architecture style of the building. Equipment and enclosures shall not be located near pedestrian walkways. Roof-mounted equipment shall be screened by the roof/parapet.
- Screen walls should be 14ft high. Lower screen wall heights may be permitted through a line of sight study. Landscaping should be incorporated to visually soften the appearance of walls.
- No required parking or loading facilities shall be located in any required landscape setback.
- Driveways and parking areas should be separated from adjacent sidewalks or landscaped areas by a curb not less than six inches high.



#### 6.6.4 ARCHITECTURAL DESIGN

The architectural design guidelines for industrial buildings will respond to the general characteristics of the surroundings as well as to the overall thematic vision of the Rich-Haven Specific Plan area. They are intended to provide well designed, attractive, high quality buildings through the use of the following design elements, features and principles.

##### 6.6.4.1 SCALE AND MASSING

- The general scale and massing of an industrial building is large and monolithic. Due to the nature and purpose of these buildings, this is unavoidable, however, design techniques can be used to mitigate and soften the appearance. These design features are especially important where the building is highly visible from the public realm.
- Building height variations, architectural projections, pop-outs, stepping of floors, accent detailing, material change and color variety are encouraged to compliment the surrounding industrial land uses. Massing elements shall relate to the architecture style of the building and should be proportional and visually pleasing.
- Avoid blank walls by providing articulation on building elevations visible from a public right-of-way through elements such as cornices, parapets, expression lines, and changes in materials and/or colors.
- For larger buildings that are visible from adjacent public streets, they shall include architectural treatments to avoid long expanses of untreated walls, and break up building massing, through the use of building height changes, projections, changes in color, building material or texture or similar architectural treatments.
- Typical ground-mounted equipment (such as transformers and heating units) should be screened by landscaping where they would otherwise be within public view.
- Where long, linear walls or fences are needed, a combination of wall/fence with dense landscaping shall be provided.
- The mass of new structures, as visible from public streets, should be softened by landscaping or lessened by small-scale elements such as windows, panels, entrances, and other detail features to avoid monotony in design (See Photo 7.3).
- Ensure scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area.
- Provide the greatest level of articulation on the front facades that are visible from the public rights-of-way and at the main entrances.

#### 6.6.4.2 ROOF FORM AND MATERIALS

- Roof forms if visible, should be simple and avoid a massive appearance. Buildings shall use height variations to break up the roofline and create a more interesting visual appearance (SEE 6.6.4.5 Base & Top Treatments).
- Roofing materials should be durable yet compatible to the building's architectural style.

#### 6.6.4.3 ENTRY DESIGN

- Entries and windows are encouraged to face streets and pedestrian walkways. Primary building entries shall be easily identified through the massing of the building. Greater height can be used to highlight and accentuate entries in the form of tower elements, tall voids, a central mass or an entry plaza. Secondary entries may use smaller building masses to communicate their locations.
- Design office buildings, business parks, and office areas of industrial or warehouse buildings with an emphasis on the use of windows, architectural details, and building articulation.
- Integrate the design of industrial/warehouse office areas into the overall building composition so they create powerful architectural statements and not visually disjointed "add-ons".
- Major vehicular and pedestrian entries to the site from the public street system should be readily visible. Major entries to planning areas, other than truck entries should be marked by accent pavement with accent trees and other enhanced landscape features.
- Design entry features as a significant aspect of a building's overall composition through massing, detailing, architectural treatments, and/or special materials and colors.
- Employ recessed or covered building entrances to provide shade and visual relief.

#### 6.6.4.4 DESIGN FLEXIBILITY

- Building design should be flexible in order to adjust to various future market demands. Parcel sizes should be flexible and vary in size to accommodate a variety of building types.



*Photo 7.3 - Example of building and landscape treatments to soften views from the public right of way*

#### 6.6.4.5 BASE & TOP TREATMENTS

- Building design should encourage the use of base and top treatments to help balance the “weight” of the building visually. Bases should appear to “ground” the building, while tops create a defined edge to the roofline. Base treatments may include changes in texture or material and enriched landscaping. Top treatments may also include changes in texture or material, and may also include cornices or roof overhangs.

#### 6.6.4.6 MATERIAL CHANGES

- Avoid the false appearance of lightweight veneers by hiding material changes through careful detailing. Material changes should not occur at external corners, but may occur at “reverse” or interior corners or as a “return.”

#### 6.6.4.7 COLOR

- Employ a minimum of four different colors, materials, and/or textures on each building.
- For larger building surfaces colors should be muted and softer colors used. Accent colors may include brighter and darker colors. Color blocking can be used to break up large monotonous wall planes in conjunction with wall offsets and pop-outs.
- Avoid terminating a change in material or color at a building edge; instead, select a logical termination point in relation to the architectural features or massing.
- Paint exposed downspouts, service doors, and mechanical screens the same color as the adjacent wall. Exposed downspouts are not permitted on elevations that front onto a street.

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## SECTION 7 - LANDSCAPE PLAN

### MASTER LANDSCAPE PLAN 7.1

#### COMMUNITY VISION 7.1.1

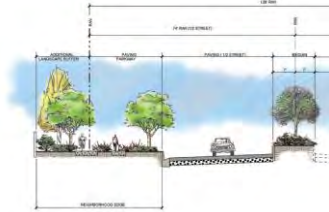
The landscape design concept for Rich-Haven is to create open spaces and lifestyle opportunities for a community that evokes traditional and timeless qualities. The emphasis in the landscape design is on community and neighborhood, focusing on the individuals and their interaction with their livable surroundings. Using innovative design to focus the street scene on entries and living areas, as opposed to garages and property walls, emphasizes neighborhood scale within the community. Importance is placed on connectivity and linkages between homes, parks, schools, retail **and employment**. A variety of park types and sizes provide for a wide array of activities to various community groups and users. Incorporating design elements such as clear sightlines, pedestrian lighting, and a separation of pedestrian from vehicular circulation impresses a premium on safety and individual security. Landscape elements selected will establish a community with a landscape that incorporates the diverse and traditional styles of the neighborhood **and community** architecture, yet share a common palette and streetscape pattern that unify neighborhoods and the community at large.



## 7.2 COMMUNITY STREET SCENE

### 7.2.1 COMMUNITY ARTERIALS

See Master Planned Circulation Plan (Figure 4-1A) for arterial locations as they apply to the Rich-Haven community.



Landscape guidelines concerning major community arterials in the Ontario Ranch are addressed by the City of Ontario in the Ontario Ranch Streetscape Master Plan. Street tree, under-story tree, and shrub palettes have been determined by the City of Ontario and shall be complied with where applicable within the Rich-Haven community.

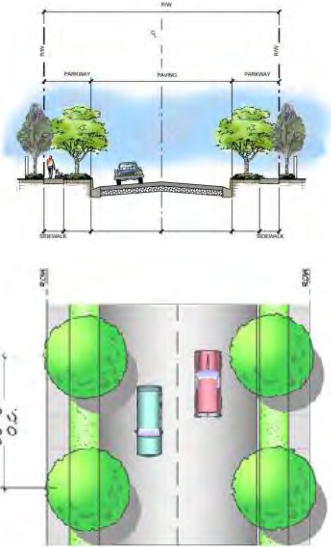
NEIGHBORHOOD STREETScape 7.2.2

7.2.2.1 Residential Theme Streets

Residential Theme Streets are those significant residential streets that are commonly designed to be used as ‘separator’ streets between residential neighborhoods, and therefore are usually faced by two different home types. These streets will be designed to connect and unify various neighborhoods and planning areas through the use of community theme elements such as unified street trees, lighting fixtures, directional signage, and construction materials.

Also, residential Theme Streets will act as primary pedestrian corridors in addition to vehicle corridors. These streets will be designed with a differentiating street trees/parkway planting treatment or a widened landscape edge to provide convenient and safe pedestrian circulation throughout the Rich-Haven community.

- Street Trees shall be spaced at 30’ O.C. When feasible, utilities and other obstructions shall be located outside of an 8’ clear space 30’ on center reserved for street trees.
- Street Trees shall be installed at 24” box size minimum.
- Street Trees located closer than 5’ of walks, walls, or other hardscape shall have a linear root barrier installed per manufacturer’s recommendation.
- Street Trees shall align on both sides of the street in a soldier course wherever possible subject to site conditions.
- The number of trees per street shall be based on 1 Street Tree per 30’ of linear street measured between beginnings of curves at intersections. The number of street trees shall only be reduced from this amount with permission from the City of Ontario.
- Parkway between sidewalk and roadside curb shall be planted with low water using groundcover, turf or approved equal.
- For all trees proposed in turf areas, a minimum 7’ area clear of turf, and in parks a 10’ area clear of turf, measured from the outside diameter of the tree trunk, shall be maintained to prevent damage from lawn maintenance equipment. Trees in parkway turf area shall have a turf free, groundcover only section the length and width to equal the parkway size.
- Street light fixtures shall be consistent, decorative in nature, and selected from the City of Ontario’s approved street light fixtures.
- Sidewalks shall be scored with a 24” x 24” score pattern.
- Turf shall only be used where play or pedestrian use is expected; such as parks, play areas or limited areas in parkways for access from street parking to avoid excessive water use.

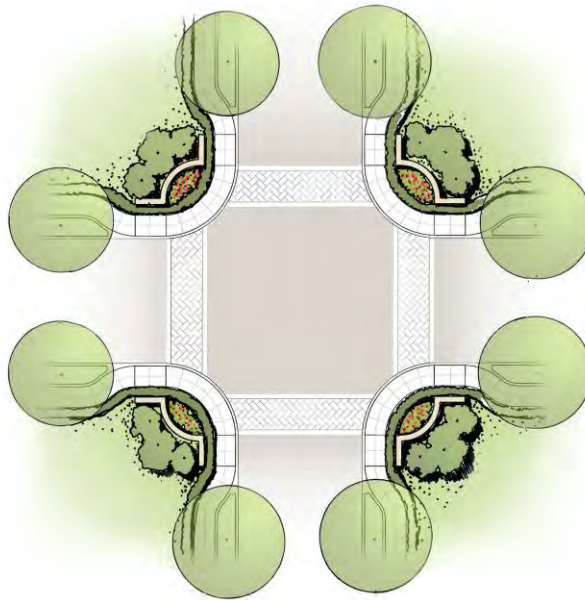




#### 7.2.2.2 Theme Street Intersections

Monumentation at the Local Theme Streets shall consist of ornamental walls with the following criteria:

- Walls shall be 2'-6" in height and be located outside sight triangles calculated per City of Ontario guidelines.
- Design shall be simple and timeless in nature and be symbiotic with the surrounding architectural styles. Walls will be finished in an antique brick veneer or stone veneer. Suggested finishing techniques include sandblasted concrete and mortar wash over stone.
- Color shall match or be in harmony with the surrounding neighborhood architecture.
- Landscape associated with walls shall be selected to provide an accent in color and/or form.
- Landscape shall not exceed 24" high within sight triangles calculated per City of Ontario guidelines.
- Specimen type trees shall be chosen to accent the corner monumentation shall be multi-trunk, with unique branching, flowers or fall color.



Plan View – Local Theme Street Wall Locations



Example Theme Street Wall Elevation

THEME STREET  
IDENTIFICATION

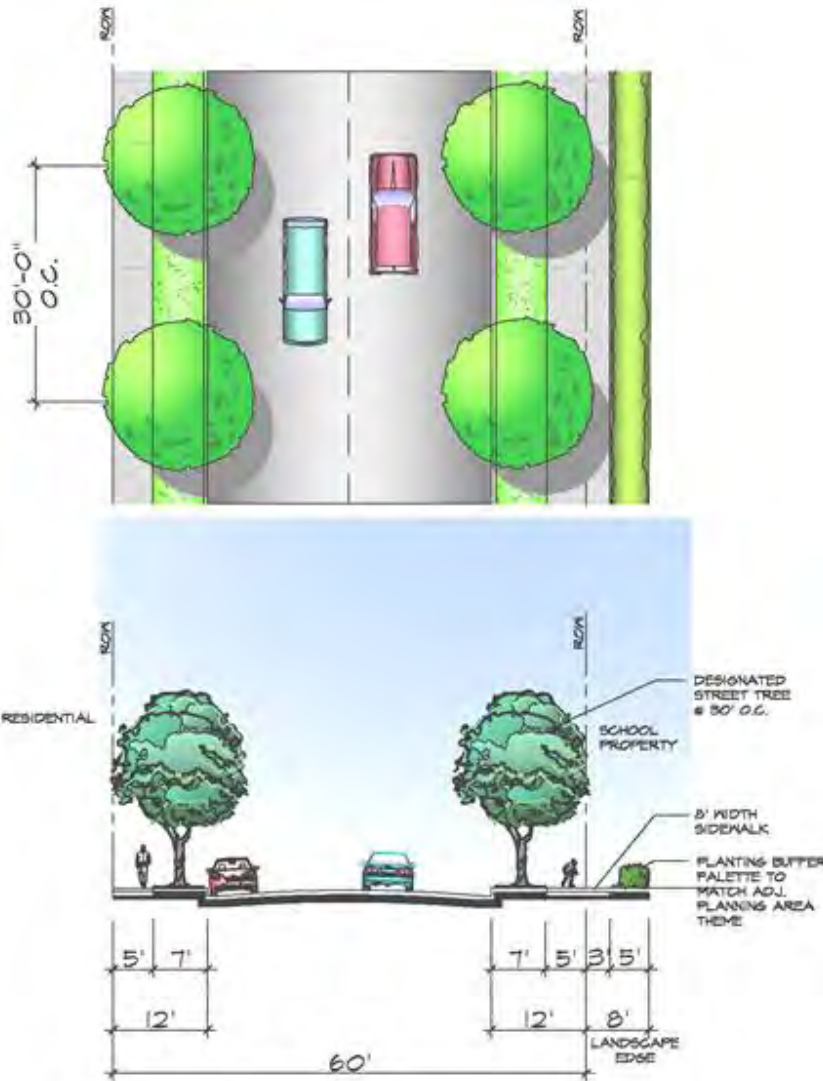
FIGURE 7.1

## 7.2.2.3 Local Neighborhood Streets

- Local Neighborhood Streets unify and identify smaller neighborhoods and/or housing types within the Community. Primary identifiers include a common street tree type and similar hardscape materials.
- See Planning Area Landscape criteria (Section 6.4) for street tree designation on local neighborhood streets.
- Street trees shall be installed at 24" box size minimum at 30' O.C.
- Street Trees located within 5' of walks, walls, or other hardscape shall have a linear root barrier installed per manufacturer's recommendation.
- Parkway between sidewalk and roadside curb shall be planted with low water using groundcover, turf or approved equal.



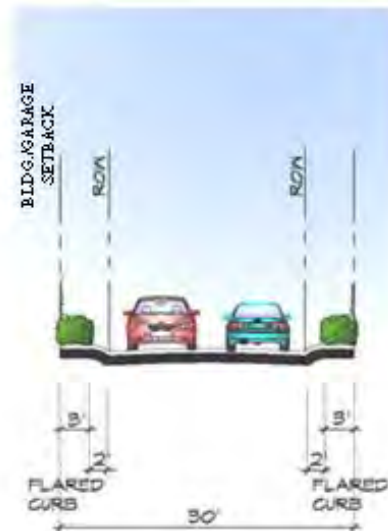
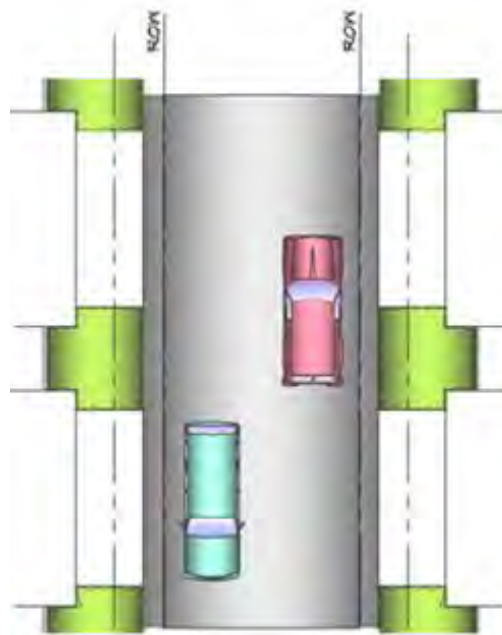
- Where a Local Neighborhood Street exists adjacent to School Property, there shall be an additional 8' landscape edge provided on the School side to allow for a widened sidewalk and landscape buffer.



**Local Street Next to School  
Parking Permitted**

## 7.2.2.4 Common Drive/Alley

- Landscape materials and details shall soften and enhance essential service and vehicular access, creating a utility oriented residential street type. Shrubs and vines shall be used in conjunction with screen wall and fence types to provide a cohesive circulation element for alley-loaded product types.

**Common Drive/Alley (Private)****20' Pavement Minimum****\*24' Pavement for Emergency Access Road**

**COMMUNITY INTERSECTIONS 7.2.3**

The City of Ontario, Ontario Ranch Streetscape Master Plan defines improvement requirements at intersections of City maintained primary and secondary arterials. In addition, the Streetscape Master Plan categorizes Major and Secondary Gateways and Intersections within the Ontario Ranch. These Design Standards and Guidelines for the intersection of streets shall be complied with.

## 7.3 ENTRIES AND MONUMENTATION

### 7.3.1 COMMUNITY MONUMENTATION

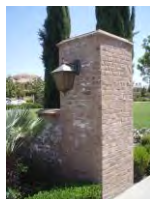


The Ontario Ranch Streetscape Master Plan defines guidelines for size, materials, and placement of monumentation at Major and Secondary Gateways and Intersections within the public right-of-way. All monumentation designs are subject to approval by the City of Ontario. And, all monuments shall be placed in accordance with City of Ontario Traffic and Transportation Design Guidelines for Monument Placement.

### 7.3.2 NEIGHBORHOOD MONUMENTATION

#### 7.3.2.1 Community Entries

Neighborhood monumentation will exist primarily at intersections associated with Residential Theme Streets, Community entries, Neighborhood entries, and at residential area parks.



Community Entries are defined as those junctions where Residential Theme Streets intersect with major City of Ontario arterials, yet are not defined as Major Intersections per the Ontario Ranch Streetscape Plan. Community Entries shall consist of ornamental walls subject to the following criteria:

- Walls shall be maximum 6'-0" in height and be located outside sight triangles calculated per City of Ontario guidelines.
- Design shall be simple and timeless in nature and be symbiotic with the surrounding architectural styles. Walls will be finished in an antique brick veneer or stone veneer. Suggested finishing techniques include sandblasted concrete and mortar wash over stone.
- Color shall match or be in harmony with the surrounding neighborhood architecture.
- Landscape associated with walls shall be selected to provide an accent in color and/or form.
- Landscape shall not exceed 24" height within sight triangles calculated per City of Ontario guidelines.
- Signage lettering will be wrought iron, brass, brushed aluminum, or similar high quality material.
- Ornamentation will be wrought iron, brass, stained wood, or similar high quality material.
- Other than decorative lanterns, monument lighting will be screened from pedestrian and vehicular traffic view.
- Community Entry monumentation is subject to City of Ontario approval.



Example Community Entry  
Elevation



Where Private Development Entries coincide with Theme Street intersections, Guidelines for Private Development Entries shall prevail.

### 7.3.2.3 Neighborhood Entries

Monumentation at Neighborhood Entries shall consist of ornamental walls and signage subject to the following criteria:

- Walls shall be a minimum 2'-6" in height and a maximum of 4'-0" in height, and be located outside sight distance triangles as calculated by City of Ontario criteria.
- Design shall be simple and timeless in nature and be harmonious with adjacent architectural styles.
- Walls will be finished in an antique brick mix veneer or stone veneer. Concrete wall and pilaster caps will be permitted. Suggested finishing techniques include sandblasted concrete and mortar wash over stone.
- Signage will be wrought iron, brass, aluminum, tile mosaic, or recessed lettering in light sandblasted concrete.
- Ornamentation to be wrought iron, brass, wood, or similar high quality material.
- Other than decorative lanterns, monument lighting shall be screened from pedestrian view
- Landscape associated with walls shall be selected to provide an accent in color and/or form.
- Landscape shall not exceed 24" high within sight triangles calculated per City of Ontario guidelines.
- Neighborhood monumentation is subject to approval by the City of Ontario.



Example Neighborhood Signage

#### 7.3.2.4 Park Monumentation

At a minimum, monument signs will be placed at the primary entrances of community parks. These signs will be subject to the following criteria:

- Monumentation is strongly encouraged to include pilasters, arbors, and other design elements to create an entry statement or gateway into the park.
- Signage walls shall be 3'-5' in height and located outside sight distance triangles as calculated by City of Ontario criteria.
- Designs shall be simple yet strong in form and be harmonious with surrounding neighborhood architectural styles.
- Park names shall be embedded in light sandblasted concrete or on tile mosaic. Embedded letters filled with black or bronze enamel is permitted.
- Walls will be finished in an antique brick mix veneer or a stone veneer. Pre-cast or poured-in-place concrete wall caps and pilaster caps are permitted. Suggested finishing techniques include sandblasted concrete and mortar wash over stone.
- Additional walls without signage may be used throughout the park as a design element, but shall be consistent in material and theme throughout the individual park.
- Other than decorative lanterns, monument lighting shall be screened from pedestrian view.
- Park Monumentation is subject to approval by the City of Ontario.

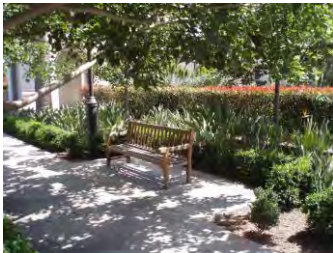


Example Park Entry

## 7.4 PARKS AND OPEN SPACE



The parks contained within the residential development areas of the Rich Haven Specific Plan will be designed to provide a variety of uses and activities within the overall community. Each park will consider the unique opportunities of its location and provide complimentary facilities to suit the neighborhood setting. The parks will be developed as a “system” rather than an open space “island”, providing facilities, activities and open space to the surrounding neighborhoods.



Safety and visibility will be incorporated within the park system design. Design principles include maintaining clear site lines, adequate lighting, and elimination of “hiding spaces”. All parks shall be equipped with necessary maintenance and convenience facilities such as benches, trash receptacles, restrooms, ash urns, and bicycle racks.

All parks shall meet ADA guidelines in terms of accessibility.



All Parks shall be irrigated with Recycled Water.

All parks, open space areas, greenbelts, parkways and parking lots shall consider, where feasible, incorporating the latest Low Impact Design (LID) Best Management Practices for storm water collection and infiltration as discussed in Section 4.4 of this Specific Plan. These methods shall include: pervious pavement, engineered soil (amended soil), vegetated swales, retention/infiltration basins and trenches, dry wells and bio-treatment basins and structures, where infiltration is infeasible. Landscape design will need to coordinate with Civil engineer in planning and implementation of all these methodologies.



RESIDENTIAL DISTRICT PARKS 7.4.1

7.4.1.1 General Design Elements and Objectives

Suggested program elements for Residential District parks may include some or all of these elements:

ACTIVE

- Basketball court
- Sand Volleyball
- Turf field with clearance for pick-up games (football, soccer, softball, etc.)
- Perimeter walking/jogging trail
- Tot Lot (5-12 years)
- Tot Lot (ages 2-5) w/ play structure
- Open turf play field
- Softball backstop

PASSIVE

- Shade Trees and open lawn area.
- Picnic Tables
- Solid cover shade overheads
- Benches
- Gazebo structure
- Pavilion structure with barbecues and tables suitable for parties
- Individual solid cover shade structures with tables beneath
- Rose, flower or native plant garden
- Giant Chess Board

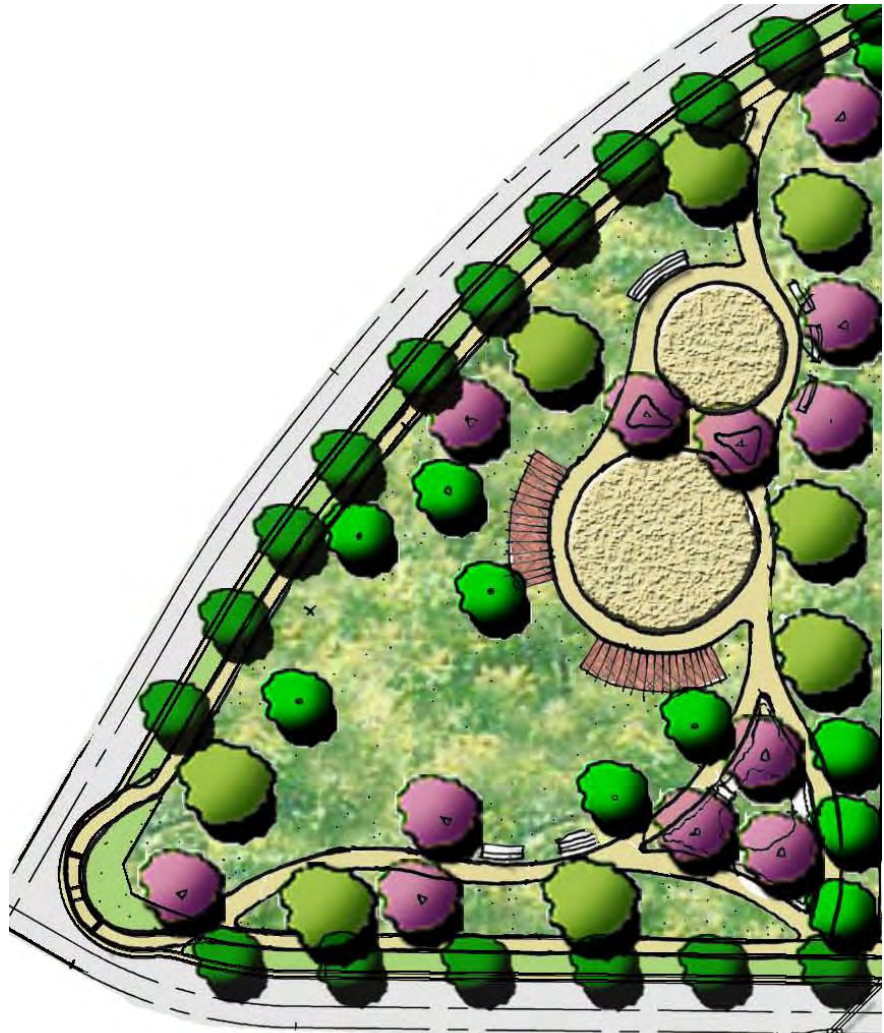
General requirements:

- At least 80% of the site should be generally level. Open field areas shall be at a minimum 2% minimum grade.
- Play areas shall meet all federal and local ADA guidelines and requirements in terms of accessibility.
- Installed play equipment shall meet all current American Society for Testing and Materials (ASTM) standards regarding play equipment, play surfacing, and fall absorbency.
- Installed play equipment shall meet all current Consumer Product Safety Commission (CPSC) guidelines for public playground safety, including but not limited to, fall zone clearances, critical heights, and assembly guidelines.
- ADA compliant restrooms shall be provided.
- Bike racks shall be provided.
- Trash receptacles and ash urns shall be provided.
- Wherever possible, Residential District Park areas should be finish graded to accept street runoff water and serve a dual purpose as stormwater runoff spreading and infiltration areas, as well as recreational areas.

### Residential Park Concept

Park design is conceptual in nature. Final designs shall be reviewed and approved by the City of Ontario.

- Clear and effective sightlines shall be maintained from surrounding roadways and throughout the park.
- Clearly delineated crosswalks shall be provided to connect surrounding amenities to adjacent use areas.
- On-site parking and a formal pick-up/drop-off area near the major entry point shall be provided.
- Parks shall have clearly delineated crosswalks to set them off from surrounding amenities to adjacent areas.
- Security lighting shall be provided around the park at 100' minimum spacing with 70-watt bulbs on minimum 14' high poles.

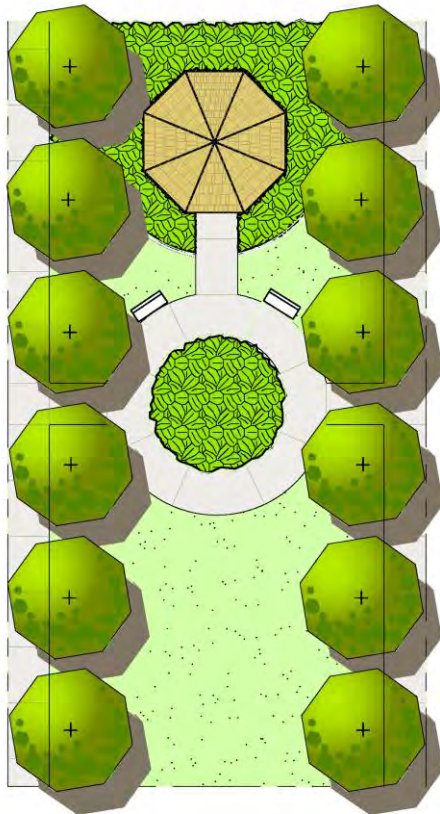


**POCKET/LINEAR PARKS 7.4.2**

Small Pocket/Linear Parks will be incorporated into the design of neighborhoods in order to both soften the built environment and provide open natural spaces for residents to experience and enjoy.

