



CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD

AGENDA

May 17, 2021

- ▶ **All documents for public review are on file in the Planning Department located in City Hall at 303 East “B” St., Ontario, CA 91764.**

**MEETING WILL BE HELD AT 1:30 PM IN ONTARIO CITY COUNCIL CHAMBERS
LOCATED AT 303 East “B” St.**

Scott Ochoa, City Manager
Scott Murphy, Executive Director, Community Development Agency
Jennifer McLain Hiramoto, Economic Development Director
James Caro, Building Official
Rudy Zeledon, Planning Director
Khoi Do, City Engineer
Chief Michael Lorenz, Police Department
Fire Marshal Mike Gerken, Fire Department
Scott Burton, Utilities General Manager
Angela Magana, Acting Community improvement Manager

PUBLIC COMMENTS

Citizens wishing to address the Development Advisory Board 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 Development Advisory Board values your comments, the members cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.

AGENDA ITEMS

For each of the items listed below 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 Development Advisory Board 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.

CONSENT CALENDAR ITEMS

A. MINUTES APPROVAL

Development Advisory Board Minutes of April 19, 2021, approved as written.

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT20-012 (TM 20389):** A Tentative Tract Map (TTM 20389) to subdivide 5.99 acres of land into one numbered lot and three lettered lots for condominium purposes, is bounded by Merrill Avenue to the north, Southern California Edison easement to the west, and the San Bernardino County Flood Control District and the City of Eastvale to the south. Staff has prepared an Addendum to the Subarea 29 Specific Plan (PSP03-003) EIR (SCH# 2004011009) certified by City Council on October 17, 2006. 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; (APN: 0218-331-42) **submitted by SL Ontario Development Company, LLC. Planning Commission action is required.**

1. CEQA Determination

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

2. File No. PMTT20-012 (TTM 20389) (Tentative Tract Map)

Motion to recommend Approval/Denial

- C. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-008:** A Development Plan to construct a 200,291-square foot industrial building on 10.64 acres of land located at the northeast corner of Haven Avenue and Airport Drive, within the proposed Light Industrial land use district of the California Commerce Center Specific Plan. Staff has prepared an Addendum to The Ontario Plan

(File No. PGPA06-001) EIR (SCH# 2008101140), certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts. 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: 0211-222-66) **submitted by Vogel Properties, Inc. Planning Commission action is required.**

1. **CEQA Determination**

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

2. **File No. PDEV20-008** (Development Plan)

Motion to recommend Approval/Denial

D. **ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT21-004 AND PDEV21-**

008: A Tentative Parcel Map (File No. PMTT21-004/TPM 20339) to consolidate 4 lots and the vacation of an adjoining section of Fern Avenue, for a total of 1.71 acres of land, in conjunction with a Development Plan (File No. PDEV21-008) to construct 50 multiple-family affordable dwelling units, generally located at the northwest and southwest corners of Emporia Street and Palm Avenue, within LUA2-N (Arts District- North) and LUA-3 (Holt Boulevard District) of the MU-1 (Downtown Mixed-Use) zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140), certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1049-054-02, 1049-054-03, 1049-054-04, 1049-054-06, 1049-059-06, and 1049-059-07) **submitted by The Related Companies of California, LLC. Planning Commission action is required.**

1. **CEQA Determination**

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

2. **File No. PMTT21-004 (TPM 20339)** (Tentative Parcel Map)

Motion to recommend Approval/Denial

3. **File No. PDEV21-008** (Development Plan)

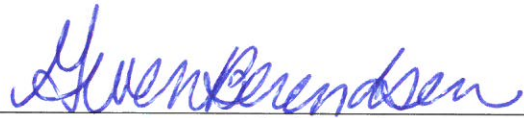
Motion to recommend Approval/Denial

If you wish to appeal a decision of the **Development Advisory Board**, you must do so within ten (10) days of the **Development Advisory Board** action. Please contact the **Planning Department** for information regarding the appeal process.

If you challenge any action of the **Development Advisory Board** 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 **Development Advisory Board** at, or prior to, the public hearing.

The next **Development Advisory Board** meets on **June 7, 2021**.

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 or before **May 13, 2021**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.



Administrative Assistant

CITY OF ONTARIO

Development Advisory Board

Minutes

April 19, 2021

BOARD MEMBERS PRESENT VIA ZOOM

Rudy Zeledon, Chairman, Planning Department
James Caro, Building Department
Elda Zavala, Community Improvement
Charity Hernandez, Economic Development Agency
Khoi Do, Engineering Department
Mike Gerken, Fire Department
Dennis Mejia, Municipal Utilities Company
William Lee, Police Department

BOARD MEMBERS ABSENT

None

STAFF MEMBERS PRESENT VIA ZOOM

Michael Bhatanawin, Engineering Department
Eric Woosley, Engineering Department
Antonio Alejos, Engineering Department
Gwen Berendsen, Planning Department
Elly Antuna, Planning Department
Diane Ayala, Planning Department
Chuck Mercier, Planning Department
Robert Morales, Planning Department
Alexis Vaughn, Planning Department
Luis Batres, Planning Department

PUBLIC COMMENTS

Mr. Zeledon stated no public comment correspondence was received.

CONSENT CALENDAR ITEMS

- A. **APPROVAL OF MINUTES:** Motion to approve the Development Advisory Board Minutes for March 15, 2021, and April 5, 2021, approved as written, was made by Mr. Do; seconded by Ms. Zavala; and approved unanimously by those present (8-0).

PUBLIC HEARING ITEMS

- B. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-057:** A Development Plan to construct a 281,000 square foot industrial warehouse building on 14.29 acres of land generally located at the northeast corner of Haven Avenue and SR-60 Freeway, within the Industrial land use district of the Haven Gateway Centre 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); (APN:108-332-01) **submitted by Executive Development, LLC.**

Philip Lee with Executive Development was present via teleconference and stated he was available to answer any questions.

Mr. Zeledon asked if he had reviewed the Conditions of Approval, had any questions regarding them, and if he agreed with them.

Mr. Lee stated he had had no comments or questions at this time.

Mr. Zeledon stated no public correspondence was received for this item.

Motion recommending approval of **File No. PDEV19-057**, subject to conditions to the Planning Commission was made by Mr. Do; seconded by Mr. Gerken; and approved unanimously by those present (8-0).

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. Planning Commission action is required.**

Michael Gonzalez the engineer for the project was present via teleconference.

Mr. Zeledon asked if he had reviewed the Conditions of Approval, had any questions regarding them, and if he agreed with them.

Mr. Gonzalez stated yes and he had no questions at this time.

Mr. Zeledon stated no public correspondence was received for this item.

Motion recommending approval of **File No. PMTT21-001**, subject to conditions to the Planning Commission was made by Mr. Do; seconded by Ms. Zavala; and approved unanimously by those present (8-0).

- 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 acres 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. Planning Commission action is required.**

Rachael Davidson the representative for the project was present via teleconference.

Mr. Zeledon asked if she had reviewed the Conditions of Approval, had any questions regarding them, and if she agreed with them.

Ms. Davidson stated she had no questions at this time.

Mr. Zeledon stated no public correspondence was received for this item.

Motion recommending approval of **File No. PDEV20-016**, subject to conditions to the Planning Commission was made by Ms. Zavala; seconded by Mr. Caro; and approved unanimously by those present (8-0).

- E. 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. Planning Commission action is required.**

John Vander Velde with Shea Homes was present via teleconference and stated he was available to answer any questions.

Mr. Zeledon asked if he had reviewed the Conditions of Approval, had any questions regarding them, and if he agreed with them.

Mr. Vander Velde stated he had no comments at this time.

Mr. Zeledon stated no public correspondence was received for this item.

Motion recommending approval of **File No. PDEV20-030**, subject to conditions to the Planning Commission was made by Mr. Caro; seconded by Mr. Gerken; and approved unanimously by those present (8-0).

- F. 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. Planning Commission action is required.**

Craig Moraes with Woodside Homes was present via teleconference and stated he was available to answer any questions.

Mr. Zeledon asked if he had reviewed the Conditions of Approval, had any questions regarding them, and if he agreed with them.

Mr. Moraes stated the Conditions of Approval were acceptable.

Mr. Zeledon stated no public correspondence was received for this item.

Motion recommending approval of **File No. PDEV20-032**, subject to conditions to the Planning Commission was made by Mr. Gerken; seconded by Ms. Zavala; and approved unanimously by those present (8-0).

There being no further business, the meeting was adjourned to the next meeting on May 3, 2021.

Respectfully submitted,



Gwen Berendsen
Recording Secretary



Development Advisory Board Decision

May 17, 2021

DECISION NO.: [insert #]

FILE NOS.: PSPA20-006 and PMTT20-012 (TTM 20389)

DESCRIPTION: An Addendum to the Subarea 29 Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011009), prepared for the following entitlements: [1] An Amendment to the Subarea 29 Specific Plan to increase the overall density within Planning Area 27 (Cluster Homes – 7-14 du/ac) from 4.8 to 4.9 dwelling units per gross acre and establish a new residential product type (Motorcourt Cluster D – 8-Plex); and a Tentative Tract Map (File No. PMTT20-012 / TTM 20389) to subdivide 5.99 acres of land into one numbered lot and three lettered lots for condominium purposes, bounded by Merrill Avenue to the north, Southern California Edison easement to the west, and the San Bernardino County Flood Control District and the City of Eastvale to the south; APN: 0218-331-42 **submitted by SL Ontario Development Company, LLC. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

SL ONTARIO DEVELOPMENT COMPANY, LLC, (herein after referred to as “Applicant”) has filed an application requesting Tentative Tract Map approval, File No. PMTT20-012, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 5.99 acres of land, bounded by Merrill Avenue to the north, Southern California Edison easement to the west, and the San Bernardino County Flood Control District and the City of Eastvale to the south. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Mass Graded	Low Density Residential	Subarea 29 Specific Plan	Planning Area 27 (Cluster Homes)
<i>North:</i>	Residential	Low Density Residential	Subarea 29 Specific Plan	Planning Areas 28 (Conventional Medium Lot)
<i>South:</i>	Residential	City of Eastvale – Medium Density Residential	City of Eastvale – R-1 One Family Dwellings	N/A
<i>East:</i>	Residential	City of Eastvale – Medium Density Residential	City of Eastvale – PRD-Planned Residential Developments	N/A
<i>West:</i>	Southern California Edison Easement	Open Space Non-Residential (OS-NR)	Subarea 29 Specific Plan	SCE Corridor

(2) **Project Description:** The Project applications analyzed under the Addendum to Subarea 29 Specific Plan and related Environmental Impact Report, State Clearinghouse No. 2004011009 (hereinafter referred to as “Certified EIR”), consists of an Amendment to the Subarea 29 Specific Plan (File

No. PSPA20-006) to increase the density of the Subarea 29 Specific Plan from 4.8 to 4.9 dwelling units per gross acre within Planning Area 27 (Cluster Homes – 7-14 du/ac) and establish a new residential product type (Motorcourt Cluster D – 8-Plex), in conjunction with a Tentative Tract Map (File No. PMTT20-012) to subdivide 5.99 acres of land into one numbered lot and three lettered lots for condominium purposes.

The Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an Initial Study/Addendum has been prepared to determine possible environmental impacts. Although the proposed project could have a significant effect on the environment, because all potentially significant effects have been analyzed adequately in an earlier Certified EIR, and have been avoided or mitigated pursuant to that earlier Certified EIR, including revisions or mitigation measures that are imposed on the proposed project, nothing further is required. The Project will introduce no new significant environmental impacts beyond those previously analyzed in the Certified EIR, and all mitigation measures previously adopted by the Environmental Impact Report, are a condition of project approval and are incorporated in the Initial Study/Addendum (see Attachment 1—Initial Study/Addendum, attached).

Part II—RECITALS

WHEREAS, Subarea 29 Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011009) was certified on October 17, 2006 (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 Development Advisory Board (hereinafter referred to as "DAB") is the recommending authority for the requested approval to construct and otherwise undertake the Project; and

WHEREAS, the DAB has reviewed and considered the EIR Addendum and related documents 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 EIR Addendum and related documents are on file in the City of Ontario Planning Department, located at 303 East B Street, Ontario, CA 91764, and are available for inspection by any interested person at that location and are, by this reference, incorporated into this Decision as if fully set forth herein; and

WHEREAS, City of Ontario Development Code Table 2.02-1 (Review Matrix) grants the DAB the responsibility and authority to review and act, or make recommendation to the Planning Commission on the subject Application; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which the public notification of environmental actions shall be provided and hearing procedures to be followed, and all such notifications and procedures have been accomplished pursuant to Development Code requirements; and

WHEREAS, on May 17, 2021, the DAB of the City of Ontario conducted a hearing on the Project, and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the hearing and adoption of this Decision have occurred.

Part III—THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

SECTION 1: *Environmental Determination and Findings.* As the recommending body for the Project, the DAB 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 DAB, the DAB finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with an Addendum to Subarea 29 Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011009), certified by the Ontario City Council on April 21, 2015, in conjunction with File No. PSPA14-002; 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 DAB; 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 DAB, and the specific findings set forth in Section 1, above, the DAB 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

(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: *Development Advisory Board Action.* The DAB 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 constitute substantial changes to the Certified EIR, and does hereby recommend the Planning Commission APPROVE the adoption of the EIR Addendum to the Certified EIR, included as Attachment 1 of this Decision.

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 EIR Addendum and all other 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. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 17th day of May 2021.

Development Advisory Board Chairman

Attachment 1—Addendum to the Subarea 29 Specific Plan Environmental Impact Report

(EIR Addendum follows this page)



California Environmental Quality Act Environmental Checklist Form

Project Title/File No(s): Park Place/Planning Area 27 – PSPA20-006 and PMTT20-012 (TTM 20389)

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

Contact Person: Jeanie Irene Aguilo, Associate Planner

Project Sponsor: SL Ontario Development Company, LLC, 1156 N. Mountain Avenue, Upland, CA 91786

Project Location and Setting: The 5.99-net-acre¹ Project site includes Planning Area 27 of the Subarea 29 Specific Plan and 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 (refer to Figure 1, Regional Location Map, and Figure 2, Vicinity Map). As illustrated on Figure 3, the Project site is located south of Merrill Avenue, approximately 1,000 feet of Celebration Avenue).

The Project site is vacant but was previously graded; the Southern California Edison (SCE) corridor extends along the western portion of the Project site (refer to Figure 3, Aerial Photograph). The areas surrounding the site to the west, east and south are developed with residential uses. The area to the north of the Project site is currently under construction.

General Plan Designation: Low Density Residential (2.1 – 5 du/ac) and within the Chino Airport Overlay area.

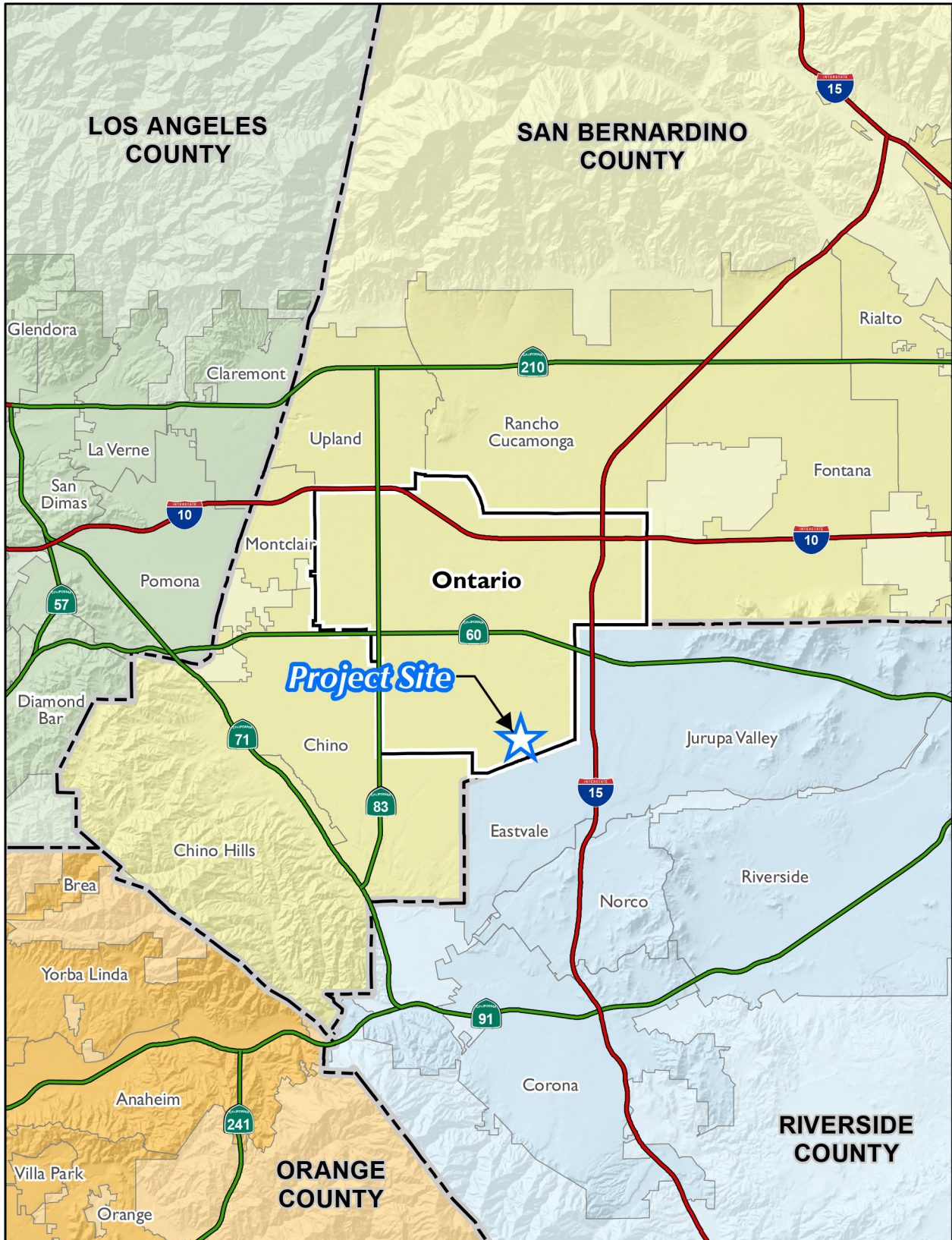
Zoning: SP – Subarea 29 Specific Plan

Description of Project: The proposed Project involves an amendment to the Subarea 29 Specific Plan (File No. PSPA20-006) to: (1) increase the number of allowed units within Planning Area 27 (Cluster Homes – 7-14 du/ac) from 47 dwelling units to 73 dwelling units (an increase of 26 dwelling units), which would increase the total number of allowed units in the Subarea 29 Specific Plan area from 2,392 dwelling units to 2,418 dwelling units; and (2) provide an additional housing typology (Motorhome Cluster D – 8-Plex). The modified Specific Plan Land Use Summary table and additional housing typology are provided in Attachment A of this document). With the increase in units, the overall density in the Specific Plan area would increase from 4.8 dwelling units per gross acre to 4.9 dwelling units per gross acre, consistent with the Low Density Residential (2.1 – 5 du/ac) land use designation in The Ontario Plan (TOP). Additionally, the proposed Project involves a Tentative Tract Map (TTM 20389) (File No. PMTT20-012) to subdivide 5.99 acres of land into one numbered lot and three lettered lots for condominium purposes (refer to proposed TTM 20389 included in Attachment B of this document).

The proposed Specific Plan Amendment and TTM 20389 would allow for the development of 73 cluster homes, which are single-family detached residential units with vehicular access from lanes (private alleys or motorcourts) via interior streets, with direct access garages. A conceptual site plan for the proposed development within Planning Area 27 is provided on Figure 4. As shown, access would be provided from two locations along Merrill Avenue. The proposed development would be implemented in compliance with Development and Subdivision Regulations contained in the Subarea 29 Specific Plan, and Ontario Development Code Chapters 5.0 and 6.0 (e.g., setbacks and separations, landscaping, parking and circulation).

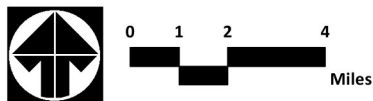
Background: In October 2006, the City of Ontario approved the Subarea 29 Specific Plan (File No. PSPA20-006). The Subarea 29 Specific Plan has been subsequently amended through April 2015. The 2015 amendment included the addition of 99 dwelling units, allowing up to 2,392 units to be developed in the Specific Plan area. The Subarea 29 Specific Plan establishes the land use designations, infrastructure and services, development standards, and design guidelines for the approximately 540-gross-acre Subarea 29 Specific Plan area located east of the Cucamonga Creek Channel, south of Eucalyptus Avenue, north of Bellegrave Avenue and west of Haven Avenue. The southern boundary of the Specific Plan area is also

¹ The Project site is 7.6 gross acres, inclusive of the Southern California Edison (SCE) easement and public right-of-way; Assessor Parcel Number (APN) 0218-331-42.