Example Pocket/Linear Park

- The pocket/linear park program may contain formal or informal layouts. They also will contain walkways and trails.
- Pocket/linear parks are exempt from the requirement to contain restroom facilities.
- Pocket/linear parks shall contain maintenance and convenience furnishings such as benches, trash receptacles, and ash urns.
- Built pergolas, arbors, gazebos, and walls are encouraged design features. Open lattice or solid roofs are allowed on overhead structures.
- Security lighting in the form of bollard lighting or decorative post lighting is encouraged.
- Pocket/Linear Parks shall be a minimum of 30' in width and 0.25 acres in size.
- 



Landscape within the Southern California Edison easements is subject to SCE requirements and review. All landscape plans shall be submitted and approved by SCE before implementation.

See the City of Ontario, Ontario Ranch Streetscape Master Plan for more guidelines concerning SCE Easements in the Rich-Haven project area.

### 7.4.3 SCE EASEMENTS

#### 7.4.3.1 SCE Requirements

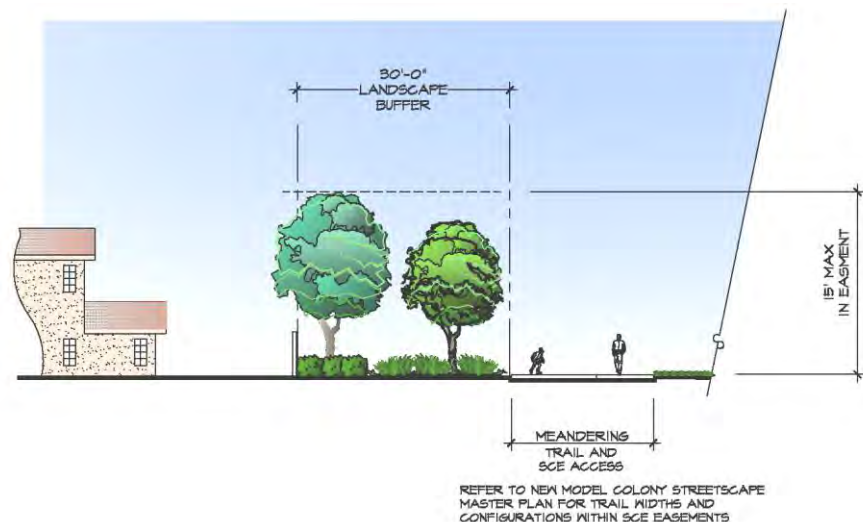
- Landscape design will follow current local and regional SCE guidelines concerning use of hardscape materials, planting materials, irrigation equipment, and clearances.

#### 7.4.3.2 Design

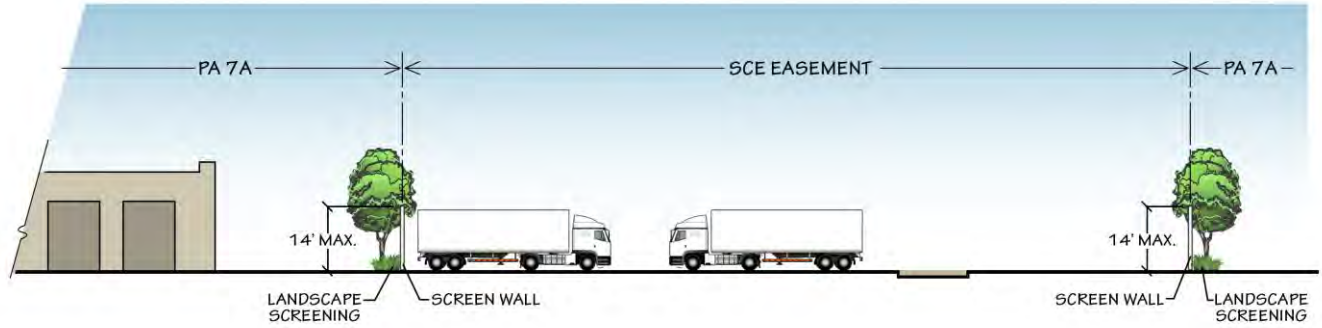
- SCE easements will be designed as linear green spaces.
- It is expected and encouraged that SCE maintenance access will also be designed to be used by the community for pedestrian and bicycle use.
- Community Gardens shall be considered as a design element in SCE easements.

#### 7.4.3.3 Screening

- Where use of an SCE Easement is deemed unsightly, a 30' minimum area shall be used to buffer and screen the use from adjacent areas.
- Provide a separation for trails and landscape from SCE easements with a minimum 24" high block garden wall or 12" high curb and dense hedge material to prevent blowing dust, soil and tumble weeds from damaging trail and landscape.



SCE EASEMENT EDGE/PATH



SCE EASEMENT IN PA 7A



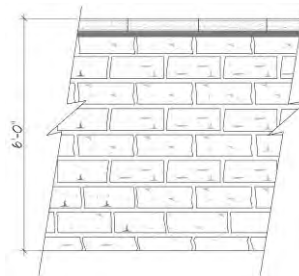
## 7.5 COMMUNITY WALLS AND FENCES

### 7.5.1 RESIDENTIAL DISTRICT WALL AND FENCE TYPES

Community Walls will be set back and de-emphasized wherever possible. Where walls are determined necessary, the requirements listed herein will apply. The spacing of pilasters and wall offsets shall be subject to City of Ontario Planning Department review and approval. (See Figure 7.2)

#### 7.5.1.1 Solid Walls

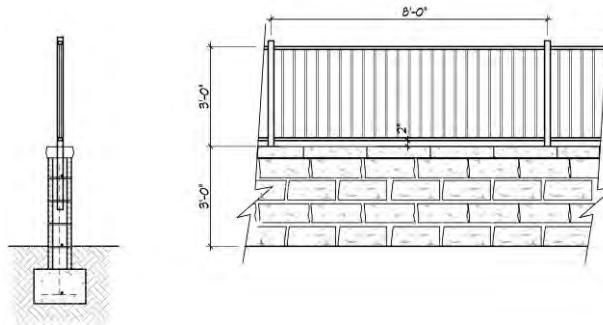
- Solid walls shall not exceed 8' in height unless expressly required in a sound study conducted by a qualified acoustic engineer. Walls that exceed 6' in height are subject to approval by the planning department.
- Walls facing and/or viewed by public spaces shall be decorative in nature consisting of split face block, stone or brick veneer, or plaster.
- Wall caps shall be either precast concrete, concrete block, or plaster stucco finish. Mortar caps are not allowed.
- Wall materials and color shall match or be in harmony with adjacent architectural features.



Typical Wall Elevation

#### 7.5.1.2 View Fencing

- View fencing may be implemented where property walls abut park, open space, or where views are deemed appropriate.
- View fencing shall consist of 3' high maximum wrought iron, tubular steel, or glass over 3' high decorative block wall.
- Steel fencing shall be black in color and appropriately treated to prevent rust.



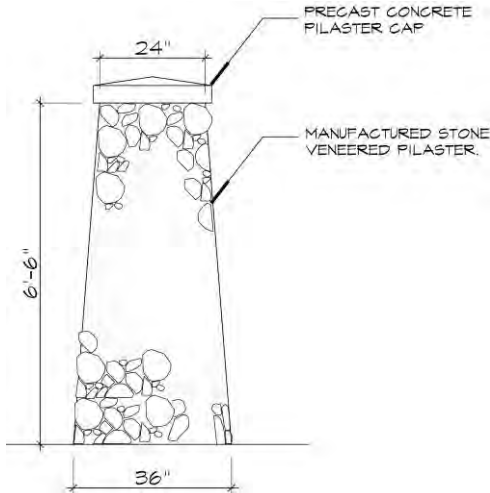
Typical View Fence Elevation

7.5.1.3 Private Homeowner Lot Fencing

- Private fencing between homeowner lots shall be 6’ high.
- Private fencing shall be of solid wall or view fence construction subject to section 7.5.1.1 and 7.5.1.2.
- Interior side residential walls, not exposed to public view, may consist of precision face block with a cap consistent in color with any adjacent walls.

7.5.1.4 Pilasters

- Decorative pilasters shall be used on walls adjacent to or viewable from public areas.
- Pilasters shall be decorative in nature consisting of split face block, stone or brick veneer, or plaster.
- Pilaster materials and color shall match or be in harmony with adjacent architectural features.
- The spacing of pilasters and wall offsets shall be subject to City of Ontario Planning Department and review.



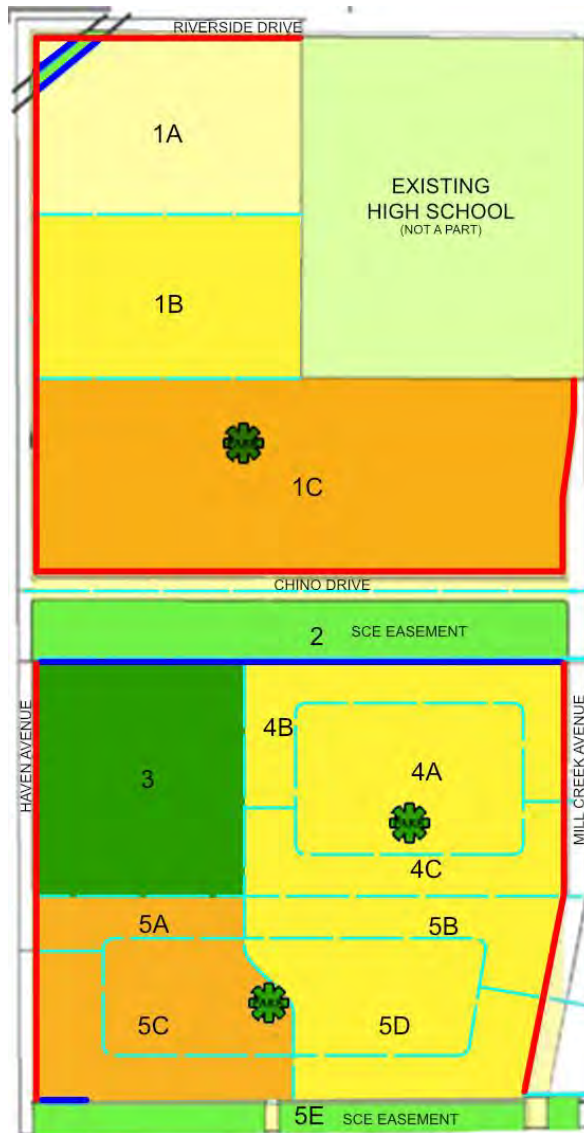
Example Pilaster Elevation

7.5.1.5 Retaining Walls




- Retaining walls shall not exceed 5 feet above rough grade and must be set 5’ clear from rear and side property lines.
- Retaining walls that terrace must include a 3’ clear planting area between walls and/or hardscape.
- Retaining walls must be screened with substantial planting.
- Retaining walls must be properly waterproofed and drained.
- Retaining walls facing or viewable from public areas shall decorative in nature consisting of split face block, brick or stone veneer, or plaster.

**Residential District**  
**Community Wall**  
Figure 7.2

Breaks may occur in walls shown to accommodate local neighborhood entries, walks, and trails subject to City of Ontario approval.



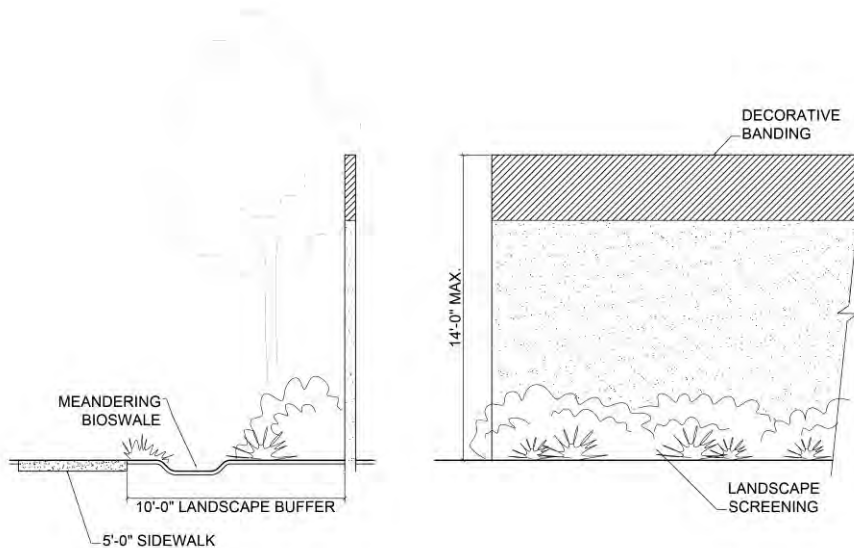
REFER TO SECTION 7.8 FOR PA'S 7, 8, AND 9 MIXED USE LANDSCAPE DESIGN STANDARDS

	GENERAL PARK LOCATIONS
	COMMUNITY WALLS - Exact placement per New Model Colony Master Plan. Materials per these guidelines subject to City of Ontario.
	COMMUNITY WALLS - Exact placement and construction per these guidelines (Section 7.5)

**INDUSTRIAL DISTRICT WALL AND FENCE TYPES 7.5.2**

**7.5.2.1 Solid Walls**

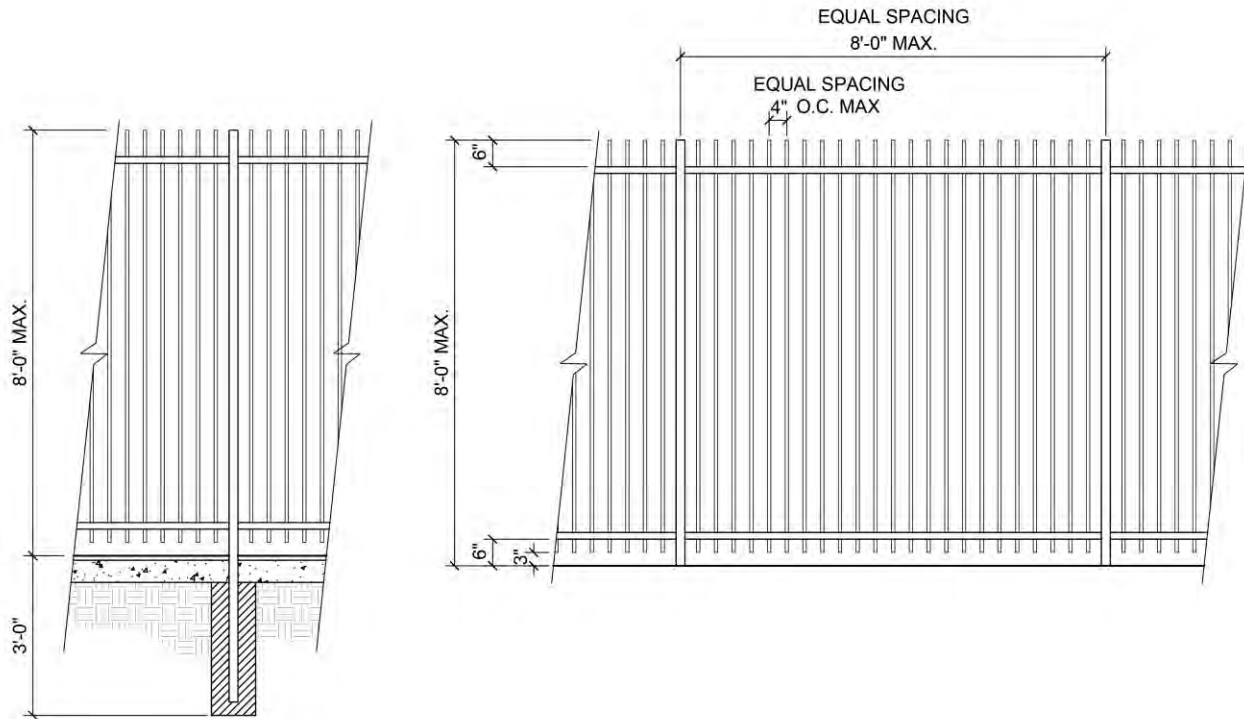
- Solid walls shall not exceed 14’ in height unless expressly required in a sound study conducted by a qualified acoustic engineer.
- Walls facing and/or viewed by the public spaces shall be decorative in nature. Approved materials include concrete tilt-up walls with a decorative banding or finish detailing, split face block or stucco.
- Walls in excess of 50 feet long shall include a decorative pilaster or horizontal plane break every 100 feet.
- Wall materials and colors shall match or be in harmony with adjacent buildings or architectural features.



**TYPICAL SOLID WALL ELEVATION**

**7.5.2.2 Perimeter Fencing**

- Perimeter fencing may be implemented along SCE easements, compatible land uses or where visual access is deemed appropriate.
- Perimeter fencing shall consist of 6’ to 8’ high tubular steel or aluminum fencing with or without vertical pickets.
- Perimeter fencing shall be black in color and appropriately treated to prevent rust. Alternative colors may be approved subject to approval by the Planning Director.



TYPICAL PERIMETER FENCE ELEVATION

## GENERAL LANDSCAPE 7.6

### 7.6.1 IRRIGATION GUIDELINES

- All planting areas shall be irrigated with an automatic irrigation system.
- Parks, parkways, HOA landscaped areas, and other common areas shall be irrigated with recycled water. See Section 4.2.2 for recycled water system.
- LMD areas are to be controlled with a central control irrigation system.
- Trees shall have a bubbler system on a dedicated bubbler valve.
- Drip systems are permitted.
- Above grade Backflow Preventers shall be located in planting areas, protected with locking enclosures, and screened with plant material.
- Irrigation systems shall be zoned for exposure (south and west exposures together, north and east exposures together), topography, and varying water requirements (hydro-zones) of plant material.
- Turf shall be zoned separately from shrub and groundcover systems.

### 7.6.2 UTILITY PLACEMENT

- Various utility boxes shall be grouped together as much as possible.
- Utility boxes shall be placed in landscape easements and shrub/groundcover areas. Utility boxes shall not be placed in lawn areas unless absolutely necessary.
- Utility boxes shall not be placed closer than 50 feet to street corners or intersections measured from the beginning of curve.
- Above grade utility boxes shall be screened with planting to the extent possible to allow required access and clearance.

### 7.6.3 SLOPES

- Slopes shall be irrigated separately from flat areas on dedicated valves.
- 2:1 Slopes shall be covered with jute mesh per manufacturer's recommendations and specifications.
- Slopes shall be planted with trees, shrubs, and groundcover to cover 100% of the slope at maturity to help prevent slope erosion.
- Turf shall only be used on slopes with a grade equal to or flatter than 4.1.

### 7.6.4 STREET ENDS AND ALLEYS

- Where street ends or alleys do not terminate in housing, a trailhead, or a park, the terminus shall be treated with landscape screening or a focal point as appropriate.

## 7.7 COMMUNITY PLANT MATRIX

## 7.7.1 TREES

Botanical Name	Common Name	Architectural Characters											
		Early California	Spanish Eclectic	European Cottage	Craftsman Bungalow	American Traditional	Ranch	English Country	Common Drives	Parks	Corner Entry/Accents	SCE Easements	Light Industrial
<i>Agonis flexuosa</i>	Peppermint Tree	•	•			•		•		•			•
<i>Arbutus unedo</i>	Strawberry Tree		•		•		•			•			•
<i>Bauhinia blakeana</i>	Hong Kong Orchid Tree			•	•					•	•		•
<i>Callistemon viminalis</i>	Weeping Bottlebrush												•
<i>Cedrus atlantica</i> 'Glauca'	Atlas Cedar			•		•		•		•			•
<i>Cedrus deodara</i>	Deodar Cedar				•	•		•		•			•
<i>Cecidium floridum</i>	Blue Palo Verde	•	•		•					•			•
<i>Cercis canadensis</i>	Eastern Redbud			•	•		•			•	•		•
<i>Cercis occidentalis</i>	Western Redbud	•			•		•			•			•
<i>Celtis sinensis</i>	Chinese Hackberry			•			•	•		•			•
<i>Chamaerops humilis</i>	Mediterranean Fan Palm		•						•	•	•		•
<i>Chitalpa tashkentensis</i>	Chitalpa			•	•		•			•			•
<i>Cordyline australis</i>	Giant Dracaena	•	•							•			•
<i>Cinnamomum camphora</i>	Camphor Tree					•	•	•		•			•
<i>Citrus</i> spp.	Citrus	•			•		•						•
<i>Cupressus glabra</i>	Smooth Arizona Cypress					•		•		•			•
<i>Cupressus sempervirens</i>	Italian Cypress		•			•		•	•	•			•
<i>Eriobotrya deflexa</i>	Bronze Loquat	•			•		•		•	•		•	•
<i>Eucalyptus</i> species	Eucalyptus												•
<i>Feijoa sellowiana</i>	Pineapple Guava	•			•		•			•	•		•
<i>Ginkgo biloba</i>	Maidenhair Tree			•	•					•	•		•
<i>Geijera parviflora</i>	Australian Willow	•			•			•		•			•
<i>Jacaranda mimosifolia</i>	Jacaranda		•		•	•				•	•		•
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree			•	•			•		•	•		•
<i>Koelreuteria paniculata</i>	Golden Rain Tree			•			•	•		•	•	•	•
<i>Lagerstroemia indica</i>	Crape Myrtle			•		•		•	•	•	•	•	•
<i>Laurus nobilis</i>	Sweet Bay	•				•	•			•			•
<i>Liriodendron tulipifera</i>	Tulip Tree			•	•			•		•			•
<i>Magnolia grandiflora</i> vars.	Magnolia			•		•		•		•	•		•
<i>Melaleuca nesophila</i>	Pink Melaleuca	•	•		•					•			•
<i>Melaleuca quinquenervia</i>	Cajeput Tree				•	•		•	•	•			•
<i>Olea europea</i> – fruitless variety	Fruitless Olive		•				•	•		•	•		•

7.7.1 TREES

*Architectural Characters*

Botanical Name	Common Name	Architectural Characters											
		Early California	Spanish Eclectic	European Cottage	Craftsman Bungalow	American Traditional	Ranch	English Country	Common Drives	Parks	Corner Entry/Accents	SCE Easements	Light Industrial
Parkinsonia aculeata	Mexican Palo Verde	•	•		•					•			•
<i>Phoenix canariensis</i>	Canary Island Palm												•
Phoenix dactylifera	Senegal Date Palm		•						•	•			•
Pinus brutia	Calabrian Pine			•		•		•		•			•
Pinus canariensis	Canary Island Pine		•	•	•					•			•
Pinus eldarica	Afghan Pine			•		•		•		•			•
<i>Pinus halepensis</i>	Aleppo Pine												•
Pinus pinea	Italian Stone Pine			•		•		•		•			•
<i>Pinus thunbergiana</i>	Japanese Black Pine												•
<i>Pinus torreyana</i>	Torrey Pine												•
Pistacia chinensis	Chinese Pistache		•		•		•			•	•		•
Platanus x acerifolia	London Plane Tree				•	•		•		•			•
Platanus racemosa	California Sycamore					•	•	•		•			•
Podocarpus gracilior	Fern Pine				•	•		•		•			•
Punica granatum	Pomegranate	•			•		•			•			•
Quercus agrifolia	Coast Live Oak	•	•			•	•			•			•
Quercus engelmannii	Engleman Oak	•	•		•		•			•			•
Quercus ilex	Holly Oak	•				•		•		•			•
Rhaphiolepis indica 'Majestic Beauty'	India Hawthorn			•	•			•	•	•		•	•
Rhus lancea	African Sumac		•		•		•			•			•
Schinus molle	California Pepper	•	•		•		•			•	•		•
Tipuana tipu	Tipu Tree			•	•			•		•		•	•
Trachycarpus fortunei	Windmill Palm		•		•					•			•
Tristania conferta	Brisbane Box					•	•	•		•		•	•
Ulmus parvifolia	Chinese Elm			•		•		•		•			•
<i>Washingtonia filifera</i>	California Fan Palm												•
Zelkova serrata	Sawleaf Zelkova			•		•		•		•			•

NOTE:

- Designated Street Trees for each planning area are listed in Section 6.4
- Designated Theme Street Trees are listed in Section 7.2.2
- See NMC Master Plan for landscape requirements for all master plan roadways.



## 7.7.2 SHRUBS

## Architectural Characters

Botanical Name	Common Name	Architectural Characters										
		Early California	Spanish Eclectic	European Cottage	Craftsman Bungalow	American Traditional	Ranch	English Country	Common Drives	Parks	Corner Entry/Accents	Light Industrial
<i>Acacia redolens</i> 'Prostrata'	Prostrate Acacia	•			•		•					•
Agave spp.	Century Plant											•
Aloe spp.	Aloe	•			•		•					•
<i>Alyogene huegelii</i>	Blue Hibiscus		•	•	•					•		•
<i>Arctostaphylos</i> spp.	Manzanita	•		•			•			•		•
<i>Aspidistra elatior</i>	Cast Iron Plant			•		•		•	•			•
<i>Baccharis</i> x 'Centennial'	Prostrate Desert Broom											•
<i>Baccharis pilularis</i> 'Twin Peaks'	Dwarf Coyote Bush											•
<i>Bougainvillea</i> cvs.	Bougainvillea	•	•		•		•					•
<i>Buxus microphylla japonica</i>	Japanese Boxwood			•		•		•	•	•		•
<i>Callistemon viminalis</i> 'Little John'	Dwarf Bottlebrush	•			•		•		•	•		•
<i>Carex Divulsa</i>	Berkley Sedge											•
<i>Carex Pansa</i>	California Meadow Sedge											•
<i>Carex Praegracilis</i>	Clustered Field Sedge											•
<i>Carissa</i> 'Green Carpet'	Prostrate Natal Plum											•
<i>Carissa grandiflora</i> 'Emerald Carpet'	Dwarf natal Plum		•		•			•			•	•
<i>Carpenteria californica</i>	Bush Anemone	•			•		•			•	•	•
<i>Ceanothus</i> spp.	California Lilac	•			•		•			•	•	•
<i>Ceanothus griseus horizontalis</i>	Caramel Creeper											•
<i>Cistus purpureus</i>	Orchid Rockrose	•	•		•		•			•		•
<i>Convolvulus cneorum</i>	Bush Morning Glory			•	•	•				•		•
<i>Convolvulus mauritanicus</i>	Ground Morning Glory		•	•		•				•	•	•
<i>Cotoneaster</i> spp.	Cotoneaster		•		•		•			•	•	•
<i>Cotoneaster Horizontalis</i>	Rock Contoneaster											•
<i>Diplacus hybrids</i>	Monkey Flower	•			•		•			•	•	•
<i>Dalea gregii</i>	Trailing Indigo Bush											•
<i>Dietes bicolor</i>	Fortnight Lily			•	•	•			•	•		•
<i>Dietes vegeta</i>	Fortnight Lily			•	•	•			•	•	•	•
<i>Dodonea viscosa</i>	Hopseed bush											•
<i>Echium fastuosum</i>	Pride of Madeira		•		•		•			•	•	•
<i>Elaeagnus pungens</i>	Silverberry	•		•			•			•	•	•
<i>Ensete ventricosum</i> 'Maurelii'	Abyssinian Banana		•						•	•		•
<i>Euryops pectinatus</i>	Grey-leafed Euryops	•			•		•			•		•
<i>Fuschia</i> t. 'Gartenmeister Bonstedt'	Fuschia			•	•	•				•		•

7.7.2 SHRUBS

Architectural Characters

Botanical Name	Common Name	Architectural Characters										
		Early California	Spanish Eclectic	European Cottage	Craftsman Bungalow	American Traditional	Ranch	English Country	Common Drives	Parks	Corner Entry/Accents	Light Industrial
Gaura lindheimeri	Gaura			•	•	•				•	•	•
Hemerocallis cvs.	Daylily			•	•			•	•	•		•
Heteromeles arbutifolia	Toyon	•						•	•	•		•
Ilex spp.	Holly			•		•		•	•		•	•
Juniper horizontalis 'Varieties'	Trailing Juniper Varieties											•
Juniperus spp.	Juniper					•	•	•	•	•		•
Juniperus chinensis x pfitzeriana	Pfitzer Juniper											•
Lantana spp.	Lantana	•	•	•				•		•	•	•
Lantana camara	Bush Lantana											•
Lantana montevidensis	Trailing Lantana											•
Lavandula angustifolia	English Lavender		•	•	•					•	•	•
Lavandula angustifolia 'Hidcote'	Pink English Lavender		•	•	•					•	•	•
Leptospermum scoparium cvs.	New Zealand Tea Tree		•					•	•	•	•	•
Leptospermum laevigatum	Australian Tea Tree											•
Leucophyllum candidum	Violet Silverleaf											•
Leucophyllum frutescens*	Texas Ranger											•
Leucophyllum laevigatum	Chihahuan Rain Sage											•
Leucophyllum pruinatum	Sierra Bouquet											•
Leymus arenarius	Lyme Grass											•
Ligustrum japonica 'Texanum'	Texas Privet			•				•	•	•	•	•
Liriope muscari	Big Blue Lily Turf			•		•		•		•	•	•
Liriope muscari 'Silvery Sunproof'	Variegated Big Blue Lily Turf			•	•	•				•	•	•
Lomandra longifolia	Nyalla											•
Lonicera japonica 'Halliana'	Hall's Honeysuckle		•			•	•			•		•
Mahonia repens	Creeping Mahonia											•
Muhlenbergia capillaris	Pink Muhly											•
Muhlenbergia rigens	Deer Grass											•
Myoporum pacificum	Creeping Myoporum											•
Myrtus communis 'Compacta'	Dwarf Myrtle			•		•		•	•	•	•	•
Osmanthus fragrans 'Goshiki'	ncn			•	•	•				•		•
Pennisetum setaceum	Fountain Grass	•	•		•			•		•	•	•
Phormium tenax cvs.	New Zealand Flax	•	•	•				•		•	•	•
Photinia fraseri	Fraser's Photinia				•	•		•		•		•
Pittosporum tobira cvs.	Mock Orange		•		•			•	•	•		•



7.7.3 GROUNDCOVERS

*Architectural Characters*

Botanical Name	Common Name	Architectural Characters										
		Early California	Spanish Eclectic	European Cottage	Craftsman Bungalow	American Traditional	Ranch	English Country	Common Drives	Parks	Corner Entry/Accents	Light Industrial
Arctostaphylos spp.	Manzanita	•			•		•			•		•
Baccharis pilularis	Dwarf Coyote Brush	•			•		•			•		•
Fragaria chiloensis	Wild Strawberry			•			•	•	•	•	•	•
Juniperus spp.	Juniper		•			•		•		•		•
Myoporum spp.	Myoporum	•			•		•			•		•
Pelargonium peltatum	Ivy Geranium			•	•	•			•	•	•	•
Rosmarinus officinalis 'Prostratus'	Prostrate Rosemary	•	•		•		•		•	•	•	•
Thymus praecox	Thyme			•		•	•		•	•	•	•
Trachelospermum jasminoides	Star Jasmine			•		•		•	•	•	•	•
Verbena peruviana	Verbena		•		•			•	•	•	•	•
Vinca Minor	Dwarf Periwinkle			•		•		•	•	•	•	•

7.7.4 VINES

*Architectural Characters*

Botanical Name	Common Name	Architectural Characters										Light Industrial	
		Early California	Spanish Eclectic	European Cottage	Craftsman Bungalow	American Traditional	Ranch	English Country	Common Drives	Parks	Corner Entry/Accents		
Bougainvillea spp.	Bougainvillea	•	•		•		•		•		•		•
Clytostoma callistegioides	Violet Trumpet Vine			•		•		•	•	•			•
Distictus buccinatoria	Blood Red Trumpet Vine	•	•	•			•		•	•			•
Jasminum polyanthum	Pink Jasmine			•		•		•	•	•			•
Macfadyena unguis-cati	Cat's Claw	•	•		•		•		•	•			•
Pandorea jasminoides	Bower Vine			•	•			•	•	•			•
Parthenocissus tricuspidata	Boston Ivy			•		•		•	•	•			•
Rosa banksiae	Lady Bank's Rose	•	•	•				•	•				•
Solanum jasminoides	Potato Vine				•	•	•		•	•			•
Vigna caracalla	Snail Vine			•	•	•			•	•			•
Wisteria sinensis	Wisteria			•	•			•	•	•			•

**REGIONAL COMMERCIAL / MIXED-USE LANDSCAPE  
DESIGN GUIDELINES 7.8**

**COMMUNITY VISION 7.8.1**

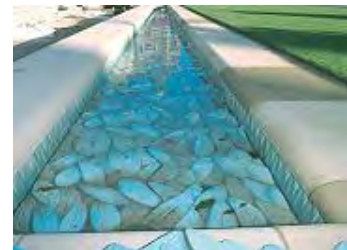
To create a distinct and unified landscape character for the Regional Commercial/Mixed-Use District that will provide visual cohesiveness, pedestrian connections and functional spaces throughout the different districts and streetscapes.

Soft and hard landscape design is to give character and define the hierarchy of open spaces within this mixed-use area using the following principles:

- The provision of an open space network that includes passive space, social space, activity areas and facilities. Consideration should be given to the orientation of such areas with regard to sunlight and shade
- Using plant species and trees at an appropriate scale to define, identify, separate and enclose space
- The encouragement of visual links and view corridors throughout the neighborhood
- Creating a balance between lush community landscapes while considering the needs for commercial visibility
- Co-ordination and appropriate scale of street furnishings, signage and lighting
- The use of materials to stimulate the senses through texture, smell, color and contrast
- Safety through visibility and pathways located where they are overlooked by buildings
- The use of landmarks, public art and focal points at entrances/key buildings
- The use of materials to define pedestrian dominated areas and slow traffic
- To screen utility equipment, loading and trash collection areas.
- Adequate aftercare and maintenance of all areas

These Landscape Design and Development Guidelines provide design criteria for the Rich Haven Regional Commercial Mixed-Use District as a whole including Planning Areas 6, 7, 8 and 9.

Also provided within the Landscape Palate Matrix is a list of additional planting materials that will give a more urban feel to this mixed-use area.



## 7.8.1.1 PA 6, 7, 8 and 9 “Urban” Parks

The Planning Area 6, 7, 8 and 9 parks will be located at the south end of the project within the Mixed-Use District. Where the aforementioned Parks in Planning Areas 1, 4 and 5 lend themselves to a more informal and pastoral arrangement, the Planning Area 6, 7, 8 and 9 parks has an opportunity for a more formal village green style park. With a strong axial design, this park would be divided into different areas. This park would provide facilities and varied activities to all user groups, and contain more specialized elements such as themed gardens, a bandstand and / or community gathering facilities.

Suggested program elements include:

ACTIVE

- Tot lot (ages 2-5)
- Tot lot (ages 5-12)
- Play lawn
- Lighted dancing/party square with bandstand
- Pools
- Clubhouse

PASSIVE

- Rose Garden
- Native Plant Garden
- Annual/Perennial Flower Garden
- Giant Chess Board
- Gazebo structure
- Benches

General requirements:

- At least 80% of the site should be generally level. Open field areas shall be at a minimum 2% grade.
- Play areas shall meet all federal and local ADA guidelines and requirements in terms of accessibility.
- Installed play equipment shall meet all current American Society for Testing and Materials (ASTM) standards regarding play equipment, play surfacing, and fall absorbency.
- Installed play equipment shall meet all current Consumer Product Safety Commission (CPSC) guidelines for public playground safety, including but not limited to, fall zone clearances, critical heights, and assembly guidelines.
- ADA compliant restrooms shall be provided.
- Bike racks shall be provided.
- Trash receptacles and ash urns shall be provided.
- Security lighting shall be provided around the park at 100' minimum spacing with 70-watt bulbs on minimum 14' high poles.
- Clear and effective sightlines shall be maintained from surrounding roadways and throughout the park.

COMMUNITY PARKS (NON-PUBLIC) 7.8.2

7.8.2.1 General Design Elements and Objectives

- Community parks provide focal points at the entries, and an attractive frontage for surrounding buildings.
- Community Parks include active recreation areas of 5 acres or more.
- These parks are the main recreation areas for the mixed use neighborhoods and provide a buffer between residential and mixed used development.
- Facilities will provide for a broad range of uses and activities, by all segments of the neighborhood population.
- Trees help define and enclose space and furnishing co-ordinate with that in other parks and with the overall architectural style.
- The active recreation area should include lighted playing fields and courts.
- Community Park should provide some on-site parking and formal pick-up/drop-off area.
- Design shall provide a play area near the main hub of park.
- Security lighting shall be provided throughout the park.
- Maintain clear and effective sightlines to make park visible from surrounding roadways.
- Wherever possible, Community Park areas should be finish graded to accept street runoff water and serve a dual purpose as stormwater runoff spreading and infiltration areas, as well as recreational areas.







POOL AREAS

7.8.3

7.8.3.1 General Design Elements and Objectives

- Located within easy access of residential units, facilities include a pool, restroom building, cabanas, lounge chairs, shade structures, tables and chairs.
- Planting in this area provides a buffer to adjacent residences.



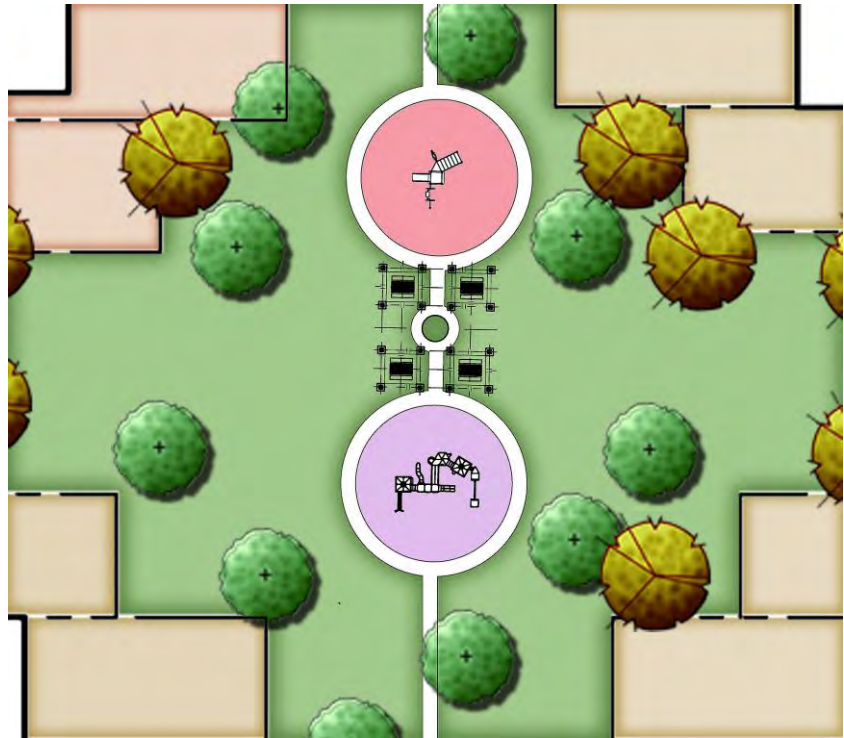
TYPICAL PARK AMENITIES

## 7.8.4 TOT LOTS



## 7.8.4.1 General Design Elements and Objectives

- The tot lot is located in easily accessible areas away from traffic.
- Trees are used to help provide structure and shade while shaded seating areas enable comfortable supervision.
- Play equipment is to cater for a range of ages and be installed with a colorful safety surface.

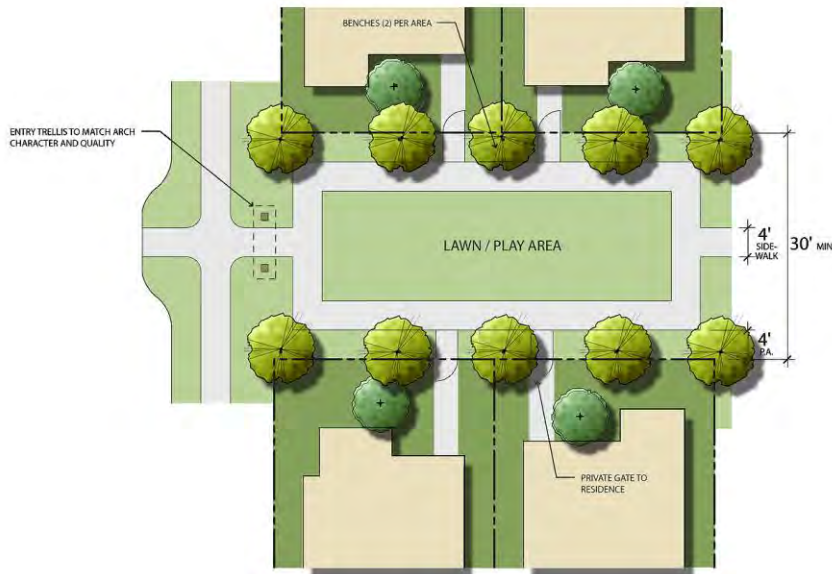
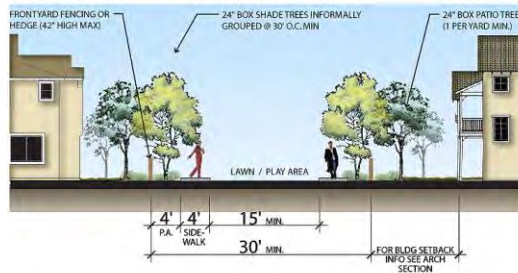


PASEO GARDENS

7.8.5

7.8.5.1 General Design Elements and Objectives

- This space acts as a buffer between commercial districts and residential areas
- It is intended to provide a semi private space for activity, play or relaxation for residents
- The entry and end points are defined by a trellis
- The sidewalk parts to provide circulation to adjacent housing and rejoins to enable direct circulation
- Benches are located along sidewalks
- Landmarks and public art help to provide a sense of place and character.

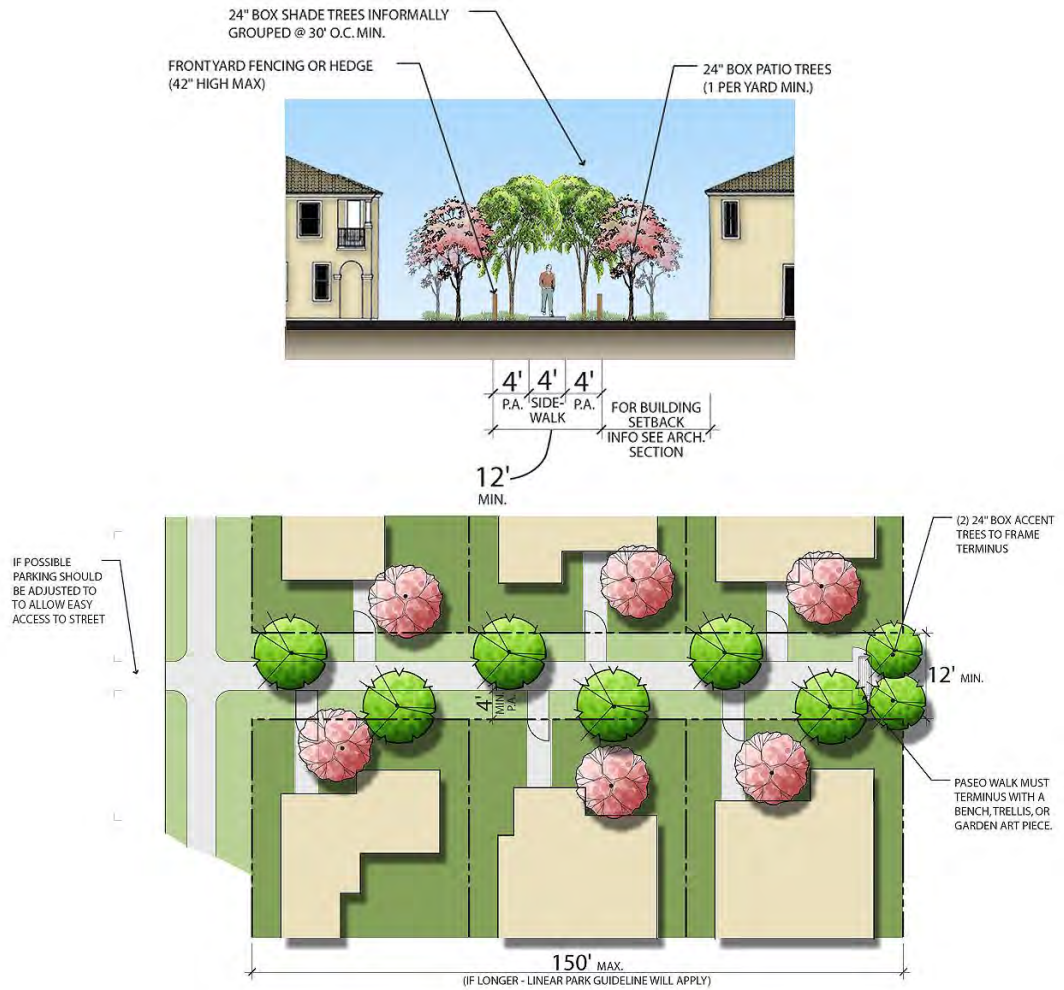


7.8.6 PASEOS

7.8.6.1 General Design Elements and Objectives



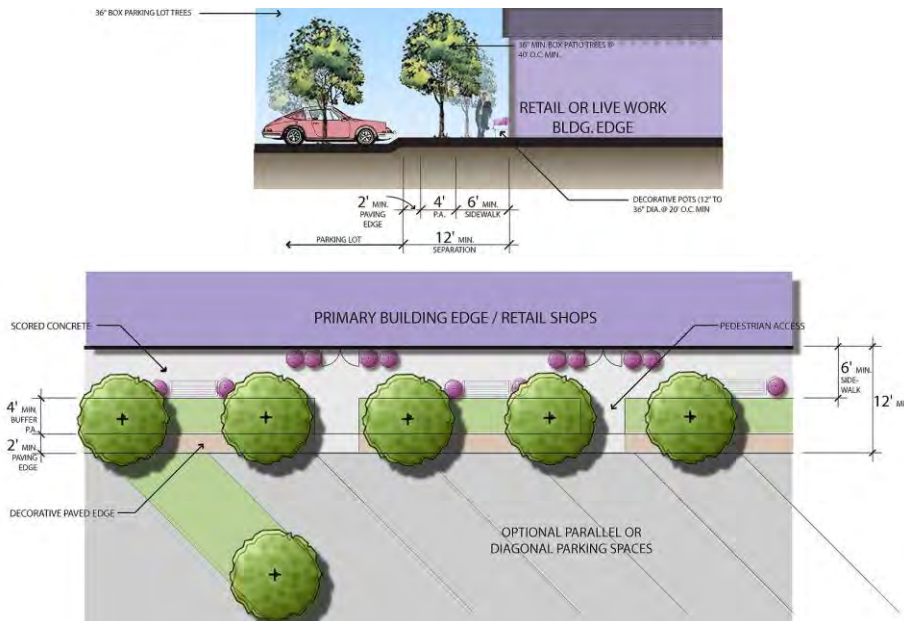
- Paseos provide a safe and informal greeting zone for residents and attractive access from the houses
- They end in a terminus with a focal point framed by trees
- Paseos provide safe and informal passive play areas
- Paseo lighting should balance scale, safety and glare. It should be integrated into the paseo design. It may be provided by free standing fixtures, integrated into the adjacent buildings, or both



PARKING/SHOPPING INTERFACE 7.8.7

7.8.7.1 General Design Elements and Objectives

- The intent is to provide a safe and comfortable pedestrian experience and reduce the presence of the parking area from shoppers with buffer planting
- These areas are intended to be used predominantly for circulation, but rest areas are also provided for people watching
- Adequate seating and resting areas are to be provided within this zone
- Various functions are defined with use of enhanced paving (interlocking pavers, brick, stone, or stamped concrete)
- A 2' decorative paving edge is to be used in direct/primary store front openings
- The overall dimension from curb to building can be reduced from 12' to 8' when adjacent to a building, but not a direct/primary store front
- Pedestrian paved surfaces should typically be scored concrete with colored stamped concrete or paved accents
- Planters and furniture should be located as to not block building entries or prohibit ADA access
- Furnishings are coordinated throughout the project

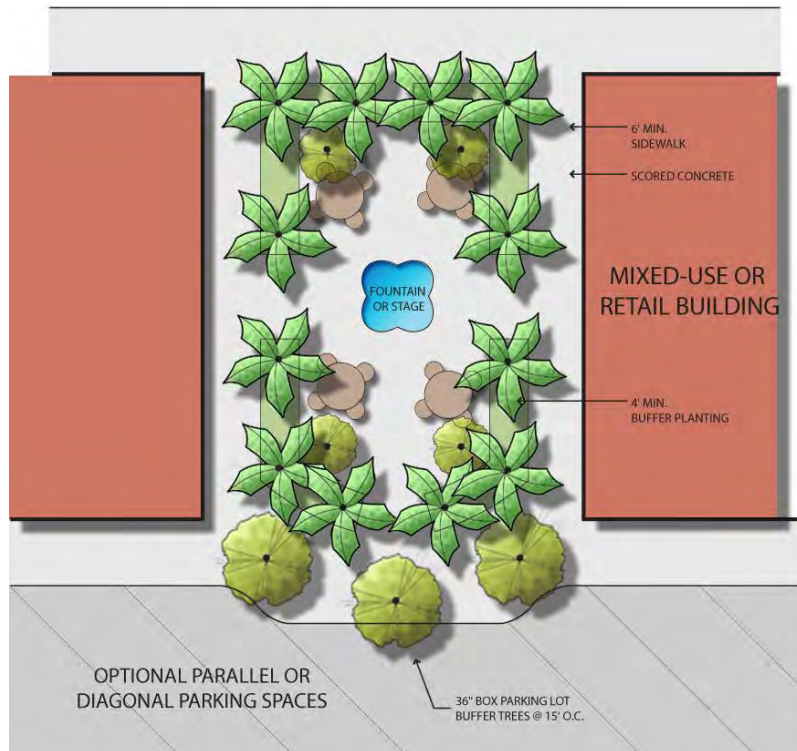
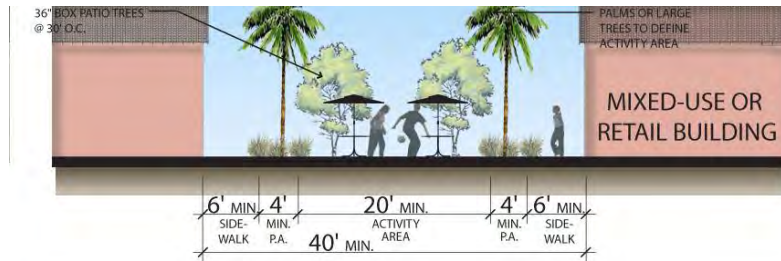


7.8.8 RETAIL PLAZAS



7.8.8.1 General Design Elements and Objectives

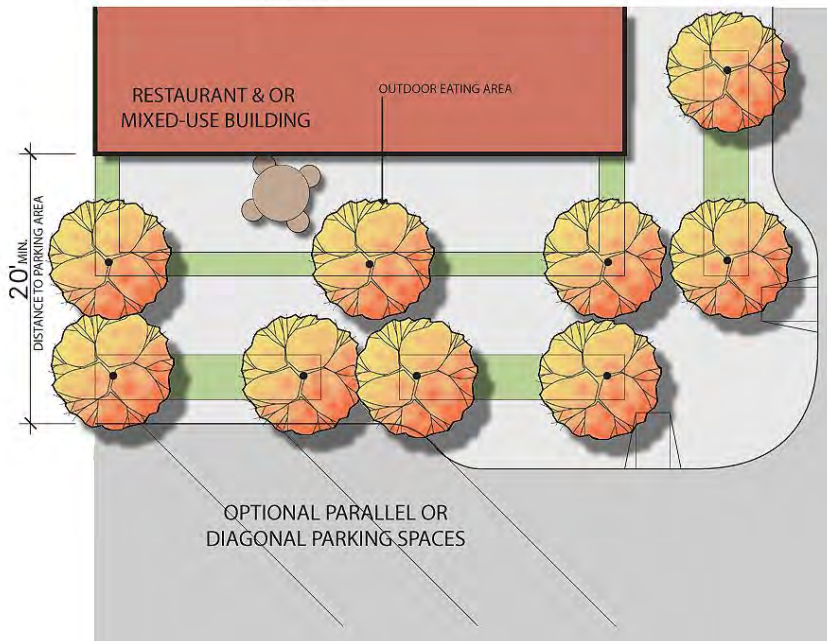
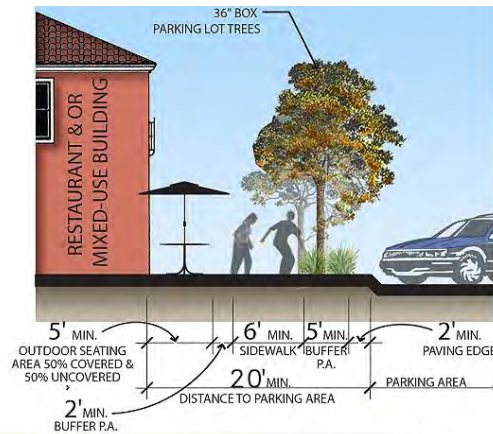
- Plazas are intended to provide active and passive pedestrian spaces that encourage user interaction.
- Fountains, stages, public art, and game tables are not a requirement, but are appropriate in these areas.
- Both shaded and open seating areas should be included.
- Refer to Section 6.3.4.3 for patio dining guidelines.
- Plaza design should consider their use during holiday and specialty sales festivals, and community events.



RESTAURANTS/OUTDOOR EATING AREAS 7.8.9

7.8.9.1 General Design Elements and Objectives

- These are intended to provide shaded and non-shaded dining areas.
- Shade devices such as awnings or umbrellas should be provided especially in West or South facing exposures.
- Planting should provide a comfort barrier, but also allow for people watching.
- The 2'-wide minimum plant barrier can be substituted with a rail; less the 2' wide.



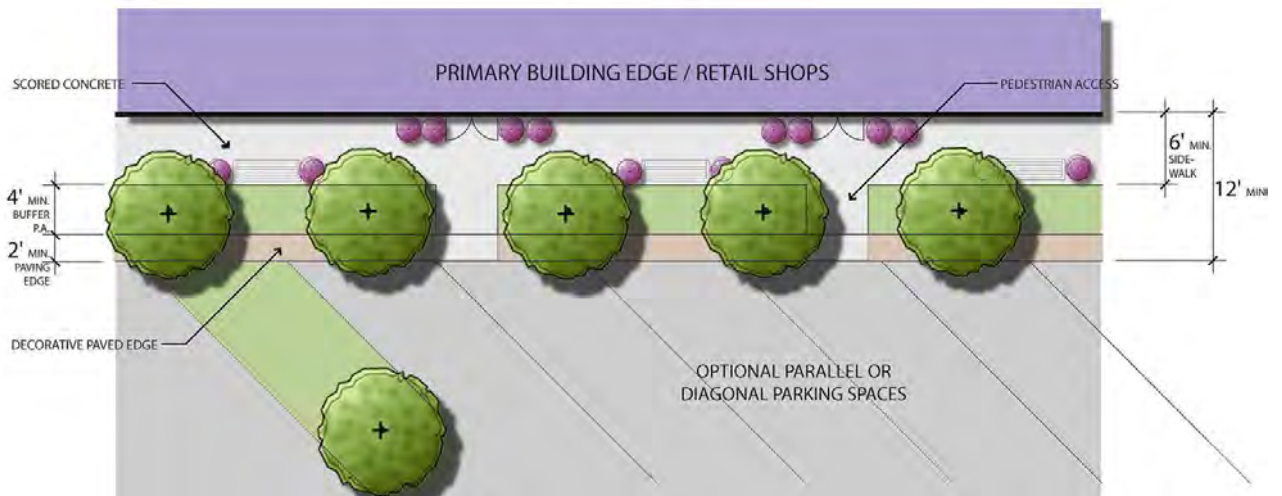
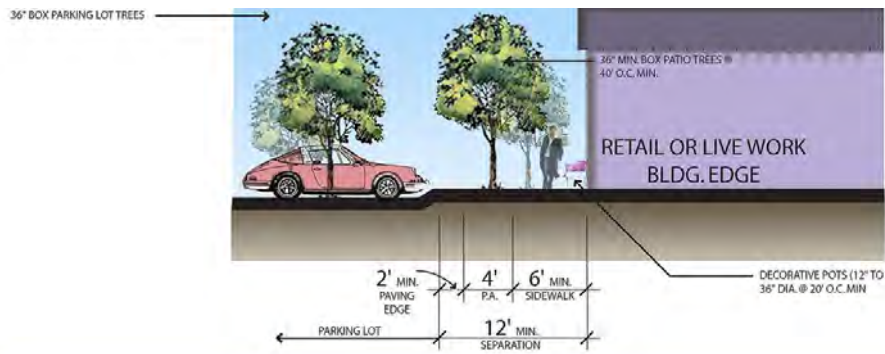


7.8.10 BUILDING EDGE/RETAIL SHOPS

7.8.10.1 General Design Elements and Objectives



- This area is intended to be used predominantly for circulation, but rest areas are also provided for people watching
- Planting creates a buffer zone between the parking lot and promenade
- Furnishings are coordinated throughout the project



PARKING/RESIDENTIAL ENTRY 7.8.11

7.8.11.1 General Design Elements and Objectives

- The intention is to define residential entryways with enhanced paving and planting to create a mini courtyard while allowing the space to continue functioning as a promenade.