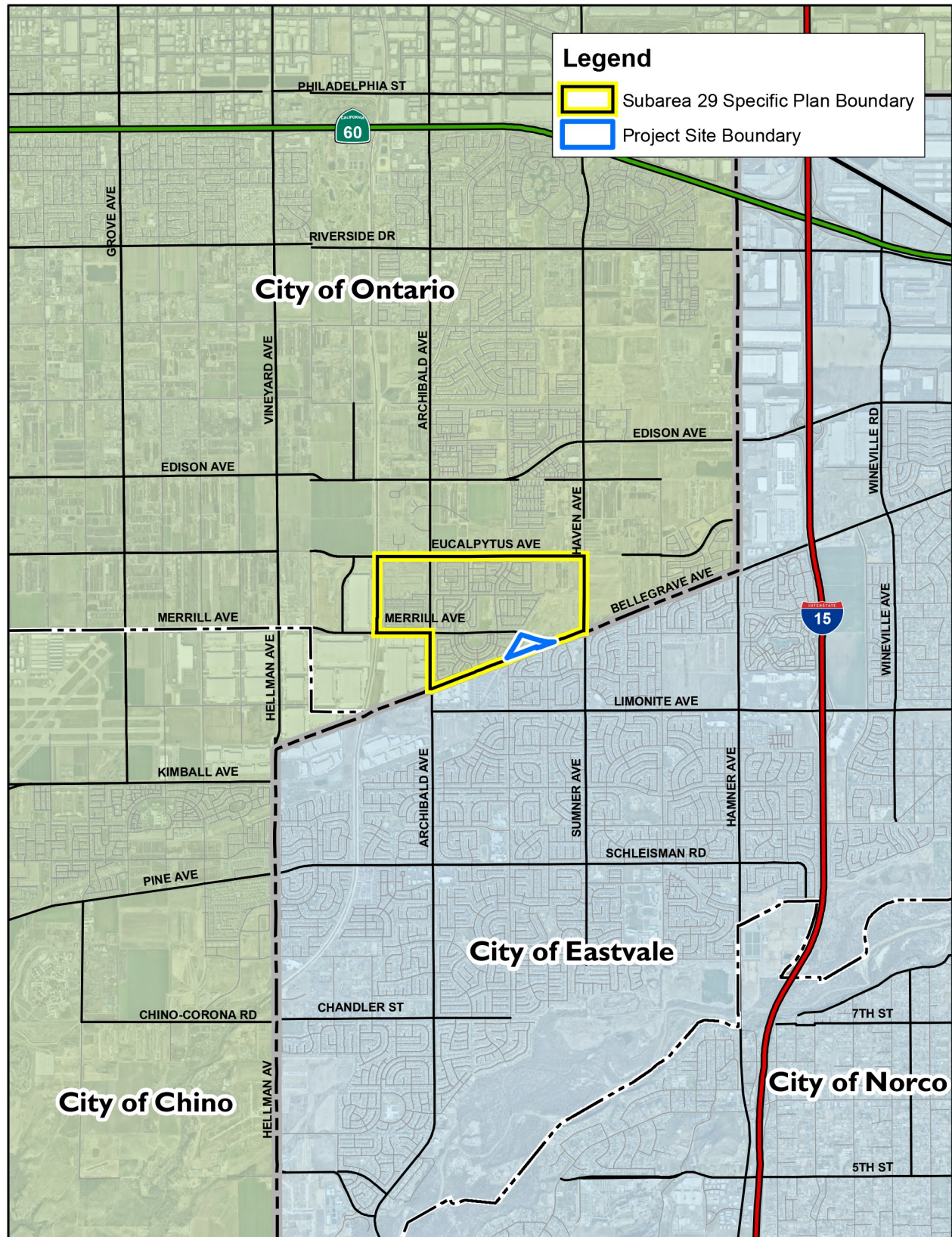


Source(s): ESRI, RCTLMA (2021), SCAG (2021), SB County (2020)

Figure 1

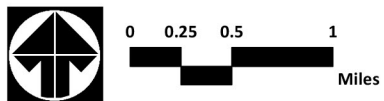


Regional Location Map



Source(s): ESRI, Nearmap Imagery (2021), RCTLMA (2021), SCAG (2021), SB County (2020)

Figure 2



Vicinity Map

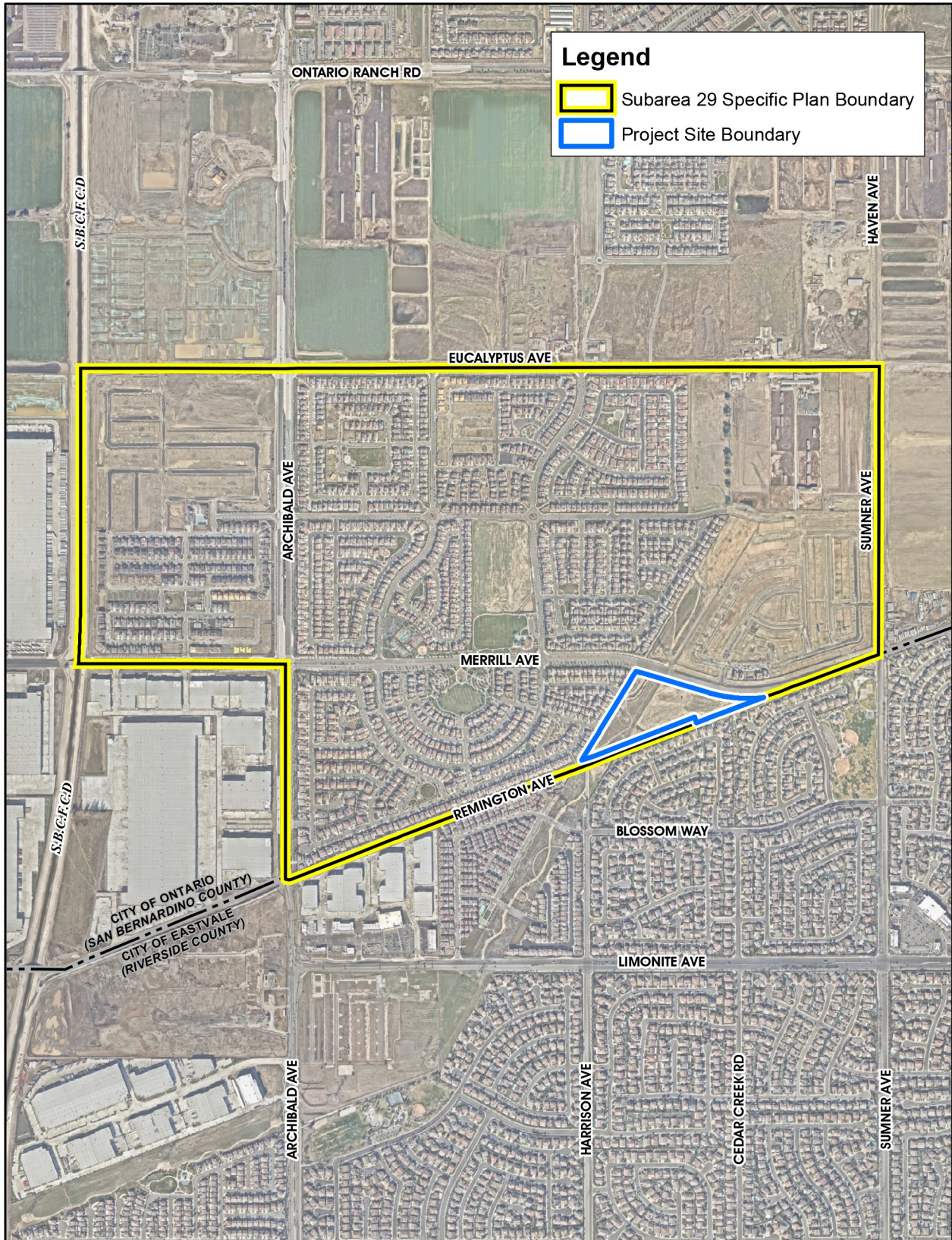


Figure 3



Aerial Photograph



Source(s): Bassenian | Lagoni (02-25-2021)

Figure 4



Not to Scale

Conceptual Site Plan

the jurisdictional boundary between the cities of Ontario and Eastvale, and the counties of San Bernardino and Riverside.

The *Subarea 29 (Hettinga) Specific Plan Final Environmental Impact Report* (Subarea 29 Specific Plan Final EIR) (State Clearinghouse [SCH] No. 2004011009) was prepared for the Subarea 29 Specific Plan and was certified by the City Council in October 2006. The Subarea 29 Specific Plan Final EIR analysis concluded that implementation of the Subarea 29 Specific Plan would result in significant and unavoidable impacts related to loss of Farmland (project and cumulative), air quality impacts (project and cumulative), cumulative surface water quality impacts (due to impaired receiving waters), cumulative traffic-related noise, operational cumulative traffic impacts, and cumulative solid waste generation. A Statement of Overriding Considerations was adopted by the City for these impacts. Mitigation measures were adopted to reduce impacts to less than significant impacts to the extent feasible, and those mitigation measures will continue to apply to development in the Subarea 29 Specific Plan area, including the proposed Project. An Addendum to the Subarea 29 Specific Plan Final EIR was prepared for the 2015 Specific Plan Amendment.

Prior to adoption of TOP, the New Model Colony (NMC) General Plan Amendment established the land uses within the entire NMC area and designated the Subarea 29 Specific Plan area as Low Density Residential (2.1 – 5 du/ac), Neighborhood Commercial, Open Space – Parkland, Open Space – Non Recreation, and Public School. In 2010, TOP was adopted and designated the Project site Low Density Residential (2.1 – 5 du/ac). The associated *The Ontario Plan Final Environmental Impact Report* (SCH No. 2008101140) (TOP Final EIR) was certified in January 2010, and is incorporated by reference in this Addendum. The TOP Final EIR analyzes the environmental impacts that would result from implementation of the TOP, focusing on changes to land use associated with the buildout of the Land Use Plan in the Policy Plan and impacts resultant of population and employment growth in the City. The TOP and TOP Final EIR anticipated 2,700 residential unit for the Subarea 29 Specific Plan area. The significant unavoidable adverse impacts that were identified in the TOP Final EIR include: agriculture resources, air quality, cultural resources, greenhouse gas emissions, noise and transportation/traffic.

CEQA REQUIREMENTS FOR AN ADDENDUM:

Section 15164(a) of the CEQA Guidelines outlines when an Addendum to an EIR is required, and states: “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

Section 15162 of the CEQA Guidelines states: “When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- A. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
 - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

- (c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”

Thus, if the proposed Project does not result in any of the circumstances listed in section 15162 (i.e., no new or substantially greater significant impacts), the City may adopt an addendum to the Subarea 29 Specific Plan Final EIR.

Section 16164(e) of the CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR is needed for further discretionary approval. These findings are described below, and are based on the analysis presented in this document:

1. *Required Finding: Substantial changes are not proposed for the project that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.* Substantial changes are not proposed with the Project and the proposed Project will not require revisions to the Subarea 29 Specific Plan Final EIR or TOP Final EIR. The Specific Plan is divided into 31 Planning Areas and the Subarea 29 Specific Plan Final EIR evaluated the impacts associated with the development capacity of 2,293 dwelling units; a subsequent Specific Plan Amendment increased the allowed number of units to 2,392 dwelling units, which was evaluated in the 2015 Addendum. The proposed Project involves a Specific Plan Amendment to increase the residential unit count in Planning Area 27 of the Subarea 29 Specific Plan by 26 dwelling units (from 47 dwelling units to 73 dwelling units). This would increase the total number of allowed residential units in the Specific Plan area by 1%, from 2,392 dwelling units to 2,418 dwelling units, an insubstantial increase. The proposed Specific Plan Amendment also involves the introduction of an additional housing typology (Motorhome Cluster D – 8-Plex). A TTM is also proposed (TTM 20389) to accommodate the proposed development in Planning Area 27. On January 26, 2010, the City of Ontario adopted TOP Policy Plan (General Plan). The SPA proposes a maximum of 2,418 residential units within the Subarea 29 Specific Plan which is less than the 2,700 residential unit development capacity established by the Policy Plan (General Plan) for the Specific Plan area. Additionally, the overall density of the Specific Plan area with the proposed Project would be 4.9 dwelling units per acre, which is consistent with the Policy Plan (General Plan) that allows up to 5 dwelling units per acre within the Low Density Residential (2.1 – 5 du/ac) land use designation. Additionally, the City’s water, recycled water, and sewer infrastructure would have sufficient capacity to serve the additional units with the proposed Specific Plan Amendment. There are no new significant impacts or a substantial increase in the severity of previously identified significant impacts due to the proposed Specific Plan Amendment. Therefore, no proposed changes or revisions to the EIR are required.
2. *Required Finding: Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.* As shown on the aerial photograph provided in Figure 3, the Project site (Planning Area 27) was previously graded and the areas surrounding the Project site are developed or under construction. Grading activities and other site disturbance were conducted in accordance with the mitigation requirements outlined in the Subarea 29 Specific Plan Final EIR, including measures required for the protection of biological, cultural, and paleontological resources. No sensitive biological resources, cultural resources, or paleontological resources existing at the Project site. No proposed changes or revisions to the EIR are required.