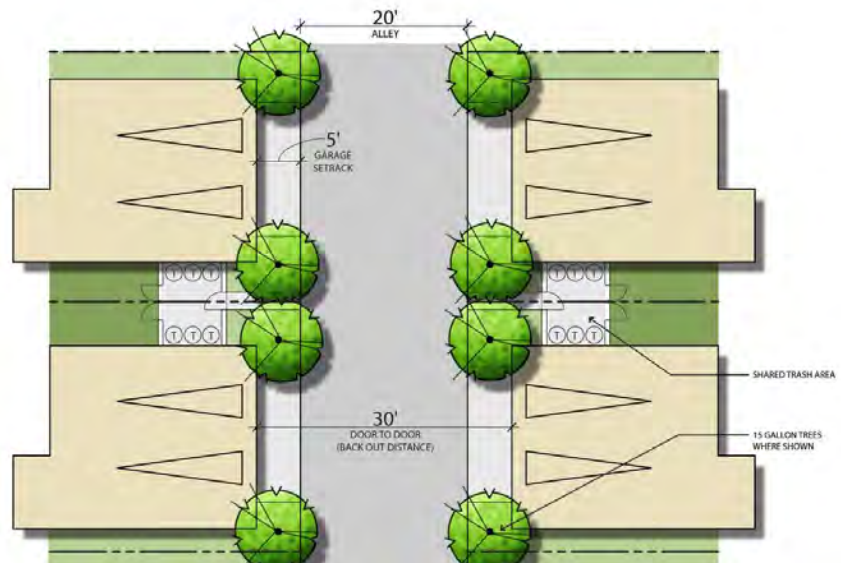
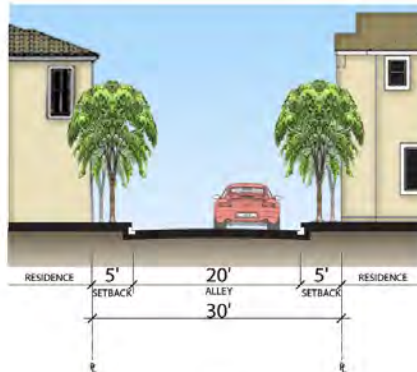


## 7.8.12 COMMON DRIVE

## 7.8.12.1 General Design Elements and Objectives



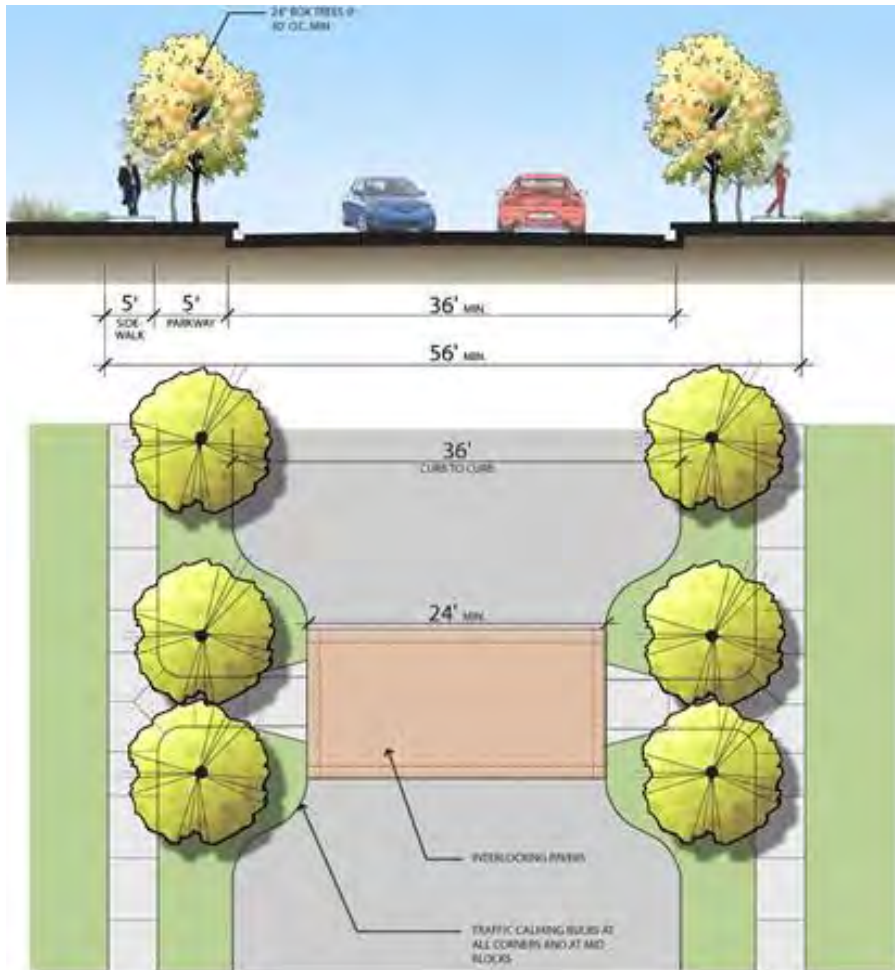
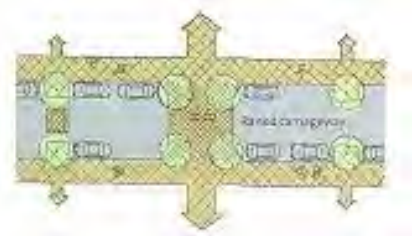
- The intent is to provide access for vehicles and trash storage and removal in an attractive space that encourages neighbor interaction.
- The drive shall be 24' wide where common drives provide emergency access.
- Garage to garage distance shall not be less than 30'.
- Living space facing a common drive shall allow for a minimum 5' landscape setback measured from the curb or sidewalk (if any).
- Low patio walls shall allow for a minimum 3' landscape setback measured from the curb or sidewalk (if any).



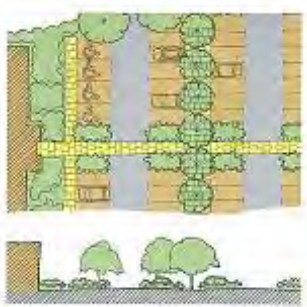
RESIDENTIAL LOCAL STREETS (PRIVATE) 7.8.13

7.8.13.1 General Design Elements and Objectives

- The intent is to calm traffic and make a safer neighborhood.
- Interlocking pavers define the pedestrian right of way and slow vehicles.
- Bulb outs bring the street to a comfortable crossing width.

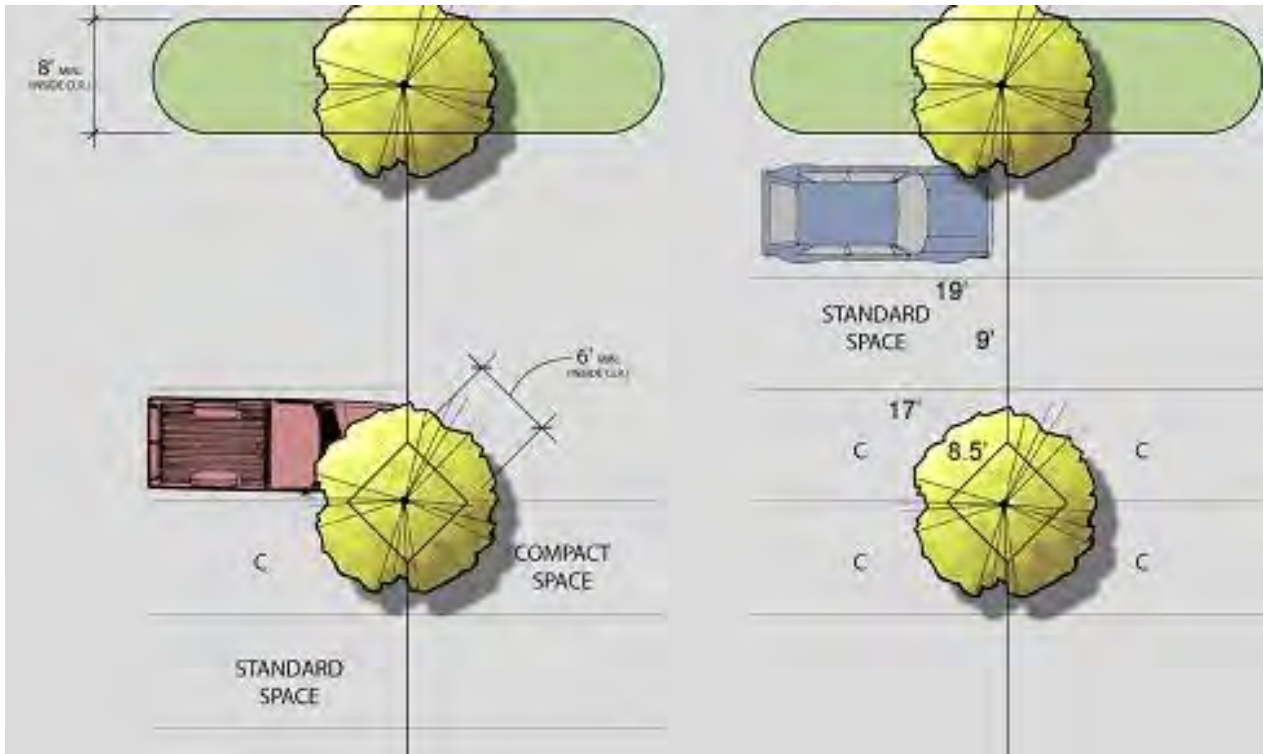


7.8.14 PARKING/LANDSCAPED ISLANDS



7.8.14.1 General Design Elements and Objective

- Canopy trees screen parking lots from the street while allowing views into the districts and buildings.
- Vertical trees, such as Italian Cypress and Palms, should be combined to promote safety and visibility from major boulevards.
- Planting materials should be of a robust/hardy nature.



ENTRY TRAFFIC PLAZA

7.8.15

7.8.15.1 General Design Elements and Objectives

- The intention is to provide efficient circulation through the one way road system.
- Traffic Plazas also provide good opportunity to create an entry statement.

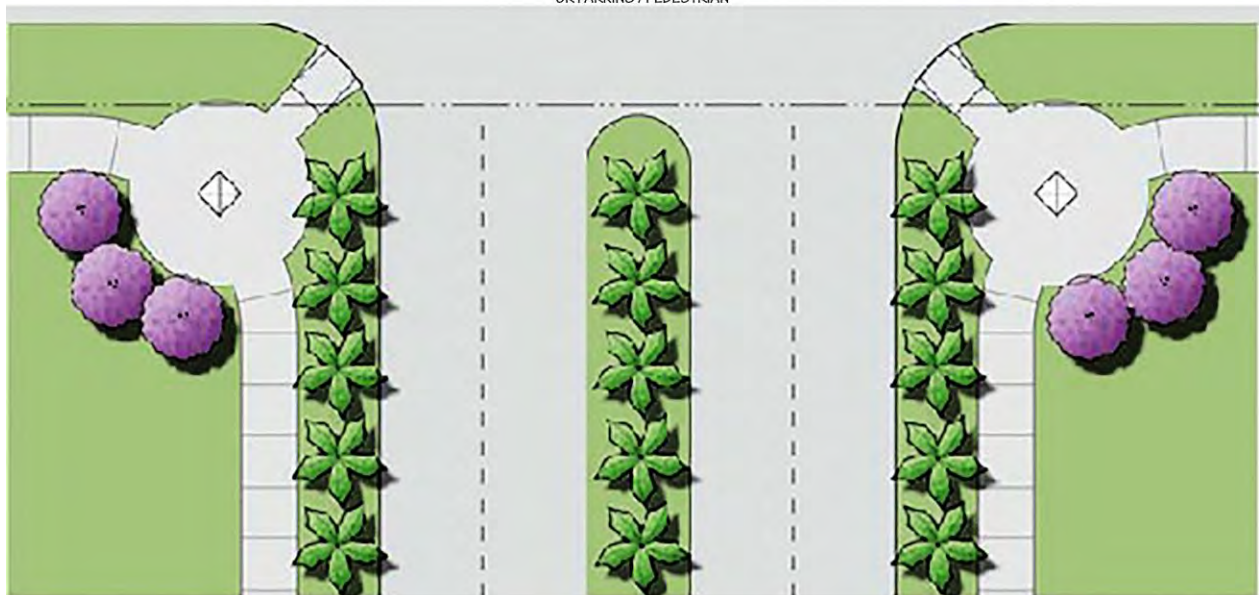
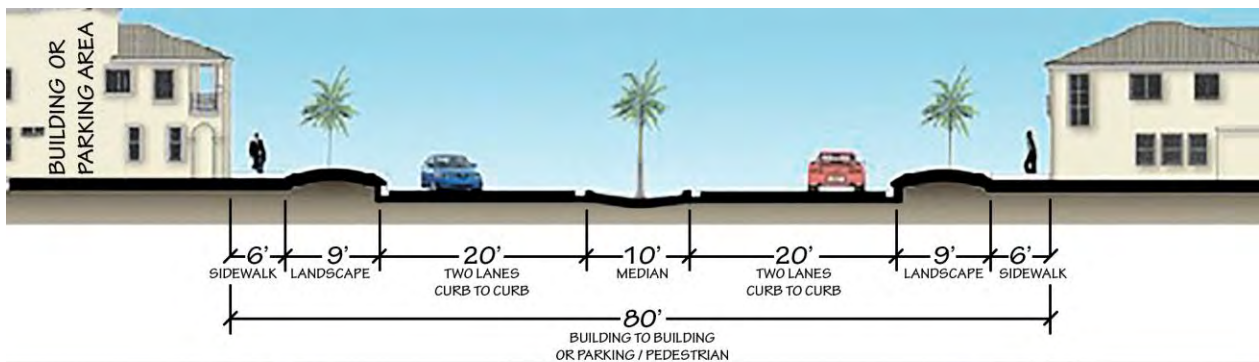


7.8.16 PROJECT ENTRY



7.8.16.1 GENERAL DESIGN ELEMENTS AND OBJECTIVES

- The intention is to provide an enhanced entry experience while using large scale plant material to denote entries significance.
- Large bold plant materials are to be used at main intersections and entrances.
- Image below subject to Engineering Department approval.



## 7.9 INDUSTRIAL LANDSCAPE DESIGN GUIDELINES

THIS SECTION DESCRIBES THE MINIMUM LANDSCAPE REQUIREMENTS THAT SHALL BE FOLLOWED IN THE DESIGN OF ALL PUBLIC AND PRIVATE IMPROVEMENTS WITHIN INDUSTRIAL USES IN THE SPECIFIC PLAN. ALL PROPOSED LANDSCAPING SHALL PROMOTE THE AESTHETIC CHARACTER AND VALUE OF THE RICH-HAVEN SPECIFIC PLAN AREA.

### 7.9.1 GENERAL PROVISIONS

- The landscape design shall meet the requirements of the City of Ontario Landscape Development Standards as outlined within the Ontario Development Code and Traffic and Transportation Design Guidelines for sight-distance requirements.
- The landscape design shall incorporate a mix of container size trees and shall comply with the following minimum percentages:
  - 5% of trees shall be 48" box size.
  - 10% of trees shall be 36" box size.
  - 30% of trees shall be 24" box size.



Photo 7.4-Example of typical screen wall with landscaping



- The use of drought tolerant plants is strongly encouraged (See Photo 7.5).



Photo 7.5 - Example of Industrial building and drought tolerant landscaping

Exhibit 7.1 Example Project Entry Drives

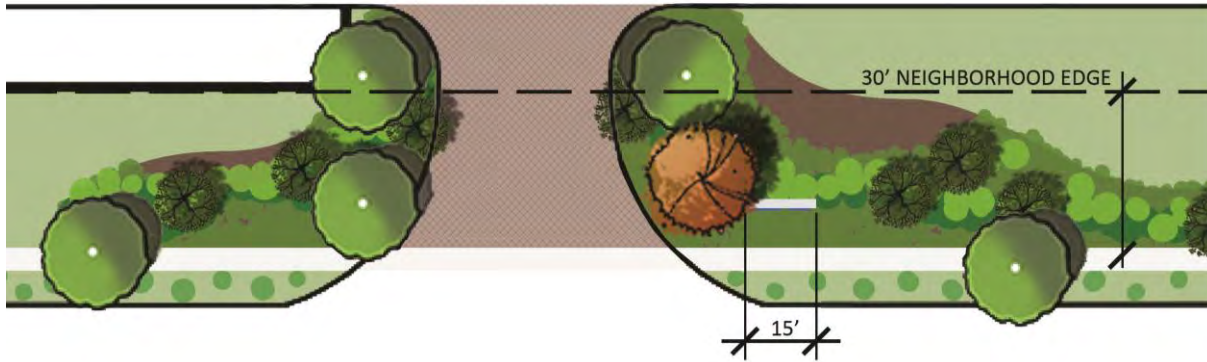


Exhibit 7.2 Example Project Entry Monument



- Plants shall be grouped into designated 'hydro-zones' with similar irrigation requirements.
- All detention basins shall receive container plants and a hydroseed application of low water using plants that can also tolerate seasonal water inundation.
- Rock riprap material shall be installed where stormwater drain lines connect to infiltration areas or wherever paved area drainage surface flows directly into depressed landscape areas, via curb cuts or other surface conveyances.
- Trees and landscape design for Master Planned streets such as Mill Creek Avenue and Hamner Avenue, shall meet the requirements of the Ontario Ranch Streetscape Master Plan.
- All utility equipment such as backflow units, electrical transformers, fire detector checks, and fire check valves shall be screened with evergreen shrubs and should be painted a dark green color.
- Compacted decomposed granite (DG) material may be incorporated at accent areas such as project entry drives and other focal areas, but limited to a max of 5% of the landscape area. Large accent boulders may be incorporated into DG areas.
- Low water type of plants including California natives and succulents that thrive in the area's micro-climate shall be incorporated.
- Project entry drives and corner intersection areas shall receive an "intensified" landscape treatment consisting of, but not limited to colorful ground cover and shrubs, and flowering accent trees.
- Parking stalls facing public streets shall include a 36" high hedge adjacent to parking area.
- Landscape shall be irrigated with automatic irrigation systems.
- Irrigation systems shall incorporate smart weather- based or moisture sensor irrigation controller(s) for water conservation.
- Design of low flow drip irrigation systems, where appropriate.
- Irrigation backflow units shall be specified in a theft proof lockable protective steel cage enclosures.
- Irrigation controllers shall be in a theft proof enclosure or inside the buildings electrical room.

### 7.9.2 LANDSCAPE STANDARDS

- All landscape area planters shall have a minimum inside dimension of 5' feet wide, plus the required curbs.
- Provide parking lot trees in planter islands at the ratio of one tree for every 10 parking spaces.
- All 2:1 slopes and greater shall be installed with permanent rolled erosion control product (RECP netting), typical.
- A layer of mulch within all landscaped areas shall be provided to retain soil moisture and mitigate soil erosion. Compacted decomposed granite material is an acceptable alternative if Southern California native plants (Coastal Sage Scrub or Chaparral plant communities) are used to a maximum of 5% of the landscape area. Planting plans shall show plant spacing no greater than the maximum mature width.
- All slopes 3:1 or greater shall be stabilized with spreading erosion control ground cover.
- Foundation shrubs shall be incorporated at base of building to minimize scale of building (min. 5 gal. size at 36" max. spacing).
- Project entry drives may incorporate enhanced vehicular decorative paving, which may consist of colored concrete with a stamped pattern or score-line grid pattern at 45 degree angle or similar.
- A 24" clearance from back of parking lot curb to parking lot screen hedge shall be provided for car bumper overhang. Mulch over weed abatement filter fabric shall be provided within this area.
- Provide durable perimeter screening trees for shade and windbreaks.
- Provide 36" high strappy leaf shrubs to screen utilities such as backflow devices. Use taller evergreen shrubs to screen the sides of transformer units and include maximum 12" high groundcovers in areas to access utilities.
- Landscape shall define and accent entries, pedestrian walkways and architectural features. Landscape shall be attractive and appropriate to define and complement the space and use.
- Entry monuments shall be designed in accordance with City of Ontario Traffic and Transportation Guidelines for monument placement.
- The Landscaping Plan shall comply with City Standard drawings and Traffic and Transportation Guidelines for sight-distance.

### 7.9.3 PERIMETER STREETScape DESIGN

Streetscape design guidelines establish a hierarchy for the landscape development along the surrounding roadways, as well as establish a framework for consistency of design. Two roadways surround the project site as follows:

- Mill Creek Avenue to the west
- Hamner Avenue to the East

Landscape development surrounding this project will help to set the character, while maintaining consistency with the City of Ontario's pedestrian pathway system as illustrated in the "Trails and Open Space System" section of the Ontario Ranch Streetscape Master Plan.

### 7.9.4 WALLS AND FENCES

The following section is intended to encourage design quality, as walls and fences are an important component to ensuring a safe and secure environment within the Rich-Haven Specific Plan.

- Walls at loading areas shall be at least fourteen feet in height, or as approved by the City in response to screening loading activities from off-site views from the adjacent public right-of-way.
- Chain link fencing shall be permitted for use in interior truck courts, in non-public viewing areas. Chain link fencing may not be used along public views.
- Walls fronting on streets may be constructed of concrete tilt up or masonry materials such as split face or slump stone (See Photo 7.4).
- Tubular Steel fencing shall be permitted along certain areas if they are not required to be screened from public views.
- Entry monuments shall be designed and located in accordance with City of Ontario Traffic and Transportation Guidelines for monument placement.
- Any proposed entry gates shall be reviewed by the Traffic and Transportation Division, and permitted only if approved.

### 7.9.5 SITE LIGHTING

The following section addresses illumination of on-site areas for purposes of safety, security, and nighttime ambience, including lighting for parking areas, pedestrian walkways, graphics and signage, architectural and landscape features, shipping and loading areas, and any additional exterior areas.

- Streetlights shall conform, both in type and location, to the Standards of the City of Ontario at the time of installation.
- A comprehensive lighting plan shall be prepared and approved in conjunction with the site plans submitted for approval to the DAB. In addition, all plans shall be reviewed and approved by the Ontario Police Department.
- Exterior lighting should be located and designed to minimize direct glare beyond the parking lot.
- The design of lighting fixtures shall be consistent throughout individual planning areas, and shall be compatible with the architectural style of the building within each development.
- Lighting sources shall be shielded, or diffused in order to avoid glare to pedestrians and motorists. Lighting fixtures should be selected and located to confine the area of illumination to within the site boundaries.
- Architectural lighting of building facades is encouraged to enhance and emphasize the buildings identity.

### 7.9.6 SUSTAINABLE DESIGN STRATEGIES

Sustainable practices can lessen the environmental impacts of development in many ways through the use of certain design techniques. These techniques can include reduced pervious surfaces, improved water detention and conservation, preservation of habitat areas, water- efficient irrigation, and improved pedestrian and bicycle amenities which reduce reliance on smog-generating vehicles. This Specific Plan encourages the implementation of sustainable design strategies referenced below with the goal to reduce Greenhouse Gas Emissions.

#### 7.9.6.1 SITE PLANNING

- Incorporate “green” practices in developing buildings and infrastructure.
- Wherever possible, design and grade the project to direct 2-year storm event runoff from building roofs and paved areas, into landscaped swales/areas for capture and retention/infiltration. In particular, open space, parks, landscaped setback areas and trails

are to be used for this purpose. Include deciduous trees to shade paved areas and building walls on south and west.

- Stabilize slopes to limit erosion as part of the Stormwater Management Plan and erosion control plan.

#### 7.9.6.2 ENERGY EFFICIENCY

Where feasible and appropriate, the following energy conservation strategies are encouraged:

- Passive design strategies can dramatically affect building energy performance. These measures include building shape and orientation, passive solar design, and the use of natural lighting.
- Develop strategies to provide natural lighting to reduce reliance on artificial lighting.
- Install high-efficiency lighting systems with advanced lighting controls.
- Use a properly sized and energy-efficient heat/ cooling system in conjunction with a thermally efficient building shell.
- Promote the use of light-colored roofing with a high solar reflectance in order to reduce the heat island effect from roofs.
- Include deciduous trees to shade paved areas and building walls on the south and west sides.

#### 7.9.6.3 MATERIALS EFFICIENCY

- Sustainable construction materials and products are encouraged to have characteristics such as reused and recycled content, zero or low off gassing of harmful air emissions, zero or low toxicity, sustainably harvested materials, high recyclability, durability, longevity, and local production. Such products promote resource conservation and efficiency. Using recycled-content products also helps develop markets for recycled materials that are being diverted from California's landfills, as mandated by the Integrated Waste Management Act.
- Encourage the use of low VOC paints and wallpapers.
- Encourage the use of low VOC Green Label carpet.
- Consider using recycle base, crushed concrete base, recycle content asphalt, shredded tires in base and asphalt in roads, parking areas and drive aisles, if feasible and economically viable.

- Design with adequate space to facilitate recycling collection and to incorporate a solid waste management program that prevents waste generation.

#### 7.9.6.4 WATER EFFICIENCY

- Strive to minimize wastewater by using ultra low- flush toilets, low-flow shower heads and other water conserving fixtures.
- Encourage the use of recirculating systems for centralized hot water distribution.
- Smart irrigation controller which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions for all landscaped areas are required.
- Drip irrigation, bubblers, micro-irrigation or other low precipitation irrigation or water conserving technology shall supply water for irrigation.
- Encourage the use of recycled water to irrigate landscape areas throughout the project. The non-potable irrigation system shall be designed to meet all applicable standards of the California Regional Water Quality Control Board, California Department of Health, San Bernardino County Health Department, City of Ontario Department of Water and Power, and Ontario Municipal Code.

#### 7.9.6.5 OCCUPANT AND HEALTH SAFETY

- Choose construction materials and interior finish products with zero or low emissions to improve indoor air quality as feasible.
- Provide adequate ventilation and a high-efficiency, in-duct filtration system. Heating and cooling systems that ensure adequate ventilation and proper filtration can have a dramatic and positive impact on indoor air quality.
- Provide effective drainage from the roof and surrounding landscape.
- Encourage building systems to control humidity.
- Provide outdoor employee break areas with shade structure or shade trees on the west and south sides as feasible.

#### 7.9.6.6 LANDSCAPE DESIGN

- Use low or medium water use and native plant materials where appropriate. Minimize turf areas in order to promote water conservation. Limit the use of turf to areas which experience



high functional use and are needed to accommodate outdoor activities. Only use warm-season turf varieties which are suited to the climate.

- Provide plant materials that are well suited to the solar orientation and shading of buildings.
- Group plants according to water use, slope aspect and sun/shade requirements. Irrigate each hydro-zone on a separate valve using high-efficiency irrigation techniques.
- Use wood or shredded bark mulch and soil amendments to retain soil moisture.
- Incorporate native vegetation into the plant palette for Rich-Haven.

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## **SECTION 8 - ADMINISTRATION AND IMPLEMENTATION**

### **8.1 ADMINISTRATION**

The City of Ontario shall administer the provisions of the Rich-Haven Specific Plan in accordance with the State of California Government Code, Subdivision Map Act, the City's **General Plan, The Ontario Plan (TOP)**, and the Development Code.

#### **8.1.1 ADOPTION**

The Rich-Haven Specific Plan shall be adopted by ordinance in accordance with the City's TOP.

#### **8.1.2 ENFORCEMENT**

The Rich-Haven Specific Plan serves as the implementation tool for the City's TOP and zoning for the Specific Plan area. The Specific Plan addresses permitted uses, development standards, and community design guidelines.

The City shall enforce the provisions of this Specific Plan in the same manner that the City enforces the provisions of the Development Code.

Permitted and conditional uses included, as part of the Specific Plan, shall be compatible with permitted and conditional uses established within the Development Code for residential, commercial, and industrial uses.

#### **8.1.3 INTERPRETATION**

The development standards and regulations contained in this Specific Plan shall replace and supplement the standards contained in the Development Code, except where specifically provided in the Specific Plan. Whenever the provisions contained in the Specific Plan conflict with the Development Code, the provisions of this Specific Plan shall prevail. Any ambiguity concerning the content or application of the Rich-Haven Specific Plan shall be resolved by the Planning Director or designee. Such interpretations shall take into account the stated goals and intent of the Specific Plan.

#### **8.1.4 SEVERABILITY**

If any portion of these regulations is declared to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The legislative body hereby declares that they would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.

### 8.1.5 RESIDENTIAL UNIT TRANSFER

Figure 3-1, *Specific Plan Land Use Plan*, and Table 3-1, *Specific Plan Land Use Summary*, sets forth the planning area identification, total residential acreage, density, and total dwelling units planned for each of the Planning Areas. Residential unit transfer allows for the redistribution of residential units and associated daily trip budget allocations from one Planning Area to another, within the Specific Plan. If the number of units developed within a Planning Area is below the maximum number of designated units, the remainder of those units may be transferred to another residential Planning Area within the Specific Plan. Such transfers may be approved administratively by the City of Ontario upon a determination by the Planning Director or designee that the transfer meets all of the following criteria:

- a. The total number of residential units within the Specific Plan boundary shall not exceed the allowed maximum of 7,194 dwelling units. **The allowed maximum of 7,194 dwelling units is based on the assumption that the Non-Residential (Commercial/Industrial) units are developed at the Minimum Non-Residential Square Footage (SF) quantities. If Non-Residential Square Footage or Residential Units are going to be adjusted, then dwelling units and non-residential square footages shall be exchanged at a rate to not change overall proposed water and sewer demands.**
- b. A landowner may transfer unused residential units and associated allocated daily vehicle trips from **any** previously approved Residential Planning Area(s) to a proposed Planning Area(s) as unused residential units, eligible for residential unit transfer. When a development application is submitted to the City for a Planning Area(s), the developer must submit with the application a project residential unit reconciliation summary that identifies units previously declared eligible for residential unit transfer and the total number of projected future residential units remaining to be developed in the balance of the project.
- c. The number of excess residential units identified for transfer from one Planning Area to another Planning Area(s) may not exceed 15% of the total residential units in the receiving Planning Area, as identified in Table 3-1, *Specific Plan Land Use Summary*.
- d. Unit transfers within the Regional Commercial/Mixed-Use District shall be subject to an agreement between those landowners within the Regional Commercial/Mixed-Use District identifying approval of the developer or major landowner of the transferring planning area.

- e. There would be no significant adverse effect **or** projected demands on parks, schools, infrastructure, or community facilities:
  - i. **Water and Sewer Technical Studies shall be prepared to study how the transfers change the quantity and locations of sewer and water demands and how those changes impact the Water and Sewer Master Plan Systems and local sewer and water systems.**
  - ii. **If unit transfers result in net changes to the overall projected water demands or the water demands are transferred between the 1010PZ and 925PZ, then the developer initiating the changes shall be responsible for processing an Amendment to the Water Master Plan as part of the entitlement process of Implementation.**
  - iii. **If unit transfers result in net changes to the overall projected sewer demands or the sewer demands are transferred between different Master Plan Trunk Sewer Tributary Areas, then the developer initiating the changes shall be responsible for processing an Amendment to the Sewer Master Plan as part of the entitlement process of Implementation.**
- f. Grading would remain in substantial conformance with the approved Specific Plan.
- g. No new significant environmental issues would result.

**NOTE: SECTION 8.1.6 WAS INTENTIONALLY OMITTED AS PART OF THE RICH HAVEN SPECIFIC PLAN AMENDMENT (FILE # PSPA16-001).**

**8.1.7 SPECIFIC PLAN CONSISTENCY, MODIFICATIONS, AND AMENDMENTS**

Development proposals within the Rich-Haven Specific Plan area shall be deemed consistent if proposals meet the **permitted uses, standards and guidelines** within this Specific Plan. ~~In addition, development within the Regional Commercial/Mixed Use District shall be in conformance with the Mixed Use Implementation Mechanisms identified in the above section and the above Table 8-3, Regional Commercial/Mixed Use District Specific Plan Consistency. The checklist is intended to determine the adequacy of the proposed project with the Mixed Use Implementation Mechanisms that govern the ultimate mix of uses to be developed within the Regional Commercial/Mixed Use District.~~

**8.1.7.1 Substantial Conformance and Minor Modifications**

Minor modifications to the Rich-Haven Specific Plan shall not require a Specific Plan Amendment, and shall be subject to a “substantial conformance” determination, an administrative mechanism by which minor modifications to the Specific Plan which do not result in significant impacts and are consistent with the intent of the Plan, shall be permitted without a formal amendment process. The City of Ontario Planning Director shall make determinations of substantial conformance.

Minor modifications that meet the above “substantial conformance” determination may include, but are not limited to, modifications necessary to comply with Final Conditions of Approval or modifications affecting infrastructure, public services and facilities, landscape palette, and other issues except those affecting project financing and development regulations. The following minor modifications to the Rich-Haven Specific Plan shall not require a Specific Plan Amendment, and shall be subject to the substantial conformance determination procedure set forth above:

- ❖ Change in utility and/or public service provider or location;
- ❖ Change in roadway alignment, width, or improvements;
- ❖ A residential density transfer between any individual planning areas within the Specific Plan Area, including between Districts, as long as the number of dwelling units and associated daily vehicle trips transferred out of the Regional Commercial/Mixed-Use District are included in the Trip Budget Allocation, the maximum number of daily trips for the project is not exceeded, and residential transfer of units to the Residential District are in compliance with Section 8.1.5, *Residential Unit Transfer*.
- ❖ An adjustment of any planning area boundary within the Residential District not to exceed 15% of the acreage within that planning area boundary, as identified within Figure 3-1, *Specific Plan Land Use Plan*, and Table 3-1, *Specific Plan Land Use Summary*.

- ❖ Variation in the number and type of dwelling units within each planning area boundary may occur at the time of final design depending on the residential product identified for development with the Residential District.
- ❖ Minor changes to landscape materials, wall materials, wall alignment, entry design, and streetscape design which are consistent with the design criteria set forth in Section 7, *Landscape Plan*, of the Rich-Haven Specific Plan.
- ❖ Minor changes to the architectural or landscape design guidelines, which are intended to be conceptual in nature and flexible in implementation.
- ❖ Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, or improves infrastructure.

The Minor Modifications described and listed above are not conclusive. Any Minor Modification that is deemed by the Planning Director to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

#### 8.1.7.2 Specific Plan Amendments

Development proposals that do not meet the above Specific Plan consistency requirements, or that are not found to be in substantial conformance with the Specific Plan, shall require a Specific Plan Amendment. The applicant may request amendments to the Rich-Haven Specific Plan at any time pursuant to Section 65453(a) of the Government Code.

An amendment to the Specific Plan will require review and approval by the City of Ontario Development Advisory Board, Planning Commission, and City Council. Such amendments are governed by California Government Code, Section 65500, and require an application and fee to be submitted to the City of Ontario Planning Department, stating in detail the reasons for the proposed amendment.

In the event the proposed amendment requires supplemental environmental analysis pursuant to the California Environmental Quality Act (CEQA), the applicant(s) will be responsible for associated fees for the preparation of necessary CEQA documentation.

#### 8.1.8 APPEALS

An appeal from any determination, decision, or requirement of City staff, Development Advisory Board, or the Planning Commission shall be made in conformance to the appeal procedures established by the Ontario Development Code.



## 8.2 IMPLEMENTATION

The Rich-Haven Specific Plan is implemented through City approval of parcel map(s), tract map(s), and site development plans. Any development proposals shall be subject to the review procedures established in this Specific Plan. Implementation of the Rich-Haven Specific Plan development regulations is intended to encourage the most appropriate use of the land, ensure the highest quality of development, and protect the public health, safety, and general welfare.

### 8.2.1 DEVELOPMENT PERMIT

Development projects within the Rich-Haven Specific Plan area shall be subject to the Development Plan Review process established in the City of Ontario Development Code. Adoption of the Rich-Haven Specific Plan by the City of Ontario includes adoption of the design guidelines contained within the Specific Plan and which provide direction for the design of development projects within the Plan area. The design guidelines are intended to be flexible in nature while establishing basic evaluation criteria for review by the City of projects during the design review process.

The Development Permit process constitutes a design review of project architecture, site plans, and landscape plans. Development permits are approved with conditions of approval.

### 8.2.2 SUBDIVISION MAPS

Tentative maps shall be prepared and filed with the Planning Department in accordance with the City of Ontario Development Code. Approval by the City Council of Final Tract Map(s) and/or Parcel Maps within the Rich-Haven Specific Plan area shall be required in order to create legal lots for residential, commercial and industrial development. Tentative Tract and/or Parcel Maps will be reviewed and approved pursuant to applicable provisions of the Development Code and shall be consistent with this Specific Plan.

A vesting tentative map may instead be filed in accordance with the provisions of the Development Code. A vesting tentative map shall be filed in the same form, shall have the same content, accompanying data and reports, and shall be processed in the same manner described for tentative maps.

### 8.2.3 SUBSEQUENT DEVELOPMENT ENTITLEMENTS

#### **8.2.3.1 *Development Agreements (DA)***

Development Agreements for planning areas may be executed between the City and the Developer in order to set forth the terms, conditions, and obligations of all parties signatory to the contract. California Government Code, Section 65864, et seq., and the procedures for Development Agreements, adopted by the City of Ontario, provide the authority for the Development Agreement.

#### **8.2.3.2 *Conditional Use Permits (CUP)***

Conditional Use Permits shall be required for land use classifications typically having unusual site development features or operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with uses on adjoining properties and in the surrounding area. Conditional Use Permits must be first granted by the Zoning Administrator or Planning Commission before a use is allowed within a particular district.

CUP performance standards herein for drive-thru facilities (Section 5.3.8.8) constitute the minimum deemed necessary under general circumstances and in most cases to prevent adverse effects from drive-through facilities. Other and further standards may be required as conditions of approval defined by City Planning staff to ensure that such uses are in accord with the intent of the Specific Plan and in concert with the integrity of the commercial or mixed-use project.

### 8.2.4 ADDITIONAL ENTITLEMENT REQUIREMENTS

In order to ensure orderly expansion of the City Utility Systems and other City Infrastructure, the following Additional Entitlement Requirements are imposed upon all Subdivision Maps and Developments within the Specific Plan area.

#### **8.2.4.1 *Conceptual Design Report***

Prior to approval of any entitlement application (Subdivision Maps, Development Plan Reviews, etc.), a conceptual design report shall be prepared and submitted to the Development Engineering Department and the Utilities Engineering Department for review and approval for the established extent of all public improvements required for the project. The study shall identify existing and future rights-of-ways (ROW) and infrastructure improvements and establish all vertical and horizontal alignments for each utility. The report shall include cross-sections, profiles, and any supporting details needed to demonstrate that utilities can be adequately accommodated in the public ROW. The study shall account for all utility conflicts, right-of-way variations, existing obstructions, and the timing of utility installation. This shall also include Water Sub-Area Master Plans

(WSAMP) and Sewer Sub-Area Master Plans (SSAMP) to assure compliance with all Master Plan Design Criteria, including Hydraulic Design Criteria. Utilities cannot be located along an alignment that conflicts with existing conditions (e.g. electrical poles, private property, etc.) unless that applicant is accepting the responsibility of modifying the existing conditions (e.g. undergrounding, relocation, ROW acquisition, etc.).

#### **8.2.4.2 Preliminary Design Report**

As a condition of entitlements (Subdivision Maps, Development Plan Reviews, etc.) within the Specific Plan and prior to submittal of Infrastructure Improvements Plans, a Preliminary Design Report (PDR) for all public infrastructure shall be submitted and approved by the Development Engineering Department and the Utilities Engineering Department. The PDR shall include the following:

Conceptual Design Compliance: A discussion modifying or confirming the conceptual design established with the Project's Conceptual Design Report. The study shall confirm all rights-of-ways (ROW), infrastructure improvements, and vertical and horizontal alignments for each utility.

Street Cross Sections and Profiles: Street Cross Sections and Profiles shall be provided for each public street, private street and Public Utility Easement (PUE) containing a public utility and at any points along the alignments where the ROW varies. The cross sections shall show the location and size of each utility and shall annotate the property/ROW lines, the type of finished surface material, the distance of each utility from centerline, the depth from finished surface to top of pipe, and the distance between utilities (outside wall to outside wall).

Constructability Review: The report shall include a discussion of the constructability issues along the proposed alignment and identify the recommended construction methods that may be utilized. The study shall perform field investigation (field survey and potholing) in order to identify potential utility conflicts, right-of-way variations, existing obstructions, and constructability issues created by the timing of utility installation.

Supporting Details: The PDR shall include any supporting details needed to demonstrate that utilities can be adequately accommodated in the public ROW, including the placement of large appurtenances, clearance from existing obstructions, etc.

30% Design Drawings: The PDR findings shall be incorporated into a 30% design plan set.

#### **8.2.4.3 Utilities Systems Map (USM)**

Prior to approval of any entitlement application (Subdivision Maps, Development Plan Reviews, etc.), as a part of the entitlement application a Conceptual Utilities Systems Map (USM) shall be prepared and submitted to the Development Engineering Department and the Utilities Engineering Department for review and approval. The USM is a summary plan sheet exhibit that shows all the public offsite infrastructure requirements and demands for the Development Project (and/or Subdivision), the onsite private infrastructure improvements, and the interaction between the public and private utilities systems. As a Condition of Approval for the Development Project (and/or Subdivision), the Conceptual Utilities Systems Map shall be updated into a Final Utilities Systems Map to reflect the changes that occur between entitlement and Final Plan and Permit Approval. Reference the Ontario Municipal Utilities Company Utilities Engineering Department's Utilities Systems Map (USM) Requirements for details.

#### **8.2.4.4 Integrated Waste Management Report (IWMR) and Solid Waste Handling Plan (SWHP)**

Prior to approval of any entitlement application (Subdivision Maps, Development Plan Reviews, etc.), as a part of the entitlement application a Conceptual Integrated Waste Management Report (IWMR) and a Conceptual Solid Waste Handling Plan (SWHP) shall be prepared and submitted to the Development Engineering Department and the Utilities Engineering Department for review and approval. The Conceptual SWHP will include an exhibit that demonstrates the project site's design conformance with the Integrated Waste Department's requirements, including the requirements for Sizing of Storage, Location of Collection Areas, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types. The Conceptual IWMR is a report that presents project specific information that is not able to be demonstrated within the Solid Waste Handling Plan, including discussions on: project solid waste operations; project compliance with all applicable laws, statues, policies, and requirements; and, conformance with all the Integrated Waste Department's requirements, including the requirements for Sizing of Storage, Location of Collection Areas, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types. As a Condition of Approval for the Development Project (and/or Subdivision), the Conceptual SWHP and the Conceptual IWMR shall be updated into a Final SWHP and Final IWMR to reflect the changes that occur between entitlement and Final Plan and Permit Approval. The SWHP and IWMR may be required to be updated whenever there are new occupants, new uses or changes to existing uses, Tenant Improvements, Business Licenses, and Certificates of Occupancy. Reference the Ontario Municipal Utilities Company - Utilities Engineering Department's Integrated Waste Management Report (IWMR) and Solid Waste Handling Plan (SWHP) Requirements for details.

**8.3 PHASING**

Development within the Rich-Haven Specific Plan area is expected to occur in ~~two general~~ phases. The first phase of development is anticipated to occur along Ontario Ranch Road. Subsequent development phases will extend northerly with the extension of master planned roadways and utility improvements. The following minimum criteria shall be met for each Subdivision and Development of each Phase:

- i. For Domestic Water, all the Master Plan, the Regional and Local Infrastructure identified in Section 4 and the Conceptual Domestic Water Plan for the Water Pressure Zone within the Phase shall be completed as a part of infrastructure requirements of the Phase. Also, any domestic water infrastructure necessary to provide primary looping, secondary looping and, satisfy all the hydraulic criteria and the fire flow shall be completed as a part of the infrastructure requirements of the Phase.
- ii. For Recycled Water, all the Master Plan, the Regional and Local Infrastructure identified in Section 4 and the Conceptual Recycled Water Plan for the Recycled Water Pressure Zone within the Phase shall be completed as a part of the infrastructure requirements of the Phase. Also, any recycled water infrastructure necessary to provide primary looping, secondary looping and, satisfy all the hydraulic criteria shall be completed as a part of the infrastructure requirements of the Phase.
- iii. For Sewer, all the Master Plan, the Regional and Local Infrastructure identified in Section 4 and the Conceptual Sewer Plan for the Master Plan Sewer Tributary Area within the Phase and upstream of that shall be completed as a part of the infrastructure requirements of the Phase. Also, any sewer infrastructure necessary to meet all the hydraulic criteria shall be completed as a part of the infrastructure requirements of the Phase.

~~with the first phase encompassing those builders participating in the NMC Builders, LLC Eastern Portion Infrastructure Agreement. Phase II are those not participating in the NMC Builders, LLC Eastern Portion Infrastructure Agreement (Planning Areas 1a — f). Refer to Figure 8-1, Phasing Plan.~~

~~**8.3.1 PHASE I**~~

~~Phase I includes all development within Planning Areas 2 through 9. Development of individual planning areas and associated parks facilities will occur as appropriate levels of master infrastructure, public facilities, and any required dedications are provided. Phasing sequence is subject to change over time to respond to various factors. Improvements within individual phases may overlap or develop concurrently. Development phasing will be implemented through the approval by the City of tentative tract maps and development permits. Backbone infrastructure to serve all areas of the Rich-Haven Specific Plan area shall be installed by the developer(s) in accordance with the City’s adopted Master Plan for the areas or any approved amendments to it. Infill service mains will be installed/constructed in phases as development occurs and conditioned by the City Engineer’s office to support individual phases of development. The development~~

~~of Planning Areas will provide viable, future utility and circulation connections to those undeveloped properties, as necessary.~~

### ~~8.3.2 PHASE II~~

~~Phase II includes a mixture of residential products within Planning Area 1. Future development phasing will be implemented through the approval by the City of tentative tract maps and development permits.~~

### 8.3.1 COMMUNITY FACILITIES AND SERVICES

The timing for installation of community facilities, including park and trail facilities, and payment of impact fees for public services for the Specific Plan will be determined as part of the City's approval process in accordance with the provisions of the existing City fee ordinance. Community facilities, such as bike routes, will be developed in conjunction with construction of public improvements. Those portions of the Neighborhood Parks, paseos, and open space areas adjacent to individual developments within each Planning Area will be constructed to provide amenities as development progresses.

## 8.4 PROJECT FINANCING

The financing of construction, operation, and maintenance of public improvements and facilities (the "facilities"), and public service will include funding through a combination of financing mechanisms. Final determination as to the facilities to be constructed and as to maintenance responsibilities – whether publicly or privately maintained, will be made prior to recordation of the final maps. In order for the project to be fiscally self-sufficient, the following financing options can be considered for implementation:

#### Facilities and Services:

- ❖ Private capital investment for the construction of facilities.
- ❖ Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of a variety of public facilities and the provision of public services.

#### Operation and Maintenance:

- ❖ By individual private property owner.
- ❖ By private property owners or Home Owners Association.
- ❖ By Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district.

City Council approval is a prerequisite for the implementation of any and all special district financing mechanism. The use of the Mello-Roos Community Facilities District Act of 1982 [the “Act”) to finance public facilities and services will be at the City’s sole discretion. Moreover, the use of the Act must be consistent with the City’s adopted goals and policies concerning the use of the act.

**8.5 MAINTENANCE RESPONSIBILITIES**

During the course of maintenance of public utilities (including storm drain) within private and public streets, the City will pave the streets and restore landscaping per City standards. Restoration of any enhancements above and beyond City standards, including but not limited to architectural, hardscaping and landscaping enhancements shall be the responsibility of the HOA or other entity maintaining those enhancements. This applies to all areas where public utilities are located including but not limited to public and private streets, gated communities, alleys, etc.

Improvements constructed within the Rich-Haven Specific Plan will be maintained through a combination of public and private entities as described below and shown within Table 8-4, *Maintenance Responsibilities*, and:

**8.5.1 PROJECT FINANCING**

The financing of construction, operation and maintenance of public improvements and facilities (“facilities”), and public services will include funding through a combination of financing mechanisms. Final determination as to the facilities to be constructed and maintenance responsibilities – whether publicly or privately maintained, will be made prior to recordation of the final maps. In order for the project to be fiscally self-sufficient, the following financing options can be considered for implementation:

**Facilities and Services:**

- ❖ Private capital investment for the construction of facilities.
- ❖ Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of a variety of public facilities and the provision of public services.

**Operation and Maintenance:**

- ❖ By individual private property owner.
- ❖ By private Property Owners Association or Homeowners Association.
- ❖ By Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district.

City Council approval is a prerequisite for the implementation of any and all special district financing mechanisms. The use of the Mello-Roos Community Facilities District Act of 1982 (the “Act”) to finance public facilities and services will be at the City’s sole discretion. Moreover, the use of the Act must be consistent with the City’s adopted goals and policies concerning the use of the Act.

## 8.6 METHANE REMEDIATION

The City of Ontario is in the process of adopting protocol to assess the potential for methane generation on proposed building sites in areas previously used for certain agricultural practices. The preliminary protocol requires the following, which may be modified after approval of a final protocol:

- ❖ Prior to issuance of a grading permit, a methane site assessment shall be prepared to determine whether the property was ever used as a dairy, poultry ranch, hog ranch, livestock feed operation, manure stockpile site, manure burial site, agricultural pond, or for any other purpose that might result in the deposition of materials which could produce significant methane. The report will provide recommendations as to which areas should be tested after grading and which areas that should be exempt from methane testing, based upon historic site usage.
- ❖ The assessment report shall be submitted to the City of Ontario for review and approval. Areas identified in the assessment, which indicate a potential for methane generation, shall be tested 30 days after rough grading has been completed. Testing would occur on a weekly basis for four weeks.

After testing, recommendations for methane mitigation measures are made on a lot-by-lot basis depending on the concentrations detected in the soil gas probes. Mitigation designs would be submitted to the City of Ontario, along with the result of the methane testing, for review and approval as part of building permit issuance.

**Table 8-4  
Maintenance Responsibilities**

	City and/or Special District	Private Homeowners Association (HOA)	Private Homeowners/ Commercial/ <b>Industrial</b> Property Owners	Utility Entity
Master Plan Roadways ( <i>Riverside Drive, Haven Avenue, Milliken Avenue, Mill Creek Avenue, Chino Avenue, Ontario Ranch Road</i> )	√			
Interior Project Streets ( <i>curb to curb Primary Entry Street, Secondary Entry Streets, Neighborhood Streets, and street lights</i> )	√			
Parkway of Master Plan Roadways ( <i>curb to perimeter walls including landscape, sidewalks, street lights</i> )	√			
Parkways of Interior Project Streets <sup>1</sup> ( <i>landscaping, sidewalks</i> )		√		



	City and/or Special District	Private Homeowners Association (HOA)	Private Homeowners/ Commercial/Industrial Property Owners	Utility Entity
Interior Tract Graffiti Removal		√		
Private interior yard walls			√	
Private Recreational Areas		√		
Monument Signs and Master Plan Roadways	√			
Monument signs within tract entry		√		
Traffic Signals	√			
Traffic Control Signs	√		√	
Alleys		√		
Community Trail (SCE Corridor Trail)	√			
<i>Off-site and In-Tract water, sewer, and storm drain improvements (Only those facilities in public roads and those in private streets within public utilities easements that meet public improvement design criteria)</i>	√			
<i>On-site water, sewer, and storm drain improvements (improvements that are: private, laterals, and lines behind meters and/or DCDAs, improvements serving only one lot/parcel, not within public or private roads, not within public utility easements, or not meeting public improvement design criteria)</i>		√	√	
Neighborhood Park (5 acres or more)	√			
Pocket/Linear Park		√		
Residential/Urban Parks		√		
Front Yard Landscaping Areas (Planning Areas 1, 4 & 5))		√		
Landscaping and Common Areas (Planning Areas 6, 7, 8 and 9)			√	
Community Theme Wall and Entry Monuments (outside face for Graffiti removal)	√			
Community Theme Wall and Entry Monuments (structural integrity and face repair)		√		
Community Neighborhood Entries (within Neighborhood edges on Master Plan Roadways)	√			
Driveway & Parking Areas (including landscaping) Serving Commercial Property		√		
Private Streets in Gated Communities		√		
Alley Landscaping and Lighting		√		
Electricity				√
Natural Gas				√
Communications Systems	√			√
Police	√			
Fire	√			
NPDES Facilities (Off-site)/WQMP <sup>2</sup>		√		
NPDES Facilities on private property		√		

1. Include restoration work following public street repairs.
2. Only those facilities in public roads, public right-of-way and/or easements, to be maintained through an Encroachment Agreement with the City of Ontario.

## 8.7 MITIGATION MONITORING

Pursuant to Public Resources Code (PRC) Section 21081.6, a summary of conditions of project approval shall be prepared to mitigate or avoid significant effects on the environment. An approved Mitigation Monitoring Program shall insure that the project and all future development within the project area comply with all applicable environmental mitigation and permit requirements. The final approved Mitigation Monitoring program shall be attached as an appendix to this Specific Plan upon EIR certification.

## **Rich Haven SECTION 9**

### **9.1 General Plan Consistency**

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits the adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Policy plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan. The Rich Haven **Policy Specific** Plan has been prepared in conformance with the goals and policies of the City of Ontario Policy Plan. The policy analysis in **Table 9-1, “Policy Plan Consistency,”** describes the manner in which the Rich Haven Specific Plan complies with The Ontario Plan (TOP) policies applicable to the project.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
LAND USE ELEMENT	
<b>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.</b>	
<p>LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identify, maximize available and planned infrastructure, and foster the development of transit.</p>	<p>The Specific Plan outlines a pedestrian sidewalk and multi-use trail network connecting neighborhoods to open space and adjacent future commercial land uses.</p>
<p>LU1-2 Sustainable Community Strategy. We integrate state, regional and local Sustainable Community/Smart Growth principles into the development and entitlement process.</p>	<p>Sustainable Community/Smart Growth principles are incorporated into the Rich Haven Land Use Plan. Pedestrian sidewalks and bicycle paths to be constructed as part of the project throughout the community provide connectivity among residential planning areas and schools to help reduce vehicle trips and miles traveled. The design of residential areas incorporates tree-lined parkways providing shade for pedestrians and parked cars. Safe and efficient pedestrian and bicycle connectivity is provided throughout the project.</p> <p>The Rich Haven architectural design guidelines allow for a variety of architectural styles that respond to local climate conditions. Some styles allow the incorporation of flat roofs that facilitate the use of solar collectors. All new construction will utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. The landscape concept for Rich Haven incorporates a plant palette of drought tolerant</p>

	materials and requirements that the development implement planting and irrigation systems designed to conserve water. Park and recreation areas will include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities.
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PLAN POLICY	SPECIFIC PLAN CONSISTENCY
LU1-3 Adequate Capacity. We require adequate infrastructure and services for all development.	The Rich Haven Specific Plan establishes an infrastructure and public facilities plan to ensure that adequate roadways and public utilities including sewer, water, and drainage facilities along with schools, parks, and other public facilities are provided to serve the project.
LU1-4 Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities.	The Rich Haven Specific Plan requires the construction of Class 1 Bike Paths, which are an integral element to creating accessibility and mobility within Rich Haven. The Specific Plan requires locations and construction of bus turnouts that may be required within the project to be coordinated with and constructed to the satisfaction of the City of Ontario and Omnitrans.