3. *Required Finding. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, has been provided that would indicate: the proposed project would result in one or more significant effects not discussed in the previous EIR; significant effects previously examined would be substantially more severe than shown in the previous EIR; mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or, mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternatives.* The Subarea 29 Specific Plan Final EIR did not address Global Climate Change impacts as required by Assembly Bill 32, passed in August of 2006. However, the impact of buildout of TOP on the environment due to the emission of greenhouse gases (GHGs) were analyzed in TOP Final EIR. According to TOP Final EIR, this impact would be significant and unavoidable. This EIR was certified by the City on January 27, 2010, at which time a statement of overriding considerations was also adopted for TOP's significant and unavoidable impacts, including that concerning the emission of greenhouse gases. Pursuant to Public Resources Code section 21083.3, this impact need not be analyzed further, because (1) the proposed buildout of the Subarea 29 Specific Plan would result in an impact that was previously analyzed in TOP Final EIR, which was certified by the City; (2) the proposed Project would not result in any GHG impacts that were not addressed in TOP Final EIR; (3) the proposed Project would only increase the number of residential units by 26 Low Density residential dwelling units and the total number of units in the Specific Plan area (2,481 units) is less than evaluated in TOP Final EIR. As part of the City's certification of TOP Final EIR and its adoption of TOP, the City adopted mitigation measures with regard to the significant and unavoidable impacts relating to GHG emissions. These mitigation measures are outlined in Section 6 of this Initial Study.

The Subarea 29 Specific Plan Final EIR evaluated the Riverside County Airport Land Use Compatibility Plan – Chino Airport, but the final report was not adopted prior to approval of the Subarea 29 Specific Plan Final EIR. Additionally, the Ontario International Airport (ONT) Land Use Compatibility Plan (ALUCP) was adopted by the City of Ontario in 2011. As determined by the analysis presented in this Addendum, the proposed Project would not result in any new impacts related to the Chino Airport that were not addressed in TOP Final EIR. As part of the City's certification of TOP Final EIR and its adoption of TOP, the City adopted mitigation measures with regard to the significant and unavoidable impacts relating to the Chino Airport. These mitigation measures are outlined in Section 6 of this Initial Study. There are no significant impacts associated with the ONT.

Lastly, Appendix G of the CEQA Guidelines was modified as part of the CEQA Guidelines updates that were approved in December 2018. New checklist topics related to Energy, Tribal Cultural Resources and Wildfire were added and some checklist questions for other environmental topics were revised. The Initial Study presented in this Addendum uses the updated checklist in Appendix G of the CEQA Guidelines. As identified through the analysis presented in this Addendum, there would be no new significant impacts resulting from the proposed Project related to the changes Appendix G of the CEQA Guidelines.

Conclusion:

Accordingly, and based on the findings and information contained in the previously certified the Subarea 29 Specific Plan Final EIR, the analysis above, the attached Initial Study, and the CEQA statute and CEQA Guidelines, including sections 15164 and 15162, the proposed Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and the TOP Final EIR, as appropriate. No changes or additions to the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum or TOP Final EIR analyses are necessary, nor is there a need for any additional mitigation measures.

The attached Initial Study provides an analysis of the proposed Project and verification that the proposed Project will not cause environmental impacts such that any of the circumstances identified in CEQA Guidelines section 15162 are present.

Surrounding Land Uses:

	<u>Existing Land Use</u>	<u>General Plan Designation</u>	<u>Zoning Designation</u>	<u>Specific Plan Land Use</u>
City of Ontario				
Site	Vacant and SCE Corridor	Low Density Residential (2.1 – 5 du/ac) and Open Space – Non-Recreation	SP – Subarea 29 Specific Plan	Cluster Homes (7-14 du/acre)
North	Vacant	Low Density Residential (2.1 – 5 du/ac)	SP – Subarea 29 Specific Plan	Conventional Medium Lot (4-6 du/acre)
West:	Residential	Low Density Residential (2.1 – 5 du/ac)	SP – Subarea 29 Specific Plan Specific Plan	Cluster Homes (7-14 du/acre) and Conventional Small Lot (5-9 du/acre)
City of Eastvale				
South	Residential	Medium Density Residential	R-1 One-Family Dwellings	NA

du/acre – dwelling units per acre; NA – Not Applicable

Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement): None.

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 and Forestry Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <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"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Mandatory Findings of Significance | |

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 certified Subarea 29 Specific Plan Final EIR and associated 2015 Addendum pursuant to applicable standards, and (b) The certified TOP Final EIR and (c) have been avoided or mitigated pursuant to the earlier certified environmental documents, including revisions or mitigation measures that are imposed upon the proposed project, the analysis from the certified Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and the certified TOP EIR was used as a basis for this Addendum, and nothing further is required.

Signature Jeanie Irene Aguilo

Jeanie Irene Aguilo, Associate Planner
Printed Name

May 3, 2021
Date

City of Ontario Planning Department
For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from the "Earlier Analyses" Section may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<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>Impacts Analyzed in Previous EIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 (1994), 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"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. RECREATION. Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20. 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?	<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>Impacts Analyzed in Previous EIR</i>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	1. <input type="checkbox"/>	2. <input type="checkbox"/>	3. <input type="checkbox"/>	4. <input checked="" type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	5. <input type="checkbox"/>	6. <input type="checkbox"/>	7. <input type="checkbox"/>	8. <input checked="" type="checkbox"/>

EXPLANATION OF ISSUES

The Subarea 29 Specific Plan Final EIR, certified in October 2006, was prepared as a Program EIR in accordance with CEQA, the CEQA Guidelines, and the City's Rules for the Implementation of CEQA. As required, the EIR considered the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by implementation of the Subarea 29 Specific Plan. The Final EIR focused on impacts from the proposed land uses associated with buildout of the Specific Plan Land Use Plan, and impacts from the resultant population and employment growth from the Specific Plan.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (CEQA Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][3]). If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.

Here, an Initial Study has been prepared to determine if the proposed Project is within the scope of the Subarea 29 Specific Plan Final EIR such that additional environmental review is not required. As discussed below, the City has concluded that no additional environmental review is required, such that this Initial Study can serve as an Addendum to the Subarea 29 Specific Plan Final EIR pursuant to Section 15164 of the CEQA Guidelines. Substantial changes are not proposed to the Subarea 29 Specific Plan Project and will not require revisions to the Subarea 29 Specific Plan Final EIR. The Specific Plan is divided into 31 Planning Areas and the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum evaluated the impacts associated with the development capacity of 2,392 units. As previously addressed, the currently proposed Project would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 to 73 (an increase of 26 units), would introduce a new housing typology, and includes proposed TTM 20389. Applicable mitigation measures from the Subarea 29 Specific Plan Final EIR are incorporated by reference in each impact area discussion and are listed at the conclusion of this Addendum under the "Earlier Analysis" section.

On January 26, 2010, the City of Ontario adopted TOP Policy Plan (General Plan). With the proposed Specific Plan Amendment, the total number of dwelling units allowed to be developed in the Subarea 29 Specific Plan area would increase from 2,392 dwelling units to 2,418 dwelling units, which is less than the 2,700 residential unit development capacity established by the Policy Plan (General Plan) for the Subarea 29 Specific Plan area. Additionally, the overall density of the Specific Plan area of 4.9 dwelling units per acre is consistent with the Policy Plan (General Plan) that allows up to 5 dwelling units per acre within the Low Density Residential (2.1 – 5 du/ac) land use designation. Finally, the City's water, recycled water, and sewer infrastructure would have sufficient capacity to serve the additional development allowed by the proposed Project. Therefore, no proposed changes or revisions to the Subarea 29 Final EIR are required. The proposed Project would not result in any additional impacts beyond those previously analyzed in the Subarea 29 Specific Plan Final EIR or the TOP Final EIR.

1. **AESTHETICS.** Would the project:

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR concluded that no substantial effect on a scenic vista would result from implementation of the proposed development. The Policy Plan (General Plan) does not identify scenic vistas within the City. However, the Policy Plan (Policy CD1-5) of TOP requires all major north-south streets be designed and constructed to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. North-south streets should be clear of visual clutter, including billboards and be enhanced appropriately by framing corridors with trees.

The Project site is located south of Merrill Avenue and is not located along any major north-south streets. Therefore, no adverse impacts related to scenic vistas would result from the proposed Project.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR concluded that no impacts to state scenic highways would result from implementation of the proposed development. 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. There are no historic buildings or any scenic resources identified on or in the vicinity of the Project site. Therefore, no scenic resources within a state scenic highway would be impacted by the proposed Project.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR concluded that the visual character of the Specific Plan area would be changed dramatically but would not be degraded with the introduction of a well-planned and landscaped new residential community, resulting in a less than significant impact. The Project site has been graded and remains vacant. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology (Motorcourt Cluster D – 8-plex) at the Project site. The proposed residential units would be consistent with the design standards of the Subarea 29 Specific Plan and the policies of the Community Design Element of the Policy Plan (General Plan) and zoning designations on the property, as well as with the existing and future development in the surrounding area. Therefore, the proposed Project would not degrade the visual quality of the area through development of the site with single-family homes. Therefore, no adverse impacts related to the degradation of the existing visual character or quality would result from the proposed Project.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR concluded that potential impacts associated with light and glare would be less than significant levels with adhere to the City's standard practices and procedures, including requirements to ensure that light does not spill onto

adjacent properties. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology (Motorcourt Cluster D – 8-plex) at the Project site. New lighting beyond that anticipated in the previous environmental analysis would not be introduced to the site with the development of the proposed Project. Pursuant to the requirements of the City's Development Code, on-site lighting would be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures would be selected and located to confine the area of illumination to within the Project site and minimize light spillage.