<p>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.</p>	<p>Rich Haven provides for development of up to 1,833 residential dwelling units in a variety of residential single-family detached housing types oriented toward open space amenities.</p>
<p><b>GOAL LU2: Compatibility between a wide range of uses.</b></p>	
<p>LU2-6 Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.</p>	<p>Arterial streets within Rich Haven will be uniformly landscaped in an aesthetically pleasing manner with 8-10 foot wide landscaped parkways on each side of the street and 16 -26 foot wide landscaped medians in each street. A planting buffer area varying in width from 40-50 feet in width will be provided adjacent to sidewalks within the project adjacent to all arterial roadways. Decorative project monuments will be constructed at key project entries providing community identification and establishing a sense of arrival and a welcoming feeling for the community.</p>
<p>LU2-9 Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.</p>	<p>The project will comply with appropriate mitigation measures identified in the project EIR for soil remediation and proper venting to address the potential existence of methane gases within the project.</p>

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<b>GOAL LU4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.</b>	
<p>LU4-3 Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.</p>	<p>Approval of the Rich Haven Specific Plan [SEP] is accompanied by an application for approval of a development agreement. The development agreement shall include, but not be limited to, methods for financing, acquisition, and construction of infrastructure, acquisition and development of adequate levels of parkland and schools, as well as the provision of adequate housing opportunities for various segments of the community consistent with the City’s regional housing needs assessment. The Rich Haven development agreement shall be fully approved before the issuance of the first building permits for the project.</p>
<b>GOAL LU5: Integrated airport facilities that minimize negative impacts and maximize economic benefits.</b>	
<p>LUF5-2 Airport Planning Consistency. We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations and/or adopted master plans and land use compatibility plans for the ONT and Chino Airport</p>	<p>The Specific Plan will comply with the ALUCP requirements for Ontario Airport (ONT) and Chino Airport as outlined in Rich Haven Specific Plan Section 3-4.</p>
<p>LU5-7 ALUCP Consistency and Land Use Regulations. We comply with state law that requires general plans, specific plans and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.</p>	<p>The Specific Plan will comply with the ALUCP requirements for Ontario Airport (ONT) and Chino Airport as outlined in Rich Haven Specific Plan Section 3-4.</p>

COMMUNITY DESIGN ELEMENT	
<b>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.</b>	
<p>CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.</p>	<p>The Specific Plan includes design guidelines to guide the physical character of all future residential development and all community and neighborhood features, including the overall landscape treatment within the project. The proposed community character establishes a unified aesthetic treatment and design theme. The community vision for Rich Haven is based upon the architectural and landscape influences found in Ontario and throughout Southern California. The architectural styles and landscape concept chosen for the community have been selected in order to be reflective of older neighborhoods of historic Ontario as well as to accommodate innovative transitional influences. Together, the architectural styles and landscape concept are designed to create a neighborhood character for Rich Haven that will be sustainable over time.</p>
<p>CD1-5 View Corridors. We require all major north- south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City’s visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.</p>	<p>The major north south streets in Rich Haven are designed to frame the views of the San Gabriel Mountains. The Specific Plan requires the construction of extensive landscaping on both sides of each street and in the median of each street. All new utility lines will be placed underground.</p>



PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p><b>GOAL CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and district.</b></p>	
<p>CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:<sup>[[L]]</sup><sub>[[SEP]]</sub></p> <ul style="list-style-type: none"> <li>• building volume, massing, and height to provide appropriate scale and proportion;</li> <li>• 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</li> <li>• exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.</li> </ul>	<p>The Specific Plan includes design guidelines to guide the construction of the project by requiring building massing to address the street and the pedestrian experience, the use of selected architectural styles to be implemented in a comprehensive manner throughout each neighborhood around all building elevations, and the use of building materials and architectural features and elements which are true to each selected style.</p>

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>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, walk-able blocks that promote access, activity and safety;</p> <ul style="list-style-type: none"> <li>• variable setbacks and parcel sizes to accommodate a diversity of housing types;</li> <li>• traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;</li> <li>• 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</li> <li>• landscaped parkways, with sidewalks separated from the curb.</li> </ul>	<p>The Rich Haven Specific Plan is designed as a walk-able community of traditional residential neighborhoods organized around a simple grid street system offering a variety of home types within an open space setting. Residents can walk or bike to parks and schools via an interconnected network of sidewalks and trails throughout the community.</p> <p>Traditional site planning elements, varied residential product design and architecture, well-landscaped streets and enhanced entries combine to create welcoming neighborhoods within the community with aesthetic and functional harmony. Streets are linked together in a grid pattern with sidewalks separated from the street by landscaped parkways providing a simple and understandable system for pedestrian and vehicular travel connecting neighborhoods, open space amenities, public facilities, and recreational areas. A variety of housing types, including detached single-family homes, attached single-family homes, and multifamily homes are planned for Rich Haven, all of which are located close to schools, parks, and open space amenities. Residential development standards and design guidelines contained in the Specific Plan ensure that homes are designed at a human scale emphasizing architecture fronting the street. Residential development standards are designed to minimize</p>

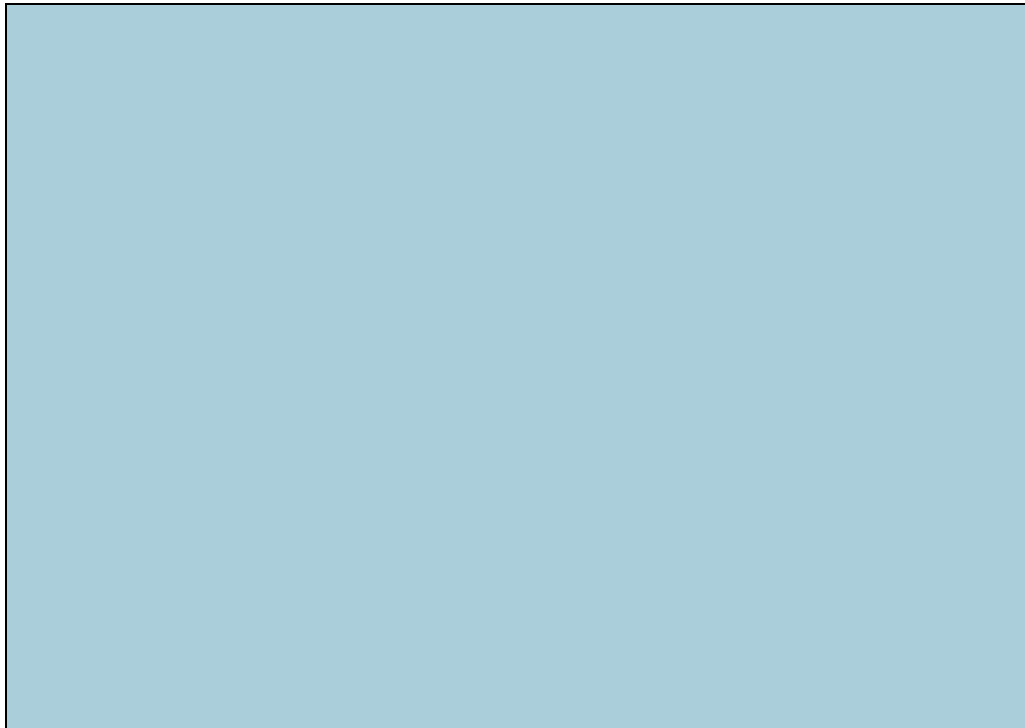
	<p>views of garage doors through use of alternating garage configurations. Traffic calming features incorporated into neighborhood streets include a traditional grid pattern with sidewalks separated by landscaping on either side of the street, and the use of intersection chokers and roundabouts where appropriate.</p>
<p>CD2-5 Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.'</p>	<p>The Specific Plan is designed with a comprehensive street system to accommodate the safe and efficient movement of automobiles as well as bike trails and a multi-purpose trail to accommodate bicycle and pedestrian mobility and connectivity throughout the community. Streets are designed as a grid system of short blocks allowing for various access points and travel routes. Streets are designed with sidewalks separated from the street to create an inviting environment for walking. Streets connect neighborhoods, parks and schools through a variety of travel paths. Bicycle accessibility is provided throughout the community through a network of off-street multi- purpose trails within Vineyard Avenue and Riverside Avenue which connect to a Class II bike path and Multipurpose Trail. Connectivity to this network of off street bike trails from all residential Planning Areas is provided through the local street system.</p>

CD2-6 Connectivity. We promote development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means:<sup>[SEP]</sup>

- local street patterns that provide access between subdivisions and within neighborhoods and discourage through traffic;
- a local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials; and
- neighborhoods, centers, public schools, and parks that are linked by pedestrian greenways/ open space networks. These may also be used to establish clear boundaries between distinct neighborhoods and/or centers.

Off-street pedestrian circulation is available throughout Rich Haven by means of the interconnected, paved sidewalk system within the roadway right-of-way, separated from travel lanes by a landscaped parkway and within off-street Multipurpose Trails. The Rich Haven pedestrian system provides connectivity among residential neighborhoods to pocket parks and the elementary school within Rich Haven. Streets are designed in a simple grid system with short blocks promoting a sense of small neighborhoods.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>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.</p>	<p>Sustainable Community/Smart Growth principles are incorporated into the Rich Haven Land Use Plan. The sustainable goals for the project as stated in the Specific Plan include the following:</p> <ol style="list-style-type: none"> <li>1. Encourage walking and other non-vehicular modes of travel.</li> <li>2. Provide pedestrian connectivity throughout the project.</li> <li>3. Provide shaded outdoor areas.</li> <li>4. Encourage the use of architectural elements designed to reduce interior heat gain.</li> <li>5. Encourage the use of recycled, recyclable, and environmentally friendly building materials.</li> <li>6. Require the use of low energy glass, low water plumbing features, and energy efficient appliances.</li> <li>7. Encourage the use of drought tolerant landscaping and water efficient irrigation methods.</li> </ol> <p>Pedestrian and bicycle connectivity is provided among residential planning areas, schools, and parks helping to reduce vehicle trips and miles traveled. The design</p>



of residential areas incorporates tree-lined parkways providing shade for pedestrians and parked cars. Safe and efficient pedestrian and bicycle connectivity is provided throughout the project through a network of off-street bicycle trails, multi-use trails, and sidewalks.

The Rich Haven architectural design guidelines allow for a variety of styles that respond to local climate conditions. Some styles allow the incorporation of flat roofs that facilitate the use of solar collectors. All new construction will utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. The landscape concept for Rich Haven incorporates a drought tolerant plant palette and requires planting and irrigation systems designed to conserve water. Park and recreation areas will include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>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.</p>	<p>Residential development standards and design guidelines contained within the Specific Plan require home designs with fronts of homes, not garages, oriented toward the street to ensure that “eyes are on the street” in each neighborhood. Residences are oriented around open space, parks, and trails. Parking areas and garages are located to the rear of residences to avoid dominance of the streetscape by automobiles and to enhance a pedestrian environment on all streets.</p>
<p>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.</p>	<p>The landscape concept for Rich Haven incorporates the use of durable landscaping materials, a drought tolerant plant palette, and a planting and irrigation system designed to conserve water. Park and recreation areas will include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities. All materials utilized in private and public common areas will be durable landscaping materials.</p>
<p>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.</p>	<p>Signage and landscaping will be provided at neighborhood entries within Rich Haven. Community and neighborhood entry monumentation is required by the Specific Plan and is designed to establish a hierarchy for each Planning Area of the community. At key entries a monumentation program will be utilized to help identify the community as</p>

	well as convey a sense of arrival and a welcoming feel for both vehicular and pedestrian traffic. These monuments and “gateways” are to be designed with durable, lasting materials approved by the City of Ontario. The “gateways” leading into the community of Rich Haven will be elegant in appearance, classic in form, evoking the sense of arrival.
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PLAN POLICY	SPECIFIC PLAN CONSISTENCY
CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.	The Specific Plan requires the developer of Rich Haven to obtain approval by the City of a Master Sign Program to address project entries, neighborhood identification and way finding signage within the project.
<b>GOAL CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing, and safe during all hours.</b>	
CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.	The Specific Plan is designed for bicycle and pedestrian accessibility throughout the community through a network of off-street bike and pedestrian trails within Vineyard and Riverside Avenues. Connectivity to this network of off street trails from all residential Planning Areas is provided through the local street system.



CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.

The Specific Plan includes landscape design guidelines to enrich the community landscape and architectural style for Rich Haven. The design guidelines are organized to define the basic landscape design principles for the project, to guide the implementation of the “design vision,” and to ensure the design integrity of the project. All landscape plans, streetscape plans, and graphic designs with regard to community identity, neighborhood identity, or entry monumentation within the project are required to conform to the landscape design guidelines as set forth in the Specific Plan and are subject to review and approval by the City of Ontario. The landscaping proposed for Vineyard, Riverside, Chino, and Hellman Avenues shall be designed in accordance with the City’s New Model Colony Streetscape Master Plan.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces</p>	<p>The Specific Plan includes architectural design guidelines, which promote street facing front entries and architectural elements visible from adjacent streets, sidewalks, and parks within the project.</p>
<p>CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.</p>	<p>The Specific Plan requires that the design and materials used for all road surfaces and sidewalks within the project be subject to approval by the City Planning Department and Public Works Department.</p>
<p><b>GOAL CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages public and private investments.</b></p>	
<p>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.</p>	<p>The Specific Plan includes a Maintenance Responsibility Matrix defining the public, private, and utility entities responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, parks, yards, walls and monuments, traffic signals, infrastructure, and utilities within the project.</p>
<p>CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.</p>	<p>The Specific Plan includes a Maintenance Responsibility Matrix defining the responsible entities for continual maintenance of roadways, sidewalks, traffic signals, off site and on site public water, sewer, and storm drain infrastructure facilities.</p>

<b>COMMUNITY ECONOMICS ELEMENT</b>	
<b>GOAL CE1: A complete community that provides for all incomes and stages of life.</b>	
CE1-7 Retail Goods and Services. We seek to ensure a mix of retail businesses that provide the full continuum of goods and services for the community.	N/A
CE1-12 Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (Refer to Mobility Public Transit)	
<b>GOAL CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.</b>	
CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community. (Refer to Community Design Element)	
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.	

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
MOBILITY ELEMENT	
<b>GOAL M1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.</b>	
<p>M1-1 Roadway Design and Maintenance. We require our roadways to:</p> <ul style="list-style-type: none"> <li>• Comply with federal, state and local design and safety standards.</li> <li>• Meet the needs of multiple transportation modes and users.</li> <li>• Handle the capacity envisioned in the Functional Roadway Classification Plan.</li> <li>• Maintain a peak hour Level of Service (LOS) E or better at all intersections.</li> <li>• Be compatible with the streetscape and surrounding land uses.</li> <li>• Be maintained in accordance with best practices and our Right-of-Way Management Plan.</li> </ul>	<p>The Specific Plan requires the construction of a network of Master Plan Roadways designed consistent with the requirements of the City’s Functional Roadway Classification Plan and the New Model Colony Streetscape Master Plan. The roadway system is designed to maintain a peak hour Level of Service (LOS) E or better at all intersections as discussed in the project EIR. Site design, source control, and treatment BMP’s for the project are required to be submitted by the developer for approval by the City prior to issuance of permits for the project.</p>
<b>GOAL M2: A system of trails and corridors that facilitate and encourage bicycling and walking.</b>	
<p>M2-3 Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.</p>	<p>The Specific Plan includes a plan for construction of an off-street pedestrian circulation system comprised of an interconnected, paved sidewalk system within all roadway rights-of-ways, separated from vehicular travel lanes by a landscaped parkway. The Rich Haven</p>

	pedestrian system provides connectivity among residential neighborhoods to the pocket parks and the elementary school within Rich Haven.
<b>GOAL M3: A public transit system that is a viable alternative to automobile travel and meets the basic transportation needs of the transit dependent.</b>	
M3-2 Transit Facilities at New Development. We require new development to provide transit facilities, such as bus shelters, transit bays and turnouts, as necessary.	The Specific Plan requires the developer of the project to coordinate with the local mass transit provider, Omnitrans, to accommodate adequate area for any bus turnouts within the Master Plan Roadways as required by Omnitrans.

HOUSING ELEMENT	
<b>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.</b>	
H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.	The Specific Plan allows for the development of up to 893 residential dwelling units comprised of a variety of single-family detached homes. Residential land use areas are linked by a network of street- separated sidewalks and bicycle trails connecting all neighborhoods to parks and schools. Residential development is designed to address a variety of lifestyles and economic segments of the marketplace, such as singles, families, executives and “empty nesters.”
H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.	The Specific Plan includes architectural design guidelines to encourage development of diverse neighborhoods with the use of varied architectural styles articulated with elements true to the architectural characteristics of each style
<b>GOAL H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.</b>	
H5-2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation and other amenities.	The Specific Plan allows for the development of condominium and multi-family home types designed to accommodate families with children. The Specific Plan requires that all condominium and multi-family developments within the project provide private recreational areas and/or pocket parks for residents of the development.

ENVIRONMENTAL RESOURCES ELEMENT

**GOAL ER1: A reliable and cost effective system that permits the City to manage its diverse water resources and needs.**

ER1-3 Conservation. We require conservation strategies that reduce water usage.

The Specific Plan requires all public and common area landscaping within the project to utilize plant materials listed on the approved Specific Plan Landscape Plant Matrix, which is comprised of drought tolerant and California Friendly plant materials. The Specific Plan requires that irrigation systems for both public and private landscaped areas be designed to be as water-efficient as possible and includes the following minimum requirements.

- All irrigation systems shall have automatic controllers designed to properly water plant materials given the site’s soil conditions, and irrigation systems for all public landscapes shall have automatic rain shut-off devices.
- Drip irrigation is not permitted within LMD landscape areas.
- Spray systems shall have low volume matched-precipitation heads.
- All LMD areas are to be controlled with central control irrigation systems, and all trees are to be irrigated utilizing a flush grade bubbler system on a separate valve. All LMD areas shall be designed to City Standard Specifications.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>ER1-5 Groundwater Management. We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.</p>	<p>The Specific Plan requires that the developer obtain approval of a Storm Water Pollution Prevention Plan (SWPPP) prior to issuance of grading or construction permits. The SWPPP will be prepared to comply with California State Water Resources Control Board’s current “General Permit to Discharge Storm Water Associated With Construction Activity” and current “Area Wide Urban Storm Water Runoff (Regional NPDES) Permit.” The SWPPP will identify and detail all appropriate Best Management Practices (BMP’s) to be implemented or installed during construction of the project.</p> <p>In addition to the preparation of a SWPPP for construction-related activities, and as part of the approval of any grading plans for the project, the developer is required to submit a Water Quality Management Plan (WQMP) on the regional model form provided by the City. The WQMP shall identify and detail all Site Design BMP’s, Source Control BMP’s and Treatment Control BMP’s to be implemented or installed as part of the project in order to reduce storm water pollutants and site runoff.</p>



ER1-6 Urban Run-off Quantity. We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

The Specific Plan requires that grading and drainage for the project be designed to retain, infiltrate, and/or biotreat surface runoff to the maximum extent practicable, in order to comply with the requirements of the current San Bernardino County NPDES Stormwater Program’s MS4 Permit and Water Quality Management Plan (WQMP) for priority development projects. These effects shall be minimized through the implementation of on-site and off-site Low Impact Development (LID) Site Design Best Management Practices (BMPs) that reduce runoff and pollutant transport by minimizing impervious surfaces, maximizing on-site infiltration, and specifically retain/infiltrate or biotreat the 85<sup>th</sup> percentile storm event. In addition, non-structural and structural Source Control Best Management Practices (BMPs), shall also be implemented and documented in the project’s approved Water Quality Management Plan(s) to reduce pollutant generation and transport from the project site. Participation in an alternative regional or watershed-based Treatment Control BMP is regulated by the requirements of the San Bernardino County MS4 Urban Runoff Permit and the SB County Water Quality Management Plan Technical Guidance Document.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>ER1-7 Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.</p>	<p>The Specific Plan requires that the project comply with the most recent requirements of the San Bernardino County NPDES Storm Water Program’s Quality Management (WQMP) for significant new development projects. A final WQMP is required to be submitted by the developer for approval by the City prior to the issuance of any grading and construction permits for the project.</p>
<p>ER1-8 Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.</p>	<p>The Specific Plan requires the construction of a wastewater system consistent with City requirements and also requires that the project obtain approval of a WQMP for the project prior to the issuance of any grading or construction permit.</p>
<p><b>GOAL ER3: Cost-effective and reliable energy, derived primarily from renewable sources that help to reduce the region’s carbon footprint.</b></p>	
<p>ER3-1 Conservation Strategy. We require conservation as the first strategy to be employed to meet applicable energy-saving standards.</p>	<p>The Specific Plan requires all public and common area landscaping within the project to utilize plant materials listed on the approved Specific Plan Landscape Plant Matrix, which is comprised of drought tolerant and California Friendly plant materials. The Specific Plan requires that irrigation systems for both public and private landscaped areas be designed to be as water-efficient as possible. The Specific Plan requires the construction of separate water mains for the use of recycled water in public and</p>

	<p>common areas of the project. The Specific Plan includes architectural styles that respond to local climate conditions and allow for the incorporation of flat roofs that facilitate the use of solar collectors. All new construction will utilize fixtures, appliances, and heating and cooling controls to conserve water and energy.</p>
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PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>ER3-2 Green Development– Communities. We require the use of best practices identified in green community rating systems to guide the planning and development of all new communities.</p>	<p>The Specific Plan includes architectural guidelines, which allow for a variety of styles that respond to local climate conditions. Some styles allow the incorporation of flat roofs that facilitate the use of solar collectors. All new construction will utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. The landscape concept for Rich Haven incorporates a plant palette and a planting and irrigation system designed to conserve water. Park and recreation areas will include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities.</p>
<p>R3-3 Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar and natural ventilation.</p>	<p>The Specific Plan includes architectural design guidelines, which allow for styles that respond to local climate conditions. Some styles allow for flat roofs that facilitate the use of solar collectors.</p>

<b>GOAL ER4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.</b>	
ER4-4 Indoor Air Quality. We will comply with State Green Building Codes relative to indoor air quality.	All development within the Specific Plan will be required to comply with the State Green Building Code as implemented by the City.
<b>GOAL ER5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.</b>	
ER5-2 Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	The project will comply with all mitigation measures identified in the project EIR with regard to biological resources.
ER5-3 Right to Farm. We support the right of existing farms to continue their operations within the New Model Colony.	The Specific Plan requires a minimum 100-foot wide agricultural buffer be provided by the development between any new residential structure and any existing animal feed trough, corral/pen or an existing dairy/feed lot.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>ER5-4 Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.</p>	<p>The Specific Plan requires a minimum 100-foot wide agricultural buffer be provided by the development between any new residential structure and any existing animal feed trough, corral/pen or an existing dairy/feed lot.</p>
<p>SAFETY ELEMENT</p>	
<p><b>GOAL S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.</b></p>	
<p>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.</p>	<p>All development within the Specific Plan will be required to comply with the State of California Building Code as adopted and implemented by the City.</p>
<p><b>GOAL S3: Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.</b></p>	
<p>S3-8 Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings.</p>	<p>The Specific Plan requires new development to be reviewed and approved pursuant to the City’s Subdivision Ordinance and Development Plan Review process, allowing for the Fire Department review, and requiring the incorporation of any required fire prevention design elements in streetscapes, open spaces and buildings.</p>

<b>GOAL S4: An environment where noise does not adversely affect the public’s health, safety, and welfare.</b>	
S4-1 Noise Mitigation. We utilize the City’s Noise Ordinance, building codes and subdivision and development code regulations to mitigate noise impacts.	

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
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<b>GOAL S5: Reduced risk of injury, property damage and economic loss resulting from windstorms and wind-related hazards.</b>	
S5-2 Dust Control Measures. We require the implementation of Best Management Practices for dust control at all excavation and grading projects.	Construction within the Specific Plan will comply with a City approved construction management plan and all mitigation measures identified in the project EIR with regard to dust control.

<b>GOAL S6: Reduced potential for hazardous materials exposure and contamination.</b>	
S6-9 Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.	The project will comply with all mitigation measures identified as part of the project EIR for soil remediation and proper venting to address the potential existence of methane gases within the project.
S7-4 We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.	The Specific Plan requires all new development to be reviewed and approved pursuant to the provisions of the City’s Subdivision Ordinance and Development Plan Review process which provides for review by the City’s Police Department, which may require the development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.

**PARKS AND RECREATION ELEMENT**

**GOAL PR1: A system of safe and accessible parks that meets the needs of the community.**

PR1-5 Acreage Standard. We strive to provide 5 acres of parkland (public and private) per 1,000 residents.

The project will comply with the City requirement for the payment of an in-lieu fee in amount equivalent to three acres of parkland per 1,000 residents to fund the development of public parks and the requirement that each new development provide park acreage on-site equivalent to 2 acres per 1,000 residents. The Specific Plan includes the provision of private pocket parks in each Planning Area.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>PR1-6 Private Parks. We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.</p>	<p>The Specific Plan includes the provision of private pocket parks in each Planning Area with a total acreage provided equivalent to 2 acres of developed private park per 1,000 residents.</p>
<p>PR1-9 Phased Development. We require parks be built in new communities before a significant proportion of residents move in.</p>	<p>Development within the Specific Plan is required to be reviewed and approved pursuant to the City’s Subdivision Ordinance, which requires the approval of tentative and final subdivision maps for the project. Conditions of approval associated with the City’s approval of tentative subdivision maps will provide for the timing of construction of parks as part of the development.</p>
<p>PR1-11 Environmental Function of Parks. We require new parks to meet environmental management objectives.</p>	<p>The Specific Plan requires all new development to be reviewed and approved pursuant to the provisions of the City’s Subdivision Ordinance and Development Plan Review process, which provides for review by the City’s Planning Department which may require the development to incorporate environmental management objectives into the design of parks.</p>
<p>PR1-12 Trails. We promote connections between parks and local trails including those managed by other public agencies.</p>	<p>The Specific Plan is designed for bicycle and pedestrian accessibility provided throughout the community through a network of off-street bike and pedestrian trails within Vineyard and Riverside Avenues. These trails are connected to a Class I bike path system located within Archibald Avenue, Ontario</p>



	Ranch Road, and Haven Avenue. Connectivity to this network of off-street trails from all residential Planning Areas is provided through the local street system.
PR1-14 Multi-family Residential Developments. We require that new multi-family residential developments of five or more units provide recreational facilities or open space, in addition to paying adopted impact fees.	The Specific Plan requires that all condominium and multi-family developments within the project provide private recreational areas and/or pocket parks for residents of the development in addition to the payment by the developer of adopted impact fees.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
SOCIAL RESOURCES ELEMENT	
<b>GOAL SR2: A range of educational and training opportunities for residents and workers of all ages and abilities that improves their life choices and provides a skilled workforce for our businesses.</b>	
SR2-4 Access to Schools. We work with local and regional partners to improve the safety in and around schools and to improve access for citizens of all ages and abilities to schools and community services such as after school and other programs.	

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.

The Specific Plan allows for the development of up to 1,833 residential dwelling units comprised of a variety of single-family detached homes. A network of street-separated sidewalks and Multipurpose Trails connecting all neighborhoods to parks and schools links residential land use areas. Residential development is designed to address a variety of lifestyles and economic segments of the marketplace, such as singles, families, executives and “empty nesters.”

**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.

The Specific Plan includes architectural and landscape design guidelines.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>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.</p>	<p>The Specific Plan requires all new development to be reviewed and approved pursuant to the provisions of the City’s Subdivision Ordinance and Development Plan Review process which provides for review by the City’s Planning Department which may require the development to demonstrate how the project will create appropriately unique, functional and sustainable places.</p>
<p>CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.</p>	<p>The Specific Plan includes a Maintenance Responsibility Matrix defining the private responsibilities for maintenance of private roadways, parkways, trails, common areas, parks, yards, walls, and monuments within the project.</p>
<p>CE2-6 Public Maintenance. We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly owned property.</p>	<p>The Specific Plan includes a Maintenance Responsibility Matrix defining the responsible public entities, including special districts, for maintenance of roadways, sidewalks, traffic signals, off site and on site public water, sewer, and storm drain infrastructure facilities.</p>

## 9.2 The Ontario Plan Consistency tables

### 9.2.1 RESIDENTIAL

TOP Land Use Designation	Specific Plan – Land Use/Planning Area	TOP Adjusted Acreage	Gross Acreage	Residential Units (Minimum)	Residential Units (Maximum)	Specific Plan Units Proposed	Specific Plan Proposed Density (du/ac)
Low Density Residential (0 - 5.0 du/ac)	1A – Single Family Residential	<del>11.19</del> 24.16	<del>12.8</del> 25.5	<del>23</del> 24	<del>56</del> 120	<del>58</del> 115	<del>5.2</del> 4.5
Low <b>Medium</b> Density Residential (5.1 - 12.0 du/ac)	1B – Single Family Residential	<del>12.08</del> 24.16	<del>12.7</del> 24.5	<del>25</del> 123	<del>60</del> 289	<del>57</del> 175	<del>4.7</del> 7.1
<b>Medium</b> Density Residential (12.1 - 25.0 du/ac)	1C – Single Family Residential	<del>14.89</del> 57.83	<del>14.9</del> 60.6	<del>31</del> 699	<del>74</del> 1,445	<del>68</del> 731	<del>4.6</del> 12.1
<del>Low Density Residential (2.1 - 5.0 du/ac)</del>	<del>1D – Single Family Residential</del>	<del>19.41</del>	<del>20.5</del>	<del>41</del>	<del>97</del>	<del>91</del>	<del>4.7</del>
<del>Low Density Residential (2.1 - 5.0 du/ac)</del>	<del>1E – Single Family Residential</del>	<del>24.79</del>	<del>23.4</del>	<del>52</del>	<del>124</del>	<del>109</del>	<del>4.4</del>
<del>Low Density Residential (2.1 - 5.0 du/ac)</del>	<del>1F – Single Family Residential</del>	<del>23.8</del>	<del>26.3</del>	<del>50</del>	<del>119</del>	<del>120</del>	<del>5.0</del>
<b>Total</b>		<del>106.16</del> 106.15	<b>110.6</b>	<del>225</del> 846	<del>531</del> 1,854	<del>503</del> 1,021	<del>4.7</del> 9.2

TOP Land Use Designation	Specific Plan – Land Use/Planning Area	TOP Adjusted Acreage	Gross Acreage	Residential Units (Minimum)	Residential Units (Maximum)	Specific Plan Units Proposed	Specific Plan Proposed Density (du/ac)
OS-NR (Open Space Non-Recreational)	Edison Parcel	18.01	20.0				
OS-R (Open Space Recreational)	Park	25.71	27.0				
<b>Total</b>		<b>43.72</b>	<b>47.0</b>				

TOP Land Use Designation	Specific Plan – Land Use/Planning Area	TOP Adjusted Acreage	Gross Acreage	Residential Units (Minimum)	Residential Units (Maximum)	Specific Plan Units Proposed	Specific Plan Proposed Density (du/ac)
Low Medium Density Residential (5.0 - 11.0 du/ac)	4A - Small Lot Single Family Residential	14.14	14	71	156	58	4.1
Low Medium Density Residential (5.0 - 11.0 du/ac)	4B - Small Lot Single Family Residential	10.01	9.2	50	110	57	5.7
Low Medium Density Residential (5.0 - 11.0 du/ac)	4C - Small Lot Single Family Residential	9.26	9.8	46	102	68	7.3
<b>Total</b>		<b>33.41</b>	<b>33</b>	<b>167</b>	<b>368</b>	<b>183</b>	<b>5.5</b>

TOP Land Use Designation	Specific Plan – Land Use/Planning Area	TOP Adjusted Acreage	Gross Acreage	Residential Units (Minimum)	Residential Units (Maximum)	Specific Plan Units Proposed	Specific Plan Proposed Density (du/ac)
Medium Density Residential (11.1 - 25.0 du/ac)	5A - Small Lot Single Family Residential	9.14	9.1	101	229	109	11.9
Medium Density Residential (11.1 - 25.0 du/ac)	5B - Small Lot Single Family Residential	14.48	14.2	161	362	165	11.4
Medium Density Residential (11.1 - 25.0 du/ac)	5C - Small Lot Single Family Residential	18.1	27	201	453	332	18.3
Medium Density Residential (11.1 - 25.0 du/ac)	5D - Small Lot Single Family Residential	20.34	30.3	226	509	361	17.7
OS-NR (Open Space Non-Recreational)	5E – Edison Easement	17.76	17.76				
<b>Total</b>		<b>79.82</b>	<b>98.36</b>	<b>689</b>	<b>1,552</b>	<b>967</b>	<b>15.6</b>

TOP Land Use Designation	Specific Plan – Land Use/Planning Area	TOP Adjusted Acreage	Gross Acreage	Residential Units (Minimum)	Residential Units (Maximum)	Specific Plan Units Proposed	Specific Plan Proposed Density (du/ac)
Low Density Residential (2.1 – 5.0 du/ac)	1A-1F Single Family Residential	106.16	110.6	223	531	503	4.7
Low Medium Density Residential (5.1 – 11.0 du/ac)	4A-4C Small Lot Single Family Residential	33.41	33	167	368	183	5.5
Medium Density Residential (11.1 – 25.0 du/ac)	5A-5D Small Lot Single Family Residential	62.06	80.6	689	1,552	967	15.6
<b>RESIDENTIAL TOTAL</b>		<b>201.63</b>	<b>224.2</b>	<b>1,079</b>	<b>2,451</b>	<b>1,653</b>	<b>8.2</b>

**9.2.2 MIXED-USE**

TOP Land Use Designation	Rich Haven Specific Plan <b>PA 6A</b> – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Regional Commercial (0.7 Max FAR Allowed)</b>	5.25						160,083	see totals for 6A + 9A below
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	38.39		537	1,920	480	see totals for 6A + 9A below	1,170,588	see totals for 6A + 9A below
<b>Total</b>		<b>43.64</b>	<b>49.90</b>					<b>1,330,671</b>	<b>see totals for 6A + 9A below</b>

TOP Land Use Designation	Rich Haven Specific Plan <b>PA 6B</b> – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	17.26		242	863		see totals for 6B + 9B below	526,292	see totals for 6B + 9B below
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Mixed Use (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	4.39		61	220			133,860	see totals for 6B + 9B below
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Open Space</b>	1.58							see totals for 6B + 9B below
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	<b>Edison Easement</b>	3.54							see totals for 6B + 9B below
<b>Total</b>		<b>26.77</b>	<b>28.60</b>					<b>526,292</b>	<b>see totals for 6B + 9B below</b>

TOP Land Use Designation	Rich Haven Specific Plan PA 7A and 7B – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum	Rich Haven SP Proposed Light Industrial SF Maximum
<del>NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR</del> <b>Industrial 0.55 FAR</b>	<del>Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</del> <b>Light Industrial</b>	<del>10.82</del> <b>45.83</b>	<b>49.4</b>					329,923		<b>1,183,525</b>
<del>NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR</del>	<del>Mixed Use (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</del>	<del>35.00</del>		<del>490</del>	<del>1,750</del>	<del>725</del>	<del>21</del>			
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<del>Mixed Use</del> <b>Commercial</b>	<del>16.16</del> <b>23.24</b>	<b>25.1</b>	<del>226</del>	<del>808</del>			492,751		
<del>Open Space Non-Recreational (SCE Corridor)/neighborhood edge</del>	<del>Fire Station</del>	<del>1.27</del>								
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	<b>Edison Easement</b>	<del>8.48</del> <b>7.3</b>	<b>6.6</b>							
<b>Total</b>		<del>71.73</del> <b>76.37</b>	<b>81.10</b>					<b>822,674</b>	<b>300,000</b>	<b>1,183,525</b>



TOP Land Use Designation	Rich Haven Specific Plan <b>PA 8A</b> – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Regional Commercial (0.7 Max FAR Allowed)</b>	11.75						358,281	
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	21.86		306	1,093	852	39	666,555	
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Mixed Use (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	19.05		267	953			580,873	
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	<b>Edison Easement</b>	1.70							
<b>Total</b>		<b>54.60</b>	<b>61.40</b>			<b>852</b>			<b>325,000</b>

TOP Land Use Designation	Rich Haven Specific Plan <b>PA 8B</b> – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Regional Commercial (0.7 Max FAR Allowed)</b>	3.75						114,345	
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	15.57		218	779	200	13	474,760	
<b>Total</b>		<b>19.32</b>	<b>19.70</b>			<b>200</b>			<b>123,400</b>

TOP Land Use Designation	Rich Haven Specific Plan <b>PA 9A</b> – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Regional Commercial (0.7 Max FAR Allowed)</b>	7.30					222,592		
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	27.97		392	1,399		852,861		
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	<b>Edison Easement</b>	0.70							
<b>Total</b>		<b>35.97</b>	<b>35.27</b>						see totals for 6A + 9A below

TOP Land Use Designation	Rich Haven Specific Plan <b>PA 9B</b> – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Regional Commercial (0.7 Max FAR Allowed)</b>	4.55						138,739	
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	23.63		331	1,182		see totals for 6B + 9B below	720,526	
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	<b>Edison Easement</b>	8.24							
<b>Total</b>		<b>36.42</b>							see totals for 6B + 9B below

TOP Land Use Designation	Rich Haven Specific Plan <b>PA 6A + 9A</b> – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Regional Commercial (0.7 Max FAR Allowed)</b>	12.55						382,675	166,182
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	66.36		929	3,319	2,178	33	2,023,449	
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	<b>Edison Easement</b>	0.70							
<b>Total</b>		<b>79.61</b>	<b>85.17</b>			<b>2,178</b>			<b>166,182</b>

TOP Land Use Designation	Rich Haven Specific Plan <b>PA 6B + 9B</b> – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Regional Commercial (0.7 Max FAR Allowed)</b>	4.55						138,739	
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	40.89		573	2,045	1,406	34	1,246,818	
NMC East Mixed Use Area (14 - 50 du/ac) 0.7 Commercial FAR	<b>Mixed Use (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)</b>	4.39		61	220			133,860	
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	<b>Edison Easement/Neighborhood Edge</b>	13.36							
<b>Total</b>		<b>63.19</b>	<b>65.10</b>			<b>1,406</b>			<b>76,320</b>



## PLANNING DEPARTMENT ACTIVITY REPORTS

Months of February and March 2021

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

**TO:** Chairman and Members of the Planning Commission

**FROM:** Rudy Zeledon, Planning Director *RZ*

**DATE:** April 27, 2021

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Attached, you will find the Planning Department Monthly Activity Reports for the months of February and March 2021. The reports describe 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 at: <https://www.ontarioca.gov/Planning/Reports/MonthlyActivity>.

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# Monthly Activity Report: Actions

Month of February 2021

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

## DEVELOPMENT ADVISORY BOARD MEETING February 1, 2021

*Meeting Cancelled*

## ZONING ADMINISTRATOR MEETING February 1, 2021

*Meeting Cancelled*

## CITY COUNCIL/HOUSING AUTHORITY MEETING February 2, 2021

**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 (State Clearinghouse No. 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.

**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; 2) 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 (State Clearinghouse No. 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 adopted resolutions approving the General Plan Amendment and Specific Plan Amendment.

**ENVIRONMENTAL IMPACT REPORT, GENERAL PLAN AMENDMENT AND SPECIFIC PLAN REVIEW FOR FILE NO. PGPA18-003 AND PSP18-001:**

A public hearing to consider certification of the Environmental Impact Report (State Clearinghouse No. 2019049079), 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. PGPA18-003) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01), changing the land use designation on 376.3 acres of land from Business Park (0.6 FAR), Office Commercial (0.75 FAR) and General Commercial (0.4 FAR), to Business Park (0.6 FAR) and Industrial (0.55 FAR), and modify the Future Buildout Table (Exhibit LU-03) to be consistent with the proposed land use designation changes; and [2] A Specific Plan (File No. PSP18-001 – Merrill Commerce Center) to establish the land use districts, development standards, guidelines, and infrastructure improvements for the potential development of up to 8,455,000 square feet of Industrial and Business Park land uses on the project site, generally bordered by Eucalyptus Avenue to the north, Merrill Avenue to the south, Carpenter Avenue to the east, and Grove Avenue to 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 (ONT 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: 1054-111-01; 1054-111-02; 1054-121-01; 1054-121-02; 1054-131-01; 1054-131-02; 1054-141-01; 1054-141-02; 1054-151-01; 1054-151-02; 1054-161-01; 1054-161-02; 1054-161-03; 1054-171-01; 1054-171-02; 1054-171-03; 1054-171-04; 1054-181-01; 1054-181-02; 1054-191-01; 1054-191-02; 1054-201-01; 1054-201-02; 1054-211-01, 1054-211-02; 1054-221-01; 1054-221-02; 1054-331-01; 1054-331-02; 1054-341-01; 1054-341-02; 1054-351-01; 1054-351-02; 1054-361-01; 1054-361-02; 1073-111-01; 1073-111-02; 1073-111-03; 1073-111-04; 1073-111-05; and 1073-111-06), **submitted by Merrill Commerce Center East LLC & Merrill Commerce Center West LLC. Planning Commission recommended approval of this item on December 22, 2020, with a 5-0 vote.**

**Action:** The City Council adopted a resolution approving the General Plan Amendment and introduced and waived further reading of an ordinance approving the Merrill Commerce Center Specific Plan.



# Monthly Activity Report: Actions

Month of February 2021

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

## DEVELOPMENT ADVISORY BOARD MEETING February 17, 2021

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-019:** A Development Plan to construct 102 single-family dwellings on 19.7 acres of land located at the northwest corner of Chino Avenue and Haven Avenue, within the PA4 – Single Family Residential and Park land use districts of the West Haven Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSP03-006, the West Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2004071095) was certified by the City Council on January 16, 2007. 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: 0218-151-11) **submitted by KB Home Coastal, Inc. Planning Commission action is required.**

**Action:** The Development Advisory Board adopted a decision recommending the Planning Commission approve the Development Plan, subject to conditions.

## ZONING ADMINISTRATOR MEETING February 17, 2021

*Meeting Cancelled*

## CITY COUNCIL/HOUSING AUTHORITY MEETING February 16, 2021

**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 (State Clearinghouse No. 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.**

**Action:** The City Council adopted an ordinance approving the Development Agreement.

**SPECIFIC PLAN REVIEW FOR FILE NO. PSP-18-001:** An ordinance approving the Merrill Commerce Center Specific Plan (File No. PSP-18-001), establishing land use districts, development standards, guidelines, and infrastructure improvements to facilitate the potential development of up to



# Monthly Activity Report: Actions

Month of February 2021

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8,455,000 square feet of Industrial and Business Park land uses on 376.3 acres of land bordered by Eucalyptus Avenue to the north, Merrill Avenue to the south, Carpenter Avenue to the east, and Grove Avenue to 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: 1054-111-01; 1054-111-02; 1054-121-01; 1054-121-02; 1054-131-01; 1054-131-02; 1054-141-01; 1054-141-02; 1054-151-01; 1054-151-02; 1054-161-01; 1054-161-02; 1054-161-03; 1054-171-01; 1054-171-02; 1054-171-03; 1054-171-04; 1054-181-01; 1054-181-02; 1054-191-01; 1054-191-02; 1054-201-01; 1054-201-02; 1054-211-01, 1054-211-02; 1054-221-01; 1054-221-02; 1054-331-01; 1054-331-02; 1054-341-01; 1054-341-02; 1054-351-01; 1054-351-02; 1054-361-01; 1054-361-02; 1073-111-01; 1073-111-02; 1073-111-03; 1073-111-04; 1073-111-05; 1073-111-06) **submitted by Merrill Commerce Center East LLC & Merrill Commerce Center West LLC.**

**Action:** The City Council adopted an ordinance approving the Merrill Commerce Center Specific Plan.

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## PLANNING/HISTORIC PRESERVATION COMMISSION MEETING February 23, 2021

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-019:** A Development Plan to construct 102 single-family dwellings on 19.7 acres of land located at the northwest corner of Chino Avenue and Haven Avenue, within the PA4 – Single Family Residential and Park land use districts of the West Haven Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSP03-006, the West Haven Specific Plan, for which an Environmental Impact Report (SCH # 2004071095) was certified by the City Council on January 16, 2007. 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: 0218-151-11) **submitted by KB Home Coastal, Inc.**

**Action:** The Planning Commission adopted a resolution approving the Development Plan, subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND PLANNED UNIT DEVELOPMENT AMENDMENT REVIEW FOR FILE NO. PUD20-002:** An Amendment to the Downtown Civic Center Planned Unit Development, to allow for ground floor residential land use, at grade stand-alone parking structures, and increase height of building element projections from 60 feet to 65 feet, reconfigure vehicular access points, and modify parking stall and drive aisle width development standards. The environmental impacts of this project were previously reviewed in conjunction with an amendment to the Ontario Downtown Civic Center PUD, File No. PUD08-001, for which an Addendum to the Ontario Downtown Civic Center Environmental Impact Report (SCH # 200405115, certified on November 16, 2004), was adopted by the City Council on June 21, 2011. This application introduces no new





# Monthly Activity Report: Actions

Month of February 2021

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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: 1048-551-10 through 13; 1048-552-13 through 19; 1048-553-01 through 17; 1048-547-04 through 94; and 1048-548-01 through 54). **City Initiated. City Council action required.**

**Action:** The Planning Commission adopted a resolution recommending the City Council approve the Planned Unit Development Amendment, subject to conditions.

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# Monthly Activity Report: New Applications

Month of February 2021

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## **PADV21-001:**

**Submitted by DOJA, Inc.**

An Administrative Housing Element Available Land Inventory Amendment request to remove 23 units from the housing inventory on 0.88-acre of land within the HDR-45 (High Density Residential - 25.1 to 45.0 du/ac) zoning district located at 1445 West Mission Boulevard (APN: 1011-361-15). Related Files: PDEV19-060, PVAR21-001, and PHP19-016. **Staff action is required.**

## **PCUP21-002:**

**Submitted by Tamara Soussen**

A Conditional Use Permit to establish and construct a second floor 574 square foot ADU above an existing covered patio exceeding 16 feet in height (a 21'-7" building height is proposed) on 0.245-acre of land located at 1515 South San Antonio Avenue, within the RE2 (RE-2 Rural Estate—0 to 2.0 du/ac) zoning district (APN: 1050-031-44). **Zoning Administrator action is required.**

## **PCUP21-003:**

**Submitted by Bearded Tang Brewery**

A Conditional Use Permit to a Type 23 ABC license (Small Beer Manufacturer) to establish a 1,018 square foot brewery tasting room (Type 23 ABC license — Small Beer Manufacturer) with live entertainment (amplified music) for Bearded Tang Brewery, LLC, on 0.85-acre of land located at 3430 East Ontario Ranch Road, Suites 4 and 5 (New Haven Marketplace), within the Retail district of the Avenue Specific Plan (APN: 0218-402-47). **Zoning Administrator action is required.**

## **PDEV21-003:**

**Submitted by M & M development**

A Development Plan to construct a 23,100 square foot industrial building, on 2.29 acres of land located at 1486 East Holt Boulevard, within the BP (Business Park) zoning district (APN: 0110-121-04 and 0110-121-05). **Development Advisory Board action is required.**

## **PDEV21-004:**

**Submitted by EBTA Architects**

A Development Plan to construct an approximate 7,616 square foot automobile dealership (Lincoln) in conjunction with Penske Honda Ontario on 11.27 acres of land, located at 1401 Auto Center Drive, within the Light Industrial land use district of the California Commerce Center Specific Plan (APNs: 0238-121-32 and 0238-121-33). **Development Advisory Board action is required.**

## **PDEV21-005:**

**Submitted by Ontario CA (Parcel 1 Archibald) LLC**

A Development Plan to construct a 2,114 square foot fast food restaurant (Burger King) with drive-thru on 0.57-acre of land located on the east side of Archibald Avenue, approximately 250 feet south of Philadelphia Street, within the Commercial/Office land use district of the California Commerce Center South Specific Plan (APN: 1083-071-19). **Development Advisory Board action is required.**

## **PDEV21-006:**

**Submitted by FIFTH AVE DEVELOPMENTS LLC**

A Development Plan to construct a 64-unit apartment complex on 2.41 acres of land located at 1466 and 1480 East Fifth Street, within the HDR-45 (High Density Residential – 25.1 to 45.0 du/ac) zoning district (APNs: 0108-511-16 and 0108-511-17). **Planning Commission action is required.**



# Monthly Activity Report: New Applications

Month of February 2021

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**PDEV21-007:** Submitted by **Orbis Real Estate Partners**

A Development Plan to construct four industrial buildings totaling 808,639 square feet on 18.56 acres of land located at the southwest corner of Milliken Avenue and the SR-60 Freeway, within the CC (Community Commercial) zoning district (APNs: 1083-361-07 and 1083-361-04). Related Files: PMTT21-002 and PMTT21-003. **Planning Commission action is required.**

**PDEV21-008:** Submitted by **The Related Companies of California, LLC**

A Development Plan approval to construct 50 multiple-family affordable housing units on approximately 2.15 acres of land located at the northwest and southwest corners of Emporia Street and Palm Avenue, within LUA2N and LUA3 of the MU-1 (Downtown Mixed Use) zoning district (APN(s): 1049-054-02, 1049-054-03, 1049-054-06, 1049-059-07 and 1049-059-06). Related Files: PUD-21-001, PMTT21-004 & PHP-21-003. **Planning/Historic Preservation Commission action is required.**

**PHP-21-003:** Submitted by **The Related Companies of California, LLC**

A Certificate of Appropriateness related to the proposed construction of 50 multiple-family affordable housing units on 2.15 acres of land located at the northwest and southwest corners of Emporia Street and Palm Avenue, within LUA-2N and LUA-3 of the MU-1 (Downtown Mixed Use) zoning district (APNs: 1049-054-02, 1049-054-03, 1049-054-06, 1049-059-07 and 1049-059-06). Related Files: PUD-21-001, PMTT21-004 and PHP-21-003. **Planning Commission action is required.**

**PLDG21-001:** Submitted by **Jennifer Thomas**

A Boarding House Permit for 6 or fewer occupants on property located at 1044 West Laroda Court, within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district (APN: 1014-532-12). **Staff action is required.**

**PMTT21-002:** Submitted by **Orbis Real Estate Partners**

A Tentative Parcel Map (TPM 20278) to subdivide 15.94 acres of land into 3 parcels located at the southwest corner of Milliken Avenue and SR-60 Freeway, within the CC (Community Commercial) zoning district (APN: 1083-361-07). Related Files: PDEV21-007 and PMTT21-003. **Planning Commission action is required.**

**PMTT21-003:** Submitted by **Orbis Real Estate Partners**

A Tentative Parcel Map (TPM 20274) to subdivide 9.73 acres of land into 4 parcels located at the southwest corner of Milliken Avenue and SR-60 Freeway, within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district (APN: 1083-361-07). Related Files: PDEV21-007 and PMTT21-002 (TPM 20278). **Planning Commission action is required.**

**PMTT21-004:** Submitted by **The Related Companies of California, LLC**

A Tentative Parcel Map (TPM 20339) to subdivide 2.15 acres of land into 3 parcels located at the northwest and southwest corners of Emporia Street and Palm Avenue, within LUA2N and LUA3 of the MU-1 (Downtown Mixed Use) zoning district (APNs: 1049-054-02, 1049-054-03, 1049-054-06, 1049-059-07, and 1049-059-06). Related Files: PUD-21-001, PDEV21-008, and PHP-21-003. **Planning Commission action is required.**



# Monthly Activity Report: New Applications

Month of February 2021

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**PSGN21-007:** Submitted by Signature MRI

A Sign Plan for the installation of one wall-mounted nonilluminated sign for SIGNATURE MRI, located at 1450 East Spruce Street, Suite A, within the IL (Light Industrial) zoning district (APNs: 0113-463-34 and 0113-463-35). **Staff action is required.**

**PSGN21-008:** Submitted by Swain Signs Inc

A Sign Plan for the installation of two illuminated wall signs for AARON'S RENTAL FURNITURE, located at 920 North Mountain Avenue, within the CN (Neighborhood Commercial) zoning district (APN: 1010-141-09). **Staff action is required.**

**PSGN21-009:** Submitted by Sunset Signs & Printing, Inc.

A Sign Plan for the installation of two illuminated wall mounted signs for NANSHAN AMERICA, located at 4070 East Greystone Drive, Unit A, within the Milliken Industrial Specific Plan (APN: 1083-361-15). **Staff action is required.**

**PSGN21-010:** Submitted by Stellar Installations

A Sign Plan for the installation of three wall mounted signs and one ground mounted sign for PUBLIC STORAGE, located at 2249 South Grove Avenue, within the Grove Avenue Specific Plan (APN: 0216-081-22). **Staff action is required.**

**PSGN21-011:** Submitted by Inland Signs

A Sign Plan for the installation of one nonilluminated wall-mounted sign for HITACHI, located at 4241 East Brickell Street, within the Light Industrial land use district of the California Commerce Center Specific Plan (APN: 0211-222-23). **Staff action is required.**

**PSGN21-012:** Submitted by DBA: WESTERN POST

A Sign Plan for the installation of one nonilluminated wall-mounted sign for WESTERN POST (US) INC., located at 4600 East Wall Street, within the California Commerce Center Specific Plan (APN: 0238-221-36). **Staff action is required.**

**PSGN21-013:** Submitted by PS Services Inc

A Sign Plan for the installation of one directional sign, two monument signs, three illuminated wall signs, three nonilluminated wall signs, and four descriptor signs, located at 3000 South Archibald Avenue, within the CN (Neighborhood Commercial) zoning district (APN: 0218-111-62). **Staff action is required.**

**PSGN21-014:** Submitted by AKC Permit Co

A Sign Plan for the installation of two wall-mounted illuminated signs for 7ELEVEN (with fuel sales), located at 2380 South Archibald Avenue, within the Commercial District of the Archibald Center Specific Plan (APN: 1083-011-01). **Staff action is required.**



# Monthly Activity Report: New Applications

Month of February 2021

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**PSGN21-015:**

**Submitted by University of La Verne**

A Sign Plan for the installation of one wall-mounted nonilluminated wall sign for UNIVERSITY OF LA VERNE, COLLEGE OF LAW (east elevation), located at 320 East D Street, within the OL (Light Office) zoning district (APN: 1048-541-15). **Staff action is required.**

**PSGP21-002:**

**Submitted by RSM Design**

A Sign Program for the Colony Commerce East industrial project (9-building industrial complex), located at 2510 thru 2680 East Merrill Avenue and 5050 thru 5170 South Archibald Avenue, within the Industrial and Business Park districts of the Colony Commerce East Specific Plan (APNs: 0218-311-16, 0218-311-17, 0218-311-18, 0218-311-19, 0218-311-20, 0218-311-21, 0218-311-22, 0218-311-23, 0218-311-24, 0218-311-25). **Staff action is required.**

**PSGP21-003:**

**Submitted by Empire Sign**

An Amendment to Sign Program No. PSGP06-003, adding allowable sign areas on the second floor of the building's east elevation, on property located at 1500 South Haven Avenue, within the Airport Service District of the Jurupa Haven Airport Center Specific Plan (APN: 0211-263-41). **Staff action is required.**

**PTUP21-004:**

**Submitted by AHT Architects Inc.**

A Temporary Use Permit for a temporary facility, including four temporary trailers, including two 24-FT x 60-FT trailers for staff offices, one 12-FT x 32-FT trailer for standard restrooms, and one 8-FT x 20-FT trailer for ADA restrooms for CROWN LEXUS, located at 1125 South Kettering Drive. This permit expires on January 31, 2022. **Staff action is required.**

**PTUP21-005:**

**Submitted by Carlos Penilla**

A Temporary Use Permit for outdoor dining for TACOS AL RANCHERO located at 106 West G Street. **Staff action is required.**

**PTUP21-006:**

**Submitted by Covid Clinic**

A Temporary Use Permit for a COVID-19 testing site within a section of the southwest parking lot at the ONTARIO MILLS, located 1 East Mills Circle. **Staff action is required.**

**PUD-21-001:**

**Submitted by The Related Companies of California, LLC**

A Planned Unit Development to establish development standards and design guidelines on approximately 2.15 acres of land located at the northwest and southwest corners of Emporia Street and Palm Avenue, within LUA-2N and LUA-3 of the MU-1 (Downtown Mixed Use) zoning district (APNs: 1049-054-02, 1049-054-03, 1049-054-06, 1049-059-07, and 1049-059-06). Related Files: PUD-21-001, PMTT21-004, and PHP-21-003. **City Council action is required.**

**PVAR21-001:**

**Submitted by AJI Development LLC**

A Variance to reduce the number of on-site guest parking spaces from 46 to 42 for a 22 multiple-family dwelling development (File No. PDEV19-060) on 0.88-acre of land located at 1445 West Mission Boulevard, within the HDR-45 (High Density Residential – 25.1 to 45.0 DUs/acre) zoning



# Monthly Activity Report: New Applications

Month of February 2021

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district (APN: 1011-361-15). Related File Nos. PDEV19-060 and PHP19-016. **Planning Commission action is required.**

**PVER21-010:**

**Submitted by PZR**

A Zoning Verification for property located at 1633 South Campus Avenue, within the IL (Light Industrial) zoning district (APN: 1050-211-11). **Staff action is required.**

**PVER21-011:**

**Submitted by Maria Cofano**

A Zoning Verification for property located at 2151 East Convention Center Way, within the CCS (Convention Center Support Commercial) zoning district (APN: 0110-321-43). **Staff action is required.**

**PVER21-012:**

**Submitted by BBG Inc**

A Zoning Verification for property located at 1504 East Francis Street, within the IG(General Industrial) zoning district (APN: 0113-381-15). **Staff action is required.**



# Monthly Activity Report: Actions

Month of March 2021

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

## DEVELOPMENT ADVISORY BOARD MEETING March 1, 2021

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT20-010 (TPM 20273):** A Tentative Parcel Map (TPM 20273) to subdivide 366.65 gross acres of land into 22 numbered lots and 22 lettered 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 Business Park and Industrial land use districts of the Merrill Commerce Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with PGPA18-003 and PSP18-001 regarding the Merrill Commerce Center Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2019049079) was certified by the City Council on February 2, 2021. 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: 1054-111-01; 1054-111-02; 1054-121-01; 1054-121-02; 1054-131-01; 1054-131-02; 1054-141-01; 1054-141-02; 1054-151-01; 1054-151-02; 1054-161-01; 1054-161-02; 1054-161-03; 1054-171-01; 1054-171-02; 1054-171-03; 1054-171-04; 1054-181-01; 1054-181-02; 1054-191-01; 1054-191-02; 1054-201-01; 1054-201-02; 1054-211-01, 1054-211-02; 1054-221-01; 1054-221-02; 1054-331-01; 1054-331-02; 1054-341-01; 1054-341-02; 1054-351-01; 1054-351-02; 1054-361-01; 1054-361-02; 1073-111-01; 1073-111-02; 1073-111-03; 1073-111-04; 1073-111-05; and 1073-111-06) submitted by Prologis. Planning Commission action is required.

**Action:** The Development Advisory Board adopted a decision recommending the Planning Commission approve the Tentative Parcel Map, subject to conditions.