Site lighting plans would 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: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:

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 Subarea 29 Specific Plan Final EIR concluded that implementation of development allowed by the Specific Plan would result in the conversion of Prime Farmland to nonagricultural uses and considered the impact significant and unavoidable. According to the 2016 California Department of Conservation's (CDC) California Important Farmland Finder (the latest information available), the western portion of the Project site (including the SCE corridor) is classified as Prime Farmland and the eastern portion of the Project site is classified Other Land (CDC, 2016). The Project site has been graded and is currently vacant; therefore, the conversion of Prime Farmland to non-agricultural uses anticipated in the Subarea 29 Specific Plan Final EIR has already occurred. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. There would be no change to the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. The Subarea 29 Specific Plan Final EIR identified approximately 50% of the 540-acre Specific Plan Area designated Prime Farmland. The impact would remain as a significant and unavoidable impact.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR concluded that impacts related to

conflict with existing Williamson Act contracts would be significant and unavoidable. However, based on review of Figure III-1-1, Williamson Active Contracts Locations Map, there are no areas within the Specific Plan area that remain under a Williamson Act contract. Further, the Project site is zoned "Subarea 29 Specific Plan". The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. There would be no change to the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and no changes to the impact conclusions presented in the Final EIR.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR did not address impacts associated with lands zone for forestland or timberland. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The Project site is zoned "Subarea 29 Specific Plan". 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, timberland, or timberland production. There would be no change to the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. The proposed Project would not result in any conflict with zoning for forest land, timberland, or timberland production.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR did not address impacts to forestland or timberland. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The Project site has been graded and is currently vacant; there is no forest land at or near the Project site. There would be no change to the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. The proposed Project would not result in the loss of forest land or the conversion of forest land to non-forest uses. No impacts would result.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: As previously discussed, the Subarea 29 Specific Plan Final EIR concluded that implementation of development in the Specific Plan area would convert Farmland, and specifically Prime Farmland, to non-agricultural use. The conversion of farmland to urban uses was determined to be a potentially significant impact that is unavoidable. The Project site has been previously graded and although the western portion of the site continues to be classified as Prime Farmland, the conversion of Farmland to non-agricultural use has already occurred. Similarly, the areas surrounding the Project site have been developed or are under construction. There is no forest land at or near the Project site so no conversion of forest land to non-forest use would occur.

There would be no change to the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and the conversion of Farmland to non-agricultural use would remain as a significant and unavoidable impact. There is no additional mitigation available that could potentially reduce this impact. The impact will remain as a significant unavoidable impact.

It should also be noted that in order to minimize conflicts between urban and agricultural land uses, MM Ag 2 from the Subarea 29 Specific Plan Final EIR requires that all residential units in the Subarea 29 Specific Plan be provided with a deed disclosure, or similar notice, approved by the City Attorney, regarding the proximity and nature, including odors, of neighboring agricultural uses. Mitigation Measure (MM) Ag 2 remains applicable to proposed development in Planning Area 27 and is presented under the discussion of "Earlier Analysis" at the end of this document.

Mitigation Required: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. Applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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 Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Subarea 29 Specific Plan would not impair implementation of the Air Quality Management Plan (AQMP) and would result in less-than-significant impacts. Since certification of the Subarea 29 Specific Plan Final EIR, the South Coast Air Quality Management District (SCAQMD) has updated the AQMP. The current AQMP for CEQA analysis purposes is the 2016 AQMP, which is a regional and multi-agency effort (SCAQMD, California Air Resources Board [CARB], Southern California Association of Governments [SCAG], and United States Environmental Protection Agency [USEPA]). The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. City and county general plans were used to develop the growth and pollutant emissions forecasts in the 2016 AQMP. With the proposed Specific Plan Amendment, the total number of units allowed in the Subarea 29 Specific Plan area would increase from 2,392 dwelling units to 2,418 units, which is less than the 2,700 residential unit development capacity established by TOP Policy Plan (General Plan) for the Subarea 29 Specific Plan area. Therefore, consistent with the conclusions of the Subarea 29 Specific Plan Final EIR, the proposed Project would not conflict with the AQMP's growth assumptions or the AQMP, resulting in a less than significant impact.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR analysis concluded that during construction and operation, implementation of development allowed by the Subarea 29 Specific Plan would result in significant and unavoidable project-level and cumulative impacts associated with emissions of air pollutants for which the region (South Coast Air Basin [SCAB]) is in non-attainment. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site.

With respect to construction emissions, the types of construction activities and construction equipment that would be used for construction in Planning Area 27 would be the same as that evaluated in the Subarea 29 Specific Plan Final EIR. However, as shown on the aerial photograph provided on Figure 3, the majority of approved land uses in the Subarea 29 Specific Plan area have been constructed or are currently under construction. Additionally, the mass grading for the 5.99-acre Project site, which uses larger equipment (and generates higher air quality emissions) has been completed; finish grading activities would be conducted as part of the proposed Project. Therefore, the construction activities associated with the proposed Project would be less than what was anticipated for a peak construction day as analyzed in the Subarea 29 Specific Plan Final EIR. It should also be noted that federal and State requirements for cleaner diesel engines would further reduce construction emissions compared to estimates in the Subarea 29 Specific Plan Final EIR. Additionally, MM Air 1 through MM Air 3, which identify requirements to reduce construction emissions, would be implemented during construction of the proposed Project. These mitigation measures are presented under the discussion of "Earlier Analysis" at the end of this document. Therefore, daily construction emissions resulting from the proposed Project would not exceed those presented in the Subarea 29 Specific Plan Final EIR and likely would be less.

Mobile emissions are the primary factor associated with operational emissions. Based on the *Park Place Specific Plan (Planning Area 27) Trip Generation Assessment* (Trip Generation Assessment) prepared by Urban Crossroads (November 2020), the increase in 26 units within Planning Area 27 associated with proposed Project would generate 168 additional daily trips compared to that anticipated for Planning Area 27 in the Subarea 29 Specific Plan Final EIR (Urban Crossroads, 2020). However, the total number of units and associated vehicular trip generation would be less than anticipated in TOP and evaluated in TOP Final EIR for the Subarea 29 Specific Plan area (2,700 dwelling units are anticipated in the TOP, compared to 2,418 dwelling units with the proposed Specific Plan Amendment). Additionally, based on the SCAQMD 1993 CEQA Handbook, it is estimated that a potentially significant air quality impact would occur with the development of approximately 166 units; therefore, the development of an additional 26 dwelling units alone would not represent a significant air quality impact and would not represent a substantial increase in emissions beyond those already approved in the Subarea 29 Specific Plan Final EIR and 2015 Addendum.

Therefore, although the proposed Project would increase the number of units and associated operational air pollutant emissions associated with development in the Subarea 29 Specific Plan area, and specifically Planning Area 27, including emissions of criteria pollutants for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, the proposed Project would not result in any new or substantially more severe impacts beyond that previously analyzed in the Subarea 29 Specific Plan Final EIR and TOP Final EIR. Additionally, consistent with MM Air 4 from the Subarea 29 Specific Plan Final EIR, a bus stop is planned at Haven Avenue, just north of Merrill Avenue. This bus stop will be approximately 0.25 mile from the Project site (within walking distance), and would facilitate use of transit to reduce vehicular trips and associated air pollutant emissions. MM Air 4 is presented under the discussion of "Earlier Analysis" at the end of this document.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and TOP Final EIR. No

changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

c. Expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would result in increased local traffic volumes, but would not expose sensitive receptors to substantial localized carbon monoxide (CO) concentrations. Additionally, the Final EIR concluded that emissions during project construction would exceed the SCAQMD localized significance thresholds (LSTs) for nitrogen oxides (NOx) and particulates (PM10), resulting in a potentially significant and unavoidable impact to sensitive receptors.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. There would not be a change or increase in the type and amount of construction activities, type of uses proposed (residential), or proximity to sensitive receptors. Therefore, the proposed minimal increase of 26 residential dwelling units within Planning Area 27 would not result in a substantial increase in the number of sensitive receptors being exposed to pollutant concentrations, or the amount of pollutant concentrations resulting from implementation of development in the Subarea 29 Specific Plan area.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that potential odor impacts resulting from implementation of the Specific Plan would be less than significant. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The proposed additional residential units, as well as those permitted within the Low-Density Residential zoning district, do not create objectionable odors. Therefore, no adverse impacts are anticipated.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Wildlife or U.S. Fish and Wildlife Service?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded there may be a probability of burrowing owl (*Athene cunicularia hypogea*) colonization within the Subarea 29 Specific Plan area considering the presence of foraging habitat and previous records of presence. To ensure that no direct loss of individuals occurs, mitigation is required prior to initiation of on-site

grading activities for each development phase. With mitigation impacts to burrowing owl were determined to be less than significant. Specifically, MM Bio 1 requires a pre-construction survey for resident burrowing owls be conducted by a qualified biologist 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site should be resurveyed for owls. The Project site was previously graded and the required pre-construction surveys were conducted. However, the site remains vacant and pre-construction surveys would be conducted again prior to construction for the proposed Project. MM Bio 1 is presented under the discussion of "Earlier Analysis" at the end of this document. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and impacts to burrowing owl would remain less than significant.

The Subarea 29 Specific Plan EIR analysis also identified that potential habitat for the federally listed Delhi sands Flower Loving Fly (DSFLF) (*Rhaphiomidas terminatus abdominalis*). Planning Areas 28 A & B (including Bellegrave Avenue in Planning Area 28), 30 A & B, 31, and 32 were included in the general biological assessment for the area and were determined to contain the soil series Delhi fines and may contain suitable habitat for the DSFLF. Based on the results of focused surveys, the Final EIR concluded that Planning Area 27 (the current Project site) does not support the DSFLF. Further, the Project site has been graded and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. Therefore, the proposed Project would not impact the DSFLF.