## ZONING ADMINISTRATOR MEETING March 1, 2021

*Meeting Cancelled*

## CITY COUNCIL/HOUSING AUTHORITY MEETING March 2, 2021

*No Planning Department Items on the Agenda*



# Monthly Activity Report: Actions

Month of March 2021

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

## DEVELOPMENT ADVISORY BOARD MEETING March 15, 2021

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT19-006 (TM 20265):** A Tentative Tract Map to subdivide 21.10 gross acres of land into 111 numbered lots and 36 lettered lots for land generally located at the east side of Mill Creek Avenue, approximately 670 feet south of Ontario Ranch Road, within the Standalone Residential land use district of the Rich-Haven Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-004, the Rich-Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007. 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 GDC-RCC 2, L.P. Planning Commission action is required.**

**Action:** The Development Advisory Board adopted a decision recommending the Planning Commission approve the Tentative Parcel Map, subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-060:** A Development Plan to construct 22 multiple-family dwelling units on 0.88-acre of land located at 1445 West Mission Boulevard, within the HDR-45 (High Density Residential – 25.1 to 45.0 du/ac) zoning district. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan Environmental Impact Report (State Clearinghouse No. 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: 1011-361-15) **submitted by AJ1 Development, LLC. Planning Commission action is required.**

**Action:** The Development Advisory Board adopted a decision recommending the Planning Commission approve the Development Plan, subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-005:** A Development Plan to construct a 256,711 square foot industrial building on 11.3 acres of land located at 875 West State Street, within the IL (Light Industrial) zoning district. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), which was 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: 1011-161-04 and 1011-161-05) **submitted by Inland Harbor LLC. Planning Commission action is required.**

**Action:** The Development Advisory Board adopted a decision recommending the Planning Commission approve the Development Plan, subject to conditions.





# Monthly Activity Report: Actions

Month of March 2021

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

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMIT20-008:** A Tentative Parcel Map (TPM 20287) to subdivide 1.17 acres of land into 2 parcels generally located at the northeast corner of Campus Avenue and Belmont Street, at 1121 South Campus Avenue, within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) 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: 1049-451-14) **submitted by Alex Espinoza. Planning Commission action is required.**

**Action:** The Development Advisory Board adopted a decision recommending the Planning Commission approve the Tentative Parcel Map, subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-031:** A Development Plan to construct a 5-level parking structure with a total of approximately 411 parking spaces on 0.83-acre of land located at the northwest corner of C Street and Lemon Avenue, at 153 East C Street, within the C1 Block of the Downtown Civic Center Planned Unit Development area and the MU-1 (Downtown Mixed Use) zoning district. The environmental impacts of this project were previously reviewed in conjunction with an amendment to the Ontario Downtown Civic Center PUD, File No. PUD08-001, for which an Addendum to the Ontario Downtown Civic Center Environmental Impact Report (State Clearinghouse No. 200405115, certified on November 16, 2004), was adopted by the City Council on June 21, 2011. 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: 1048-551-10 and 1048-551-13). **City Initiated. Planning Commission action is required.**

**Action:** The Development Advisory Board adopted a decision recommending the Planning Commission approve the Development Plan, subject to conditions.

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## ZONING ADMINISTRATOR MEETING March 15, 2021

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT FOR FILE NO. PCUP20-016:** A Conditional Use Permit to establish a supplier of industrial and liquefied gases within an existing 10,883 square foot industrial building on 0.7-acre of land located at 1631 South Marigold Place, within the IG (General Industrial) zoning district. Staff has determined that 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. 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); (APN: 1050-171-07) **submitted by Encore Gas and Supply.**



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**Action:** The Zoning Administrator adopted a decision approving the Conditional Use Permit, subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP20-018:** A Conditional Use Permit to establish alcoholic beverage sales for consumption on the premises. The request includes rescinding File No. PCUP08-006, previously approved for a Type 47 ABC License (On Sale General), and establishing a Type 70 ABC License (On-Sale General Restrictive Service) in conjunction with an existing 82-room hotel (Comfort Inn) on 1.81 acres of land located at 3333 East Shelby Street, within the Garden Commercial land use district of the R.H. Wagner Properties 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: 0210-182-71) **submitted by Fine Hospitality Investment Group Inc.**

**Action:** The Zoning Administrator adopted a decision approving the Conditional Use Permit, subject to conditions.

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CITY COUNCIL/HOUSING AUTHORITY MEETING  
March 16, 2021

**GENERAL PLAN ANNUAL PROGRESS REPORT REVIEW FOR FILE NO. PADV21-002:** The General Plan Annual Progress Report, which includes the Housing Element Annual Progress Report, for Calendar Year 2020. The General Plan Annual Progress Report is Categorically Exempt from California Environmental Quality Act (CEQA), as amended in accordance with Section 15306 (Information Collection). **City Initiated.**

**Action:** The City Council adopted a resolution authorizing Staff to transmit the 2020 General Plan Annual Progress Report to the California Department of Housing and Community Development and the Governor's Office of Planning and Research.

**ENVIRONMENTAL ASSESSMENT AND PLANNED UNIT DEVELOPMENT AMENDMENT REVIEW FOR FILE NO. PUD20-002:** An Amendment to the Downtown Civic Center Planned Unit Development, to allow for ground floor residential land use, at grade stand-alone parking structures, and increase height of building element projections from 60 feet to 65 feet, reconfigure vehicular access points, and modify parking stall and drive aisle width development standards. The environmental impacts of this project were previously reviewed in conjunction with an amendment to the Ontario Downtown Civic Center PUD, File No. PUD08-001, for which an Addendum to the Ontario Downtown Civic Center Environmental Impact Report (State Clearinghouse No. 200405115, certified on November 16, 2004), was adopted by the City Council on June 21, 2011. 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: 1048-551-10 through 13; 1048-552-13 through 19; 1048-553-01



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through 17; 1048-547-04 through 94; and 1048-548-01 through 54). **The Planning Commission recommended approval of this item on February 23, 2021 with a vote of 6 to 0.**

**Action:** The City Council introduced and waived further reading of an ordinance approving the Planned Unit Development Amendment.

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## PLANNING/HISTORIC PRESERVATION COMMISSION MEETING February 23, 2021

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-005:** A Development Plan to construct a 256,711 square foot industrial building on 11.3 acres of land located at 875 West State Street, within the IL (Light Industrial) zoning district. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), which was 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: 1011-161-04 and 1011-161-05) **submitted by Inland Harbor LLC.**

**Action:** Continued to the April 27, 2021, meeting.

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-031:** A Development Plan to construct a 5-level parking structure with a total of approximately 411 parking spaces on 0.83-acre of land located at the northwest corner of C Street and Lemon Avenue, at 153 East C Street, within the C1 Block of the Downtown Civic Center Planned Unit Development area and the MU-1 (Downtown Mixed Use) zoning district. The environmental impacts of this project were previously reviewed in conjunction with an amendment to the Ontario Downtown Civic Center PUD, File No. PUD08-001, for which an Addendum to the Ontario Downtown Civic Center Environmental Impact Report (State Clearinghouse No. 200405115, certified on November 16, 2004), was adopted by the City Council on June 21, 2011. 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: 1048-551-10 and 1048-551-13). **City Initiated.**

**Action:** The Planning Commission adopted a resolution approving the Development Plan, subject to conditions.

**ENVIRONMENTAL ASSESSMENT, CERTIFICATE OF APPROPRIATENESS, VARIANCE, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PHP19-016, PDEV19-060, AND PVAR21-001:** A Certificate of Appropriateness (File No. PHP19-016) to demolish a Tier III historic resource (a 2,117 square foot Craftsman Bungalow single-family residence) and a Development Plan (File No. PDEV19-060) to construct 22 multiple-family dwelling units in conjunction with a Variance (File No. PVAR21-001) for a 10 percent reduction in the number of on-site parking spaces, from 46 to 42 spaces, on 0.88-acre of land located at 1445 West Mission Boulevard, within the HDR-45 (High Density Residential

– 25.1 to 45.0 DUs/Acre) zoning district. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan (File No. PGPA06-001), for which an Environmental Impact Report (State Clearinghouse No. 2008101140) 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: 1011-361-15) **submitted by AJ1 Development, LLC.**

**Action:** The Planning/Historic Preservation Commission adopted resolutions approving the Certificate of Appropriateness, Development Plan, and Variance, subject to conditions.

### **ENVIRONMENTAL ASSESSMENT, CERTIFICATE OF APPROPRIATENESS, DEVELOPMENT PLAN AND TENTATIVE PARCEL MAP REVIEW FOR FILE NOS. PHP20-014, PDEV20-014 AND PMTT20-004:**

A Certificate of Appropriateness (File No. PHP20-014) and a Development Plan (File No. PDEV20-014) to relocate a Tier III historic single-family residence from its current location approximately 130 feet southeast to the corner of the site in conjunction with a Tentative Parcel Map (File No. PMTT20-004/TPM 20255) to subdivide 1.1-acres of land into 4 lots within the LDR-5 (Low Density Residential –2.1 to 5.0 DU/Acre) zoning district located at 730 West Fourth Street. A Mitigated Negative Declaration of environmental effects has been prepared for this project. 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: 1047-594-52) **submitted by Fred Herzog.**

**Action:** Continued to the April 27, 2021, meeting.

### **ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT AND SPECIFIC PLAN AMENDMENT REVIEW FOR FILE NOS. PGPA19-006 & PSPA19-008:**

A General Plan Amendment (File No. PGPA19-006) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01), changing the land use designation on 14.29 acres of land from Office Commercial to Industrial, and modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes, in conjunction with Specific Plan Amendment (File No. PSPA19-008) revising the Haven Gateway Centre Specific Plan, changing the land use designation on the project site from Commercial/Office to Industrial, generally located at the northeast corner of Haven Avenue and SR-60 Freeway. Staff has prepared an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 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); (APN:108-332-01) **submitted by Executive Development, LLC. City Council action is required.**

**Action:** The Planning Commission adopted resolutions recommending the City Council approve the General Plan Amendment and Specific Plan Amendment.

### **ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN AMENDMENT REVIEW FOR FILE NOS. PGPA19-005 AND PSPA19-006:**

A request for approval of the following:

- [1] A General Plan Amendment (File No. PGPA19-005) to modify Policy Plan (general plan) Exhibit LU-01, Policy Plan Land Use Plan, changing the land use designation on 105.4 acres of Low Density Residential (2.1 – 5 du/ac), 66.01 acres of Mixed Use (9 – NMC East) and 10.36 acres of Open Space – Non Recreation designated property, to 23.41 acres of Low Density Residential (2.1 – 5 du/ac), 24.16 acres of Low-Medium Density Residential (5.1 – 11 du/ac), 57.83 acres of Medium Density Residential (11.1 – 25 du/ac), 20.46 acres of Mixed Use (9 – NMC East), 48.61 acres of Industrial, and 7.3 acres of Open Space – Non Recreation designated property; and modify Policy Plan (general plan) Exhibit LU-03, Future Buildout, to be consistent with the herein described land use changes; and
- [2] An amendment (File No. PSPA19-006) to the Rich Haven Specific Plan, which includes the following map and text revisions:
- [A] Change the land use designation on 110.1 gross acres of land from Planning Area 1A – 1F (Residential - SFD), to 25.5 gross acres of Planning Area 1A (Residential - SFD), 24.5 gross acres of Planning Area 1B (Residential – SFD/SFA) and 60.6 gross acres of Planning Area 1C (Residential - SFD/SFA);
  - [B] Change the land use designation on 81.1 gross acres of land within Planning Area 7 (Stand-Alone Residential Overlay, Mixed-Use Overlay, Regional Commercial, and SCE Easement/Gas Easement) to, Planning Area 7A (49.4 gross acres of Light Industrial and 6.6 gross acres of Open Space – Non Recreation) and Planning Area 7B (25.1 gross acres of Regional Commercial);
  - [C] Change the land use designation on 4.13 acres of land within Planning Area 6A from Regional Commercial to Stand-Alone Residential Overlay;
  - [D] Change the land use designation on 4.13 acres of land within Planning Area 9A from Stand-Alone Residential Overlay to Regional Commercial; and
  - [E] Various changes to the Specific Plan development standards, exhibits, and text, to reflect the proposed land uses.

The Rich Haven Specific Plan is generally bounded by Riverside Drive, Colony High School and the SCE substation to the north, Hamner Avenue to the east, Old Edison Road to the south, and Hamner Avenue to the west. Staff has prepared an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 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: 0218-161-04, 0218-161-05, 0218-161-10, 0218-161-11, 0218-211-17, 0218-211-24, 0218-211-27, 0218-211-01, and 0218-393-10) **submitted by Rich Haven Marketplace LLC and Brookcal Ontario, LLC. City Council action is required.**

**Action: Continued to the April 27, 2021, meeting.**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT AMENDMENT REVIEW FOR FILE NO. PDA16-003:** A First Amendment to the Development Agreement (File No. PDA16-003) to defer the commencement of certain street improvements and establish the terms and conditions for the development of Tentative Tract Map 20265 (File No. PMTT19-006), a 21.10 acre property located on the east side of Mill Creek Avenue, approximately 670 feet south of Ontario Ranch Road, within the Standalone Residential land use district of the Rich-Haven Specific Plan. The environmental

impacts of this project were previously reviewed in conjunction with File No. PSP05-004, the Rich-Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007. 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 GDCI-RCCD 2, LP. City Council action is required.**

**Action:** The Planning Commission adopted a resolution recommending the City Council approve the Development Agreement.

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT19-006 (TM 20265):** A Tentative Tract Map to subdivide 21.10 gross acres of land into 111 numbered lots and 36 lettered lots for land generally located on the east side of Mill Creek Avenue, approximately 670 feet south of Ontario Ranch Road, within the Standalone Residential land use district of the Rich-Haven Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-004, the Rich-Haven Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007. 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 GDC-RCC 2, L.P.**

**Action:** The Planning Commission adopted a resolution approving the Tentative Parcel Map, subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT20-008:** A Tentative Parcel Map (TPM 20287) to subdivide 1.17 acres of land into 2 parcels generally located at the northeast corner of Campus Avenue and Belmont Street, at 1121 South Campus Avenue, within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) 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: 1049-451-14) **submitted by Alex Espinoza.**

**Action:** The Planning Commission adopted a resolution approving the Tentative Parcel Map, subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA18-004:** A Development Agreement (File No. PDA18-004) between the City of Ontario and Merrill Commerce Center East LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20273 (File No. PMTT20-010), a 366.65 acre property generally bordered by Eucalyptus Avenue to the north, Merrill Avenue to the south, Carpenter Avenue to the east, and Grove Avenue to the west, within the Business Park and Industrial land use districts of the Merrill Commerce Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Merrill Commerce Center Specific Plan (File No. PSP18-001), for



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which an Environmental Impact Report (State Clearinghouse No. 2019049079) was certified by the City Council on February 2, 2021. 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: 1054-111-01; 1054-111-02; 1054-121-01; 1054-121-02; 1054-131-01; 1054-131-02; 1054-141-01; 1054-141-02; 1054-151-01; 1054-151-02; 1054-161-01; 1054-161-02; 1054-161-03; 1054-171-01; 1054-171-02; 1054-171-03; 1054-171-04; 1054-181-01; 1054-181-02; 1054-191-01; 1054-191-02; 1054-201-01; 1054-201-02; 1054-211-01, 1054-211-02; 1054-221-01; 1054-221-02; 1054-331-01; 1054-331-02; 1054-341-01; 1054-341-02; 1054-351-01; 1054-351-02; 1054-361-01; 1054-361-02; 1073-111-01; 1073-111-02; 1073-111-03; 1073-111-04; 1073-111-05; 1073-111-06) submitted by Merrill Commerce Center East LLC. City Council action is required.

**Action:** The Planning Commission adopted a resolution recommending the City Council approve the Development Agreement.

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT20-010 (TPM 20273) AND WILLIAMSON ACT CONTRACT CANCELLATIONS FOR FILE NOS. PWIL20-001 (NO. 69-147) AND PWIL20-002 (NO. 70-167):**

A Tentative Parcel Map (TPM 20273) to subdivide 366.65 gross acres of land into 22 lettered lots and 22 numbered lots, and Tentative Cancellation of Williamson Act Contract Nos. 69-147 and 70-167. The project is 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 Business Park and Industrial land use districts of the Merrill Commerce Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with PGPA18-003 and PSP18-001 regarding the Merrill Commerce Center Specific Plan, for which an Environmental Impact Report (State Clearinghouse No. 2019049079) was certified by the City Council on February 2, 2021. 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: 1054-111-01; 1054-111-02; 1054-121-01; 1054-121-02; 1054-131-01; 1054-131-02; 1054-141-01; 1054-141-02; 1054-151-01; 1054-151-02; 1054-161-01; 1054-161-02; 1054-161-03; 1054-171-01; 1054-171-02; 1054-171-03; 1054-171-04; 1054-181-01; 1054-181-02; 1054-191-01; 1054-191-02; 1054-201-01; 1054-201-02; 1054-211-01, 1054-211-02; 1054-221-01; 1054-221-02; 1054-331-01; 1054-331-02; 1054-341-01; 1054-341-02; 1054-351-01; 1054-351-02; 1054-361-01; 1054-361-02; 1073-111-01; 1073-111-02; 1073-111-03; 1073-111-04; 1073-111-05; 1073-111-06) submitted by Prologis. City Council action is required on the Tentative Williamson Act Contract cancellations.

**Action:** The Planning Commission adopted a resolution approving the Tentative Parcel Map and adopted resolutions recommending the City Council approve the Williamson Act Contract Cancellations.



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## PCUP21-004:

Submitted by Coast to Coast, LLC

A Conditional Use Permit to establish a 2,370 square foot fast food restaurant with drive-thru (Sonic) on 0.72-acre of land located at the southwest corner of Mountain Avenue and Sixth Street, within the Main Street land use district of the Mountain Village Specific Plan (APN: 1008-431-25). Related File: PDEV21-012. **Planning Commission action is required.**

## PCUP21-005:

Submitted by Eden Funeral Home

A Conditional Use Permit to establish a Funeral Establishment on 1.15 acres of land located at 730 North Mountain Avenue, within the CN (Neighborhood Commercial) zoning district (APN: 1010-182-39). **Zoning Administrator action is required.**

## PDET21-001:

Submitted by Gabriela Camposeco

A Determination of Use to establish whether a banquet facility is similar to, and of no greater intensity than other allowed land uses within the Urban Commercial land use designation of the Ontario Center Specific Plan (Site Address: 735 North Milliken Avenue; APN: 0210-211-43). **Zoning Administrator action is required.**

## PDEV21-009:

Submitted by Tipping Development

A Development Plan to construct 39 townhome units (9 buildings total) on 1.23 acres of land, located at 221 North Mountain Avenue, within the HDR-45 (High Density Residential – 25.1 to 45.0 du/ac) zone (APN: 1010-521-28). Related File: PMTT21-005. **Planning Commission action is required.**

## PDEV21-010:

Submitted by Prologis

A Development Plan to construct a 1,438,926 square foot industrial building on 70.44 acres of land (0.47 FAR) located at the southwest corner of Vineyard and Eucalyptus Avenues, within the within the Industrial and Business Park land use districts of the Merrill Commerce Center Specific Plan (APNs: 1054-171-01, 1054-171-02, -03 & -04, 1054-181-01 & -02, 1054-191-01 & -02, 1054-361-01 & -02, 1054-161-02). Related File: PSP-18-001 & PMTT20-010 (TPM 20273). **Planning Commission action is required.**

## PDEV21-011:

Submitted by JWDA-MS Architects

A Development Plan to construct 12 multiple-family dwellings on 0.46-acre of land located at 413 West Emporia Street, within LUA-2N of the MU-1 (Downtown Mixed Use) zoning district (APN: 1049-059-03). Related File: PUD-21-002. **Planning Commission action is required.**

## PDEV21-012:

Submitted by Coast to Coast, LLC

A Development Plan to construct a 2,370 square foot fast food restaurant with drive-thru (Sonic) on 0.72-acre of land located at the southwest corner of Mountain Avenue and Sixth Street, within the Main Street land use district of the Mountain Village Specific Plan (APN: 1008-431-25). Related File: PCUP21-004. **Planning Commission action is required.**

## PDEV21-013:

Submitted by Lewis Retail Centers

An Amendment to a previously approved Development Plan (File No. PDEV17-016 – Decision No. DAB20-028) to construct a neighborhood shopping center consisting of six buildings totaling 85,583





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square feet and establish a restaurant pad with drive-thru for future construction on 13.4 acres of land located at the southeast corner of Haven Avenue and Fourth Street, within the Commercial land use district of the Piemonte Overlay of the Ontario Center Specific Plan; (APNs: 0210- 531-06, 0210-531-07, 0210-531-08, 0210-531-09, 0210-531-10, 0210-531-11, 0210-531-12, 0210-531-13, and 0210-531-14). **Development Advisory Board action is required.**

**PDEV21-014:** **Submitted by Adel Batarseh**

A Development Plan to construct a 13,709 square foot commercial building totaling on 1.34 acres of land located at the southwest corner of Grove Avenue and Holt Boulevard, at 165 South Grove Avenue, within the IP (Industrial Park) zoning district (APNs: 1049-141-24). **Development Advisory Board action is required.**

**PDEV21-015:** **Submitted by AT&T Mobility C/O Synergy a Division of Advantage Engineers**

A Development Plan to construct telecommunications facilities (small cell sites) for AT&T to replace existing utility/light poles within the public right-of-way, located at various locations throughout the City (APN: 1048-542-16). Related: PDEV21-001. **Zoning Administrator action is required.**

**PHP-21-004:** **Submitted by Erika Morales**

A Certificate of Appropriateness to remove and replace windows to original size and design on 0.145-acre of land located at 501 East D Street, the LDR-5 (Low Density Residential) zoning district (APNs: 1048-393-24). **Historic Preservation Commission action is required.**

**PHP-21-005:** **Submitted by Christian Kueng**

A Plaque for an Historic Landmark (the John D. Paschke House) located at 1341 North Euclid Avenue (APN:1047-331-03). **Staff action is required.**

**PMIT21-005:** **Submitted by Tipping Development**

A Tentative Tract Map (TTM 20379) for common interest subdivision purposes, subdividing 1.23 acres of land into common and private area for the construction of 39 townhome units, located at 221 North Mountain Avenue, within the HDR-45 (High Density Residential – 25.1 to 45.0 du/ac) zoning district (APN: 1010-521-28). Related File: PDEV21-009. **Planning Commission action is required.**

**PMIT21-006:** **Submitted by Fuscoe Engineering**

A Tentative Parcel Map (TPM 20335) to subdivide 5.77 acres of land into two parcels located at the northeast corner of Inland Empire Boulevard and Haven Avenue, at 800 North Haven Avenue, within the Urban Commercial land use district of the Ontario Center Specific Plan (APN: 0210-204-03). **Planning Commission action is required.**

**PMIT21-007:** **Submitted by Ronald and Kristine Pietersma Family Trust and Loyola Properties I, L.P.**

A Tentative Tract Map (TTM 20399) to subdivide 24.52 acres of land into 30 numbered lots and 8 lettered lots, located at the southeast corner of Archibald Avenue and Ontario Ranch Road, within the High Density Residential land use district (Planning Areas 7 and 8) of the Grand Park Specific Plan (APN: 0218-241-32). **Planning Commission action is required.**



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**PSGN21-016:**

**Submitted by Holly Slevcove**

A Sign Plan to install one entry monument for THE NEW HOME COMPANY, located on the north side of the Lilliana Paseo and Divino Privado intersection, within the Piemonte Overlay of The Ontario Center Specific Plan (APN: 0210-204-40). **Staff action is required.**

**PSGN21-017:**

**Submitted by So Cal Signs & Graphics**

A Sign Plan to install an illuminated wall sign for HEROS, located at 950 North Ontario Mills Drive, within the Ontario Mills Specific Plan (APN: 0238-014-18). **Staff action is required.**

**PSGN21-018:**

**Submitted by Carlos Duran**

A Sign Plan to install three nonilluminated wall signs (41 SF, each) for LC WAREHOUSING, located at 2151 South Proforma Avenue, within the California Commerce Center South Specific Plan (APN: 0211-242-62). **Staff action is required.**

**PSGN21-019:**

**Submitted by ASTC**

A Sign Plan to install a new wall sign for ASTC (Advanced Semi Technology Corp), located at 1115 South Grove, Suite 103, within the Grove Avenue Specific Plan (APN: 0113-351-31). **Staff action is required.**

**PSGN21-020:**

**Submitted by John Estrada**

A Sign Plan to install three illuminated wall signs (35-SF) for ELITE STAFFING GROUP, located 1525 South Grove, Suite 12, within the Grove Avenue Specific Plan. **Staff action is required.**

**PSGN21-021:**

**Submitted by PLC Communities (Christopher Homes)**

A Sign Plan to install two monument entry signs for VENTANA AT ESPERANZA (TM 20285), located at the northeast corner of Eucalyptus and Mill Creek Avenues and at the northwest corner of Eucalyptus and Hamner Avenues, within the Esperanza Specific Plan (APNs: 0218-724-07 and 0218-302-01). **Staff action is required.**

**PSGN21-022:**

**Submitted by Metro Signs Inc**

A Sign Plan to install two illuminated wall signs, one monument sign, one ground entry sign, and one directional sign located at 3201 East Centrelake Drive (APN: 0210-551-12). **Staff action is required.**

**PTUP21-007:**

**Submitted by City of Ontario Recreation & Community Services**

A Special Event to conduct a Spring drive-thru experience at multiple locations, including 201 thru 299 North Lemon Avenue and 2455 East Riverside Drive. Event to be held on 4/1/2021, 4:00PM to 6:00PM. **Staff action is required.**

**PTUP21-008:**

**Submitted by Ontario Hispanic Chamber of Commerce Foundation**

A Temporary Use Permit to conduct a mobile blood drive with Life Stream Blood Bank donor bus, located within a City parking lot south of 214 South Euclid. EZ-Ups, tables, and chairs set up following County Health and State guidelines for social distancing. Face covering and glove



# Monthly Activity Report: New Applications

Month of March 2021

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protocol to be followed by staff and donors as well as hand sanitizer and temperature checks for all attendees. Donors will be attending based on pre-set appointments. Event to be held on 4/11/2021 and 4/12/2021. **Staff action is required.**

**PTUP21-009:** **Submitted by Church in the Valley**

A Special Event for Church in the Valley to conduct church services at Celebration Park, located at 4980 South Celebration Avenue. Event to be held on 3/28/2021, 10:00AM to 11:30AM. **Staff action is required.**

**PTUP21-010:** **Submitted by Huerta del Valle Community Garden**

A Special Event for Huerta del Valle Community Garden to conduct a one-day Earth Day event located at 831 East Belmont Street. Event will be held on 4/24/2021, from 8:00AM to 7:00 PM. **Staff action is required.**

**PTUP21-011:** **Submitted by Ontario Hispanic Chamber of Commerce**

A Special Event for the Ontario Hispanic Chamber of Commerce, located at 1405 South Fern Avenue (De Anza Park). Event to be held on 5/2/2021. **Staff action is required.**

**PTUP21-012:** **Submitted by Ontario Hispanic Chamber of Commerce**

A Special Event for the Ontario Hispanic Chamber of Commerce, located on B Street, between Euclid and Laurel Avenues. Event to be held on 6/13/2021. **Staff action is required.**

**PTUP21-013:**

A Temporary Use Permit to establish a mobile COVID testing site within the Ontario Mills parking lot, located at 1 Mills Circle, Suite 100. Event to be held on 4/19/2021. **Staff action is required.**

**PTUP21-014:** **Submitted by The New Home Company Southern California LLC**

A Temporary Use Permit to establish a model home sales facility for The New Home Company. Facility to remain on-site until 7/30/2023. **Staff action is required.**

**PTUP21-015:** **Submitted by Starway Productions**

A Temporary Use Permit to establish a temporary holding area for a hiring event conducted by San Manuel Casino, to be located at the Ontario Mills Mall parking lot located at 1 Mills Circle. Event to be held from 4/15/2021 to 11/18/2021.

**PUD-21-002:** **Submitted by JWDA-MS Architects**

A Planned Unit Development to construct 12 multiple-family dwellings on approximately 0.46-acre of land located at 413 West Emporia Street, within LUA-2N of the MU-1 (Downtown Mixed Use) zoning district (APN: 1049-059-03). Related File: PDEV21-011. **Staff action is required.**

**PVER21-013:** **Submitted by Brett Peanasky**

A Zoning Verification for property located at 1633 South Campus Avenue, within the IL (Light Industrial) zoning district (APN: 1050-211-11). **Staff action is required.**



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Month of March 2021

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**PVER21-014:**

**Submitted by Maria**

A Zoning Verification for properties located at 1221 thru 1237 East Airport Drive (APNs: 0113-211-21, 0113-211-19, 0113-211-18, 0113-211-24, 0113-211-25, 0113-211-26, 0113-211-27, and 0113-211-28). **Staff action is required.**

**PVER21-015:**

**Submitted by Alexander Taylor**

A Zoning Verification for property located at 1400 to 1410 East Holt Boulevard (APN: 0110-121-10). **Staff action is required.**

**PVER21-016:**

**Submitted by Chris Shepard**

A Zoning Verification for property located at 1369 South Euclid Avenue (APN: 1049-532-01). **Staff action is required.**

**PVER21-017:**

**Submitted by Stephanie Marquez**

A Zoning Verification for property located at 3990 East Inland Empire Boulevard (APN: 0210-211-35). **Staff action is required.**