In August 2014, ECORP Consulting updated the Biological Reconnaissance for the Subarea 29 Specific Plan Area and concluded that due to the high level of disturbance, the land use activity, and lack of suitable habitat that all other sensitive species identified during the database search are either presumed to be absent or have a very low potential to occur. The Project site has been graded and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. Additionally, the Project Applicant has paid the required City of Ontario open space mitigation fee (MM Bio 2) to address potential cumulative impacts associated with loss of habitat. The proposed Project would have a less than significant impact on candidate, sensitive, or special status species.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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 Wildlife or U.S. Fish and Wildlife Service?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the man-made ponds within the Specific Plan area did not support riparian habitat, that the habitat value was low due to the lack of species and structural diversity, and that habitat for sensitive biological resources is not present. The Project site has been graded and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. The Project site does not support riparian habitat or other sensitive natural communities and no impact to such resources would occur with implementation of the proposed Project.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

- 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: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan (through construction and operation) would not have direct and indirect effects upon the hydrology and aquatic habitat quality of state or federally protected wetlands and "Others Waters" of the United States as defined Section 404 of the *Clean Water Act*. The Project site has been graded and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. There are no protected wetlands on-site, as defined by Section 404 of the Clean Water Act and no impact to protected wetlands would occur with implementation of the proposed Project.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

- 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 Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would not interfere with migratory movement and considered the impact less than significant because habitat fragmentation already occurred due to agricultural practices, development, and road construction. No wildlife corridors were identified within the Specific Plan area, including the Project site. The Project site has been graded and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. The Project site is surrounding be existing development and is not within or near any native wildlife nursery sites. Additionally, construction activities would be conducted in compliance with the Migratory Bird Treaty Act (MBTA) and CDFW requirements (refer to MM Bio 4, which is presented under the discussion of "Earlier Analysis" at the end of this document). Therefore, the proposed Project would not interfere with the movement of any species, with migratory wildlife corridors, or impede the use of a native wildlife nursery site, and impacts would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that there are no specific local policies or ordinances established to protect biological resources that would relate to the Project site and impacts relative to this issue would be less than significant. The City of Ontario does not have any municipal ordinances for the protection of trees on private property; however, Municipal Code Sections 10-1.25 and 10-2.05 prohibit the damaging or destruction of trees on City property, except under conditions specified in the Municipal Code. There are existing trees planted in the public right-of-way along Merrill Avenue north of the Project site; however, these trees would be retained, and the proposed Project would not conflict with any policies or ordinances protecting biological resources.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions

to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR analysis concluded that the Specific Plan area is not part of an adopted HCP, NCCP or other approved habitat conservation plan and that no significant impacts would result. The Project site has been graded and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. Therefore, the Project site is not within an adopted HCP, NCCP or another approved habitat conservation plan. However, it is within the Ontario Recover Unit for the DSFLF; refer to the discussion above related to potential impacts to this species. As identified, impacts would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

5. CULTURAL RESOURCES. Would the project:

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would not result in the destruction of historical resources and considered the impact less than significant. The Project site has been graded, is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR, and is currently vacant. City records do not reflect the presence of a historic resource as defined in CEQA Guideline section 15064.5 at, or in the vicinity of the Project site and no impacts to historical resources would result from implementation of the proposed Project.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded there is a low potential for adverse environmental impacts to unique archaeological resources and potential impacts were determined to be less than significant. However, the Final EIR included mitigation outlining actions to take in the unlikely event unknown resources were discovered during grading (refer to MM Cultural 1). The Project site has been graded, and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. No archaeological resources were encountered during previous grading activities and no impacts to archaeological resources would occur during remaining construction activities, which would occur in previously disturbed soils. However, in the unlikely event archaeological resources are encountered the requirements outlined in MM Cultural 1, which is presented under the discussion of "Earlier Analysis" at the end of this document, would be followed and impacts would remain less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded there is low potential for adverse environmental impacts to human remains, including those interred outside of a formal cemetery, and impacts were determined to be less than significant. However, the Final EIR included mitigation outlining actions to take in the unlikely event human remains were discovered during grading (refer to MM Cultural 2). The Project site has been graded, and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. No human remains were discovered during previous grading activities and it is not anticipated that human remains would be encountered during remaining construction activities. However, in the unlikely event human remains are encountered the requirements outlined in MM Cultural 2, which is presented under the discussion of “Earlier Analysis” at the end of this document, would be followed and impacts would remain less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

6. ENERGY. Would the project:

Although Energy was added in December 2018 as a topic in the Environmental Checklist included in Appendix G of the CEQA Guidelines, analysis of a project’s potential to result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources is not a new requirement. This issue is also addressed in Appendix F of the CEQA Guidelines. Energy consumption was addressed in the Subarea 29 Specific Plan Final EIR (Section III.12, Utilities/Service Systems).

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that development in the Specific Plan area would have less than significant impacts related to energy consumption (natural gas and electric). It was identified that energy consumption can be reduced through design considerations that are more sustainable than conventional construction; MM Util 6 requires that the City and developer include sustainable systems for use of energy within the project design.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The proposed Project would not change the type of land uses anticipated for Planning Area 27 (residential) and would not change the anticipated construction and operational characteristics of the proposed development. Therefore, the associated energy demand for these activities would be the same as discussed below.

Construction-related energy demand includes energy and fuel used by construction equipment, construction worker vehicles, and construction vendor / hauling vehicles, coupled with construction energy efficiency / conservation measures. The construction equipment, use of electricity, and fuel for the proposed Project would be typical for the type of construction proposed because there are no aspects of the proposed construction process that are unusual or energy-intensive, and construction equipment would conform to applicable CARB emissions standards, which promote equipment fuel efficiencies. It should also be noted that fuel efficiencies are improving for on- and off-road vehicle engines due to more stringent government requirements. Construction energy consumption would represent a “single-event” demand and would not require ongoing or permanent commitment of energy resources. Thus, construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

With respect to operations, Title 24 energy standards have become more stringent since 2006. These regulations are regularly updated. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The 2019 Title are applicable to building permit applications submitted on or after January 1, 2020. Further, the California Green Building Standards (CALGreen) Code, which contains mandatory and voluntary requirements for new residential and nonresidential buildings, became effective in August 2009 following certification of the Subarea 29 Specific Plan Final EIR. The proposed residential buildings would be constructed to achieve the building energy standards set forth in the Title 24 requirements in effect at the time of building permit issuance. Therefore, there would be additional reductions in energy consumption pursuant to the new and updated codes compared to those anticipated in the Subarea 29 Specific Plan Final EIR. Further, the types of trips and vehicle mix generated by the proposed Project would be consistent with other residential development of similar scale and configuration, including other development in the Subarea 29 Specific Plan area. The proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and vehicle miles traveled, nor associated excess and wasteful vehicle energy consumption.

Therefore, the proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation and the impact would remain less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The potential for development within the Subarea 29 Specific Plan area to conflict with or obstruct a state or local plan for renewable energy or energy efficiency was not specifically addressed in the Final EIR or 2015 Addendum. However, federal and state agencies regulated energy use and consumption through various means and programs when the 2006 EIR was prepared and continue to do so. On the state level, the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are two agencies with authority over different aspects of energy. In addition to Title 24 energy standards and the CALGreen Code addressed above, relevant state energy-related laws and plans are summarized below.

- **Integrated Energy Policy Report.** Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The 2019 IEPR was adopted January 31, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2019 IEPR focuses on a variety of topics such as including the environmental performance of the electricity generation system, landscape-scale planning, the response to the gas leak at the Aliso Canyon natural gas storage facility, transportation fuel supply reliability issues, updates on Southern California electricity reliability, methane leakage, climate adaptation activities for the energy sector, climate and sea level rise scenarios, and the California Energy Demand Forecast. The 2019 IEPR is a State Policy report and is not applied to individual development projects such as the proposed Project or other development in the Subarea 29 Specific Plan area. However, the proposed Project would not involve any uses or activities that would conflict with or otherwise hinder or obstruct implementation of the goals presented in the 2019 IEPR.
- **State of California Energy Plan.** The CEC is responsible for preparing the State of California Energy Plan (State Energy Plan), which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan calls for the state to assist in the transformation

of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the State Energy Plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access. The proposed Project takes advantage of existing infrastructure systems, and promotes land use compatibilities through the development of residential uses on a site designated for such uses in the TOP and the Subarea 29 Specific Plan. Further, Merrill Avenue extends along the northern boundary of the Project site and will provide Class II bike lanes, a pedestrian walkway, and a multi-purpose trail to promote non-vehicular travel. The Subarea 29 Specific Plan and the proposed Project would support urban design and planning processes identified under the State Energy Plan, and would not otherwise interfere with or obstruct implementation of the State Energy Plan.

- **State of California Renewables Portfolio Standard (SB 1078, SB 107, and SBX1-2).** Established in 2002 under SB 1078, and accelerated in 2006 under SB 107 and again in 2011 under SBX1-2, California's Renewables Portfolio Standard (RPS) Program requires retail sellers of electric services to increase procurement from eligible renewable energy resources. The RPS applies to all electricity retailers in the State including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must adopt the RPS goals of 20% of retail sales from renewables by the end of 2013, 25% by the end of 2016, and 33% by the end of 2020. As with the rest of the Subarea 29 Specific Plan area, the proposed Project would receive electricity from SCE. SCE is required by law to comply with RPS Goals. Therefore, the proposed Project would not interfere with nor obstruct implementation of the RPS.

The proposed Project would also comply with the requirements of the City's Climate Action Plan (CAP), which is addressed under the Greenhouse Gas Emissions section of this document. Compliance with the CAP would be achieved through the implementation of an array of project design features that would conserve or reduce energy use, (i.e., improved insulation, water use reduction, use of recycled water, solar energy, etc.).

Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and this impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

7. GEOLOGY & SOILS. Would the project:

- a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the Specific Plan area, including the Project site, is located outside the Fault Rupture Hazard Zone (formerly Alquist-Priolo Zone) and there would no impacts related to rupture of a known earthquake fault. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. Therefore, no impacts associated with rupture of a known earthquake fault would result.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No

changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

ii) Strong seismic ground shaking?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan could expose people or structures to seismic hazards; however, with implementation of mitigation this impact would be less than significant. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and the underlying geologic conditions at the Project site remain the same. As identified in the Final EIR, all construction would be conducted in compliance with the Uniform Building Code (UBC), the Ontario Municipal Code, TOP and all other ordinances adopted by the City related to construction and safety. Further, as required, the previous grading activities at the Project site (Planning Area 27) were subject to observation and testing. It was concluded that rough grading was performed in general accordance with the recommendations presented in the geotechnical reports and field, and Planning Area 27 is acceptable from a geotechnical standpoint (Leighton and Associates, 2019). Further, MM Geo 4 from the Subarea 29 Specific Plan Final EIR requires that a project-specific geotechnical investigation be prepared prior to issuance of building permits and the recommendations be incorporated during project design and grading. MM Geo 4, which is presented under the discussion of “Earlier Analysis” at the end of this document, is applicable to the proposed Project. This impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

iii) Seismic-related ground failure, including liquefaction?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that due to the consistency of the underlying soils and the deep groundwater levels, the potential for seismic-induced liquefaction was less than significant. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and the potential for seismic-induced liquefaction remains the same (less significant). Further, as identified above, based on observations and testing during grading, Planning Area 27 is acceptable from a geotechnical standpoint (Leighton and Associates, 2019). Therefore, this impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

iv) Landslides?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the topography of the Specific Plan area is virtually flat, and the potential for landslides is considered not significant. The Project site has been graded and the terrain remains level. No impacts related to seismically induced landslides would result.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan could alter site topography, which could affect the rate or extent of erosion; however, with implementation of mitigation measures this impact would be less than significant. The Project site has been graded and remains vacant with exposed soil. Compliance with applicable regulations, including implementation of erosion control and dust reduction measures required by the Stormwater Pollution Prevention Plan (SWPPP), review of grading plans by the City Engineer, and obtaining required permits (refer to MM Geo 1, which is presented under the discussion of “Earlier Analysis” at the end of this document), ensure that erosion impacts are less than significant, and. Under the developed condition, and with adherence to the requirements of the National Pollutant Discharge Elimination System (NPDES) requirements and the Environmental Resource Element of the Policy Plan (General Plan) strategies, and compliance with the UBC and Ontario Municipal code requirements the potential for erosion would be reduced to a less than significant level.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would locate structures on soils that are considered potentially unstable and prone to settlement and corrosion; however, with implementation of mitigation measures this impact would be less than significant. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and the underlying geologic conditions at the Project site remain the same. As required, the previous grading activities at the Project site (Planning Area 27) were subject to observation and testing. It was concluded that rough grading was performed in general accordance with the recommendations presented in the geotechnical reports and field, and Planning Area 27 is acceptable from a geotechnical standpoint (Leighton and Associates, 2019). Further, implementation of TOP strategies, adherence to requirements outlined in the Uniform Building Code and Ontario Municipal code, and implementation of MM Geo 2 and MM Geo 4, which require further geotechnical evaluation of on-site soils prior to development, would ensure that impacts remain less than significant. MM Geo 2 and MM Geo 4 are presented under the discussion of “Earlier Analysis” at the end of this document.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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 Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would locate structures on soils characterized by their sandy texture and inability to hold moisture. Therefore, the potential for expansive soils was determined to be less than significant. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and the underlying geologic conditions at the Project site remain the same. Further, as required, the previous grading activities at the Project site (Planning Area 27) were subject to observation and testing. It was concluded that rough grading was performed in general accordance with the recommendations presented in the geotechnical reports

and field, and Planning Area 27 is acceptable from a geotechnical standpoint (Leighton and Associates, 2019). This impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would involve the removal of existing septic tanks, and a complete sewer system would be installed that does not require the use of septic tanks. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR, and the proposed residential uses would be connected to sewer lines that have been installed to serve the Specific Plan area. There would be no use of septic systems or alternative wastewater treatment systems and no impact would result.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that earth-disturbing activities associated with the implementation of the Specific Plan could potentially disturb or damage undocumented paleontological resources; however, with implementation of MM Cultural 3, this impact would be less than significant. The Project site has been graded, and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. No paleontological resources were encountered during previous grading activities, which were conducted in compliance with the requirements outlined in the *Paleontological Resources Monitoring and Treatment Plan* established for the Subarea 28 Specific Plan. No impacts to paleontological resources are expected to occur during remaining construction activities, which would occur in previously disturbed soils. However, in the unlikely event paleontological resources are encountered, applicable requirements outlined in MM Cultural 3 would be followed and impacts would remain less than significant. MM Cultural 3 is presented under the discussion of "Earlier Analysis" at the end of this document.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

8. GREENHOUSE GAS EMISSIONS.

The State of California enacted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, after certification of the Subarea 29 Specific Plan Final EIR, and, as a result, increased attention has been paid to the impact of GHG emissions. The California Natural Resources Agency (CNRA) in 2010, adopted amendments to the CEQA Guidelines in a new Section 15064.4 entitled "Determining the Significance of Impacts from Greenhouse Gas Emissions", which require evaluation of GHG emissions. Therefore, GHG emissions were not specifically identified as such in the Subarea 29 Specific Plan Final EIR analyses. However, as described in the following paragraphs, courts have ruled

that there is no requirement to address GHG emissions in an Addendum to an EIR that was completed prior to the adopted CEQA amendments. “Information on the effect of greenhouse gas emissions on climate change” does not constitute “new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the IS / MND was adopted.” (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* [2011] 196 Cal. App. 4th 515, 531–532 [rejecting claim that such information triggered the need for a supplemental EIR, and explaining that such information was known “long before the City approved the 1994 EIR” at issue]). Further, the impact of buildout of TOP on the environment due to the emission of GHG emissions was analyzed in the TOP Final EIR. As previously discussed, the proposed buildout of the Subarea 29 Specific Plan was previously analyzed in TOP Final EIR, which was certified by the City.

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Discussion of Effects: Limiting GHG emissions to combat climate change has been a governmental goal since the late 1970s. As explained by the United States Supreme Court in *Massachusetts v. EPA* (2007) 549 U.S. 497: “In the late 1970s, the Federal Government began devoting serious attention to the possibility that carbon dioxide emissions associated with human activity could provoke climate change. In 1978, Congress enacted the National Climate Program Act, 92 Stat. 601, which required the President to establish a program to “assist the Nation and the world to understand and respond to natural and man-induced climate processes and their implications”. In 1987, Congress enacted the Global Climate Protection Act for the purpose of “establish[ing] a national climate program that will assist the Nation and the world to understand and respond to natural and man-induced climate processes and their implications” (15 *United States Code* [USC] 2902). The act required the establishment of various programs to further climate change research (15 USC 2904[d]).

In 1988, the United Nations created the Intergovernmental Panel on Climate Change (IPCC) to provide scientific information regarding climate change to policymakers. In 1992, 154 nations, including the United States, entered into the United Nations Framework Convention on Climate Change (UNFCCC), a nonbinding agreement under which industrialized countries pledged to work to reduce GHG emissions. Five years later, in 1997, the parties to the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries and the European Community, with the objective of reducing their collective emissions by 5% below 1990 levels during the “commitment period” of 2008–2012.

As noted by the court in *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (supra, 196 Cal. App. 4th 515), by 1990, the potential impacts of GHG emissions were already the subject of litigation, with the “Natural Resources Defense Council (NRDC) argu[ing that an] “increase in fossil fuel combustion ... will ... lead to a global increase in temperatures, causing a rise in sea level and a decrease in snow cover that would damage the shoreline, forests, and agriculture of California.” (Id. at 531, quoting *City of Los Angeles v. National Highway Traffic Safety Administration* [D.C. Cir. 1990] 286 U.S. App.D.C. 78.)

Thus, by the 1990s, California’s local governmental agencies were well aware of the importance of monitoring and limiting GHG emissions when approving projects. Since GHG impacts were known at the time that the Subarea 29 Specific Plan Final EIR was conducted, information regarding the proposed Project’s potential to impact climate change does not constitute “new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time . . . the IS / MND was adopted”. Accordingly, the inclusion of GHG impacts as a requirement of CEQA analysis does not trigger the need for any further environmental review. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* [supra, 196 Cal. App. 4th at 531–532]). Notwithstanding this conclusion, the discussion below addresses the analysis of the proposed Project included in TOP Final EIR.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. With the

proposed Specific Plan Amendment, the total number of units allowed in the Subarea 29 Specific Plan area would increase from 2,392 dwelling units to 2,418 units, which is less than the 2,700 residential unit development capacity established by TOP Policy Plan (General Plan) for the Subarea 29 Specific Plan area. Therefore, the Project site was previously analyzed by the Certified TOP EIR as a residential use that may have an impact on the environment at buildout of The Ontario Plan due to the emission of GHGs. According to TOP Final EIR, this impact would be significant and unavoidable (Re-circulated Portions of the Ontario Plan Draft Environmental Impact Report, p. 2-118.) TOP Final 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 GHGs.

Implementation of the proposed Project would not create significantly greater impacts than were identified in the Certified TOP EIR. The proposed Project includes a sample GHG Reduction Measures Screening Threshold Table, which provides guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The analysis, methodology, and significance determination (thresholds) are based upon the City's Climate Action Plan (CAP), which includes GHG emission inventories (2008 and 2020 forecasts), a year 2020 emission reduction target, the goals and policies to reach the target, together with the Addendum prepared for the CAP. The Screening Table assigns points for each option incorporated into a project as mitigation or a project design feature (collectively referred to as "feature"). The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. The point levels are based upon improvements compared to 2008 emission levels of efficiency. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CAP. As such, those projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. Future development on the Project site will be required to meet or exceed the minimum 100 points; therefore, quantification of Project-specific GHG emissions is not required.

Additionally, pursuant to Public Resources Code Section 21083.3, this impact need not be analyzed further, because (1) the proposed Project would result in an impact that was previously analyzed in the Certified TOP Final EIR; (2) the proposed Project would not result in any greenhouse gas impacts that were not addressed in the Certified EIR; (3) the proposed Project is consistent with The Ontario Plan. The proposed impacts of the Project were already analyzed in the Certified TOP Final EIR and the Project would be built to current energy efficient standards. Potential impacts of project implementation would be less than significant with mitigation already required under the Certified TOP Final EIR and, CAP Screening Tables, and current energy efficiency standards. No changes or additions to the Certified TOP Final EIR analyses are necessary.

Mitigation: No new mitigation measures required. The proposed Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP Final EIR. No changes or additions to Certified TOP Final EIR analyses are necessary. The mitigation measures adopted as part of Certified TOP Final EIR adequately address any potential significant impacts and there is no need for any additional mitigation measures. The City has reviewed the emission reduction measures and concepts in TOP Final EIR, and has determined that the following actions apply and shall be undertaken by the applicant in connection with the proposed Project: energy efficient design, efficient irrigation systems, and compliance with Title 24 of the California Code of Regulations.

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

Discussion of Effects: The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. With the proposed Specific Plan Amendment, the total number of units allowed in the Subarea 29 Specific Plan area would increase from 2,392 dwelling units to 2,418 units, which

is less than the 2,700 residential unit development capacity established by TOP Policy Plan (General Plan) for the Subarea 29 Specific Plan area.

The proposed Project is consistent with TOP Goal ER 4 of improving air quality by, among other things, implementation of Policy ER4-3, regarding the reduction of GHG emissions in accordance with regional, state and federal regulations. As discussed above, the proposed Project is also consistent with the City's CAP. Further, the proposed Project is consistent with the policies outlined in Section 5.6.4 of TOP Final EIR, which aims to reduce the City's contribution of greenhouse gas emissions at build-out by 15%, because the proposed Project is upholding the applicable City's adopted mitigation measures from the TOP Final EIR. Therefore, the proposed Project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. This impact is less than significant.

Mitigation Required: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR concluded that implementation of the proposed residential and retail uses would not generate hazardous materials other than those typically associated with household products, and there would be no transport of non-construction related hazardous materials to or from the Specific Plan area. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. There would be no new uses proposed and the Proposed Project would not involve the transport, use or disposal of hazardous materials during either construction or operation. Therefore, no adverse impacts are anticipated and this impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR concluded that if known and unknown hazardous materials/situations within the Specific Plan area are not mitigated, current and future residents could be exposed to hazards or hazardous materials (e.g., asbestos and lead from building materials and paints in older structures, pesticides from past agricultural uses, or petroleum products used or leaked on the site), resulting in a potentially significant impact. However, this impact would be less than significant with implementation of mitigation measures. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. Further, the Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR, the Project site has already been graded, and mitigation measures outlined in the Subarea 29 Specific Plan Final EIR for pre-demolition and grading activities have been completed. There are no new uses proposed and development the proposed residential uses would not expose the public or the environment to a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In the unlikely event of an accident, implementation of the strategies included in TOP would decrease the

potential for health and safety risks from hazardous materials, Further, MM Haz 4 from the Subarea 29 Specific Plan Final EIR, which is presented under the discussion of “Earlier Analysis” at the end of this document, identifies actions to take if material that is believed to be hazardous waste is discovered during construction, ensuring the impact remains less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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 Subarea 29 Specific Plan Final EIR analysis concluded that the Specific Plan area was more than one-mile from the Phoenix High School (Corona-Norco Unified School District [CNUSD]) and Colony High School (Chaffey Joint Union High School District [CJUHS]), but within one-quarter mile of the proposed elementary school within the Specific Plan area. Therefore, while the proposed uses would not involve hazardous emissions or handling of acutely hazardous materials, future students could be exposed to possible safety hazards associated with hazardous emissions or hazardous material handling in proximity to a school resulting in a potentially significant impact. However, this impact was considered less than significant with implementation of mitigation measures.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. Further, the Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR, the Project site has already been graded, and mitigation measures outlined in the Subarea 29 Specific Plan Final EIR for pre-demolition and grading activities have been completed. The Project site is 0.2-mile from the proposed elementary school; however, there are no new uses proposed and development the proposed residential uses would not involve hazardous emissions or handling of acutely hazardous materials. This impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR analysis concluded that Specific Plan area was not included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 (Cortese List), and none of the sites identified in the Phase I Environmental Site Assessment conducted during preparation of the Final EIR represent an environmental concern for proposed uses. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR, and the Project site has already been graded. Further, based on review of the current California Department of Toxic Substances Control (DTSC) current Cortese List, the Project site is not listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5 (DTSC, 2021). Therefore, no impact would occur.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

Discussion of Effects: The Subarea 29 Specific Plan Final EIR concluded that the Specific Plan area is within the Airport Influence Area (AIA) for the Chino Airport resulting in a potentially significant impact. However, because planned land uses would be consistent with those allowed in the applicable airport safety zones, building heights would not exceed applicable height requirements related to airport safety (refer to MM Haz 8), and buyers would be notified of proximity to the airport (refer to MM Haz 9), proposed development in the Specific Plan area would not result in a safety hazard or excessive noise related to proximity to the Chino Airport. MM Haz 8 and MM Haz 9 are presented under the discussion of “Earlier Analysis” at the end of this document.

The Subarea 29 Specific Plan area is located within the Chino ALUCP Compatibility Zone D (refer to Exhibit C – Airport Influence Areas) that requires: (1) 10% of the area be set aside as Open Land for the purpose of serving as emergency landing areas; (2) residential density be either higher than 5.0 dwelling units per acre or have an average parcel size of less than 0.2 acres (8,712 SF); (3) limits the maximum building height to 70 feet; and (4) recording of an Overflight Notification on the Property Deed and Title and provision of a Real Estate Transaction Disclosure. The impacts of the Chino Airport were analyzed in the TOP Final EIR, which was certified by the City on January 27, 2010, at which time mitigation measures were adopted for TOP, including those concerning the impacts related to the Chino Airport. Consistent with all development in the City, development at the Project site would be required to be consistent with the Chino ALUCP. Impacts related to the Chino Airport would be less than significant.

The Subarea 29 Specific Plan area is also located within the Airport Influence Area of the Ontario International Airport (ONT) (refer to Exhibit C) and is subject to the ONT Airport Land Use Compatibility Plan (ALUCP), which was adopted by the Ontario City Council on in April 2011 (Ontario, 2011), after certification of the TOP Final EIR. Policy Map 2-2: Safety Zones of the ONT ALUCP identifies the geographic locations of Safety Zones; the proposed Project is located outside the established Safety Zones and would not result in safety hazards for people residing at the Project. The proposed Project was also evaluated for hazards to aircraft in flight utilizing by Policy Map 2-4: Airspace Obstruction Zones of the ONT ALUCP, which identifies height restrictions of proposed structures or buildings. While portions of the Subarea 29 Specific Plan area are subject to height restrictions (greater than 200 feet); the Project site (Planning Area 27) is not. However, as further discussed in the Noise section of this Addendum, in compliance with ONT ALUCP’s Overflight Policy O2, a Real Estate Transaction Disclosure is required for all development at the Project site.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded proposed that the Specific Plan, and all tracts within it, would be designed to meet Fire Department emergency access requirements and would not interfere in any way with emergency evacuation or response plans. The City's Safety Element, as contained within TOP, includes policies and procedures to be administered in the event of a disaster. TOP seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to, and recover from every day and disaster emergencies. As required, the proposed Project would comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access, resulting in a less than significant impact.

Mitigation: None required. The proposed Project would not result in any new, substantially more

severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that wildland fires do not pose a threat to the Specific Plan area. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan EIR, and not located in or near wildlands. Therefore, no impact would occur.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

10. HYDROLOGY & WATER QUALITY. Would the project:

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan could violate quality standards and/or waste discharge requirements; however, with implementation of mitigation measures and adherence to statewide 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 (Section 6, Title 6), potential impacts to surface water quality would be less than significant. Cumulative impact to surface water quality were determined to be significant and unavoidable due to impaired receiving waters. The Final EIR analysis also concluded that groundwater quality would be improved within the Chino II Groundwater Sub-basin because the agricultural uses that cause high levels of nitrates in the drinking water supply would be eliminated with implementation of the Subarea 29 Specific Plan.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. Further, the Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. The proposed Project would not involve any construction activities or new uses, and would be required to comply with applicable water quality regulations (refer to Final EIR MM, Hydro 1, MM Hydro 2, and MM Hydro 6, which are presented under the discussion of "Earlier Analysis" at the end of this document). Further, 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. Drainage from the PLU shall be designed with conveyance tributary to a certified full trash capture device approved by the SWRCB. Therefore, impacts would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that implementation of the Specific Plan would further the ground water management objectives for the Chino Basin by limiting recharge into the southern portion of the basin, since the development of the Chino Basin management program anticipated the cumulative impacts of urbanization of the Chino Basin and consequent conversion of agricultural land use (e.g., diminished agricultural ground water extraction and projected need to increase ground water pumping by desalters), no significant individual or cumulative negative impacts to aquifer volume or the ground water table were expected to occur. Nevertheless, MM Hydro 5 is included in the Subarea 29 Specific Plan Final EIR and requires application of measures to conserve water and enhance ground water recharge. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. Further, the Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR, would not involve any construction activities or new uses beyond that anticipated in the Subarea 29 Specific Plan Final EIR, and would be required to implement Final EIR MM Hydro 5, which is presented under the discussion of “Earlier Analysis” at the end of this document. Therefore, impacts would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) result in substantial erosion or siltation on- or off-site;**
- ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**
- iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
- iv) impede or redirect flood flows?**

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis identified that no streams or streambeds are present within the Specific Plan area. The Final EIR concluded that implementation of the Specific Plan could alter the drainage patterns of the site and in a manner that could create substantial flooding, erosion, or siltation on or off-site. However, with implementation of the on-site storm drain system, and required Subarea 29 Specific Plan Final EIR mitigation measures, which include requirement requirements to adhere to applicant regulations, as discussed above, impacts would be less than significant.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. Further, the Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR, would not involve any construction activities or new uses beyond that anticipated in the Subarea 29 Specific Plan Final EIR. Therefore, with implementation of an on-site storm drain system, which would connect to existing storm drain facilities constructed in accordance with the master drainage plan, as required by the Specific Plan, the amount and rate of runoff from the Project site would be the same as that anticipated in the Subarea 29 Specific Plan under post-

development conditions and impacts related to potential flooding and storm drain capacity would be less than significant.

As required by MM Hydro 1 and MM Hydro 2 from the Subarea 29 Specific Plan Final EIR, the proposed Project would be constructed in compliance with applicable regulations to minimize water quality impacts during construction and potential development, including from erosion, and impacts related to erosion and polluted runoff would be less than significant. MM Hydro 1 and MM Hydro 2 are presented under the discussion of “Earlier Analysis” at the end of this document

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR concluded that no structures within the Specific Plan area would be placed within a 100-year flood, and the Specific Plan area is not in proximity to a large body of water or the ocean, so the threat of an earthquake-induced seiche or tsunami would not occur. Figure 5.9-2, Flood Hazard Areas, of TOP Final EIR indicates that the Specific Plan area is within the San Antonio Creek dam failure inundation area; however, TOP Final EIR concludes that because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City is prepared in the event of such failure, impacts are considered less than significant. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and TOP Final EIR and would also have no impacts or less than related to the risk of pollutant release from inundation of the Project site from seiche, tsunami or dam failure. Based on review of the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer (NFHL) Viewer, the Project site is not located within a 100-year flood hazard area; the Project site is located within FEMA Zone X, a minimal flood hazard area (FEMA, 2021). Therefore, the Project would also have a less than significant impact related to the risk of pollutant release from flood inundation.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: As identified in the Subarea 29 Specific Plan Final EIR, the Specific Plan area is subject the requirements of the Water Quality Management Plan of the Santa Ana River Basin (Basin Plan), and overlies the Chino Groundwater Basin. As previously discussed, the Subarea 29 Specific Plan Final EIR analysis concluded that with adherence to applicable water quality regulations, as required by mitigation measures in the Subarea 29 Specific Plan Final EIR, water quality and groundwater impacts would be less than significant, and the Project would not conflict with the Basin Plan.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. Further, the Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. The proposed Project would not involve any construction activities or new uses, and would be required to comply with applicable water quality regulations (refer to Final EIR MM Hydro 1, MM Hydro 2, and MM Hydro 6 presented under the discussion of “Earlier Analysis” at the end of this document). Therefore, the Project would comply with the Basin Plan.

On September 16, 2014, subsequent to certification of the Subarea 29 Specific Plan Final EIR and TOP Final EIR, Governor Jerry Brown signed into law the Sustainable Groundwater Management Act (SGMA). The 2014 SGMA requires local public agencies and Groundwater Sustainability Agencies (GSAs) in “high-” and “medium”-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long-term sustainability. The California Department of Water Resources (DWR) currently categorizes the Chino Groundwater Basins as “very low” priority. Therefore, the Chino Groundwater Basins is not subject to the requirements of the SGMA (DWR, 2021). Accordingly, the proposed Project would no conflict with or obstruct implementation of a sustainable groundwater management plan.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

11. LAND USE & PLANNING. Would the project:

a. Physically divide an established community?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the Specific Plan area was not located within a “community” and all major circulation routes would be maintained through the Specific Plan area; therefore, the proposed development would not physically divide and established community, and no impact would result. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR, and is surrounded by existing residential development implemented in compliance with the Subarea 29 Specific Plan, TOP, and Eastvale General Plan. The proposed Project would involve development of residential uses consistent with the Subarea 29 Specific Plan and TOP, and would not divide an established community. No impact would result.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR concluded that proposed development would comply within the Specific Plan area with the land use designations and the land use policies in the General Plan Amendment for the NMC, and would comply with the requirements established in the Subarea 29 Specific Plan, resulting in a less than significant impact related to land use policies.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. However, the proposed Project would not require a change in the Specific Plan land use designation (Cluster Homes – 7-14 du/ac) or TOP land use designation (Low Density Residential [2.1 – 5 du/ac]). Further, the proposed Project would be designed to be consistent with the development regulations of the Subarea 29 Specific Plan. The proposed increase in residential units at the Project site, which was previously graded and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and TOP Final EIR, would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and

this impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

12. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR concluded that the Specific Plan area does not contain any known mineral resource and is not located within an area that has been classified or designated as a mineral resource area by the State Board of Mining and Geology, there are no known mines on or near the Specific Plan area, and no impacts to known mineral resources would result. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and does not contain any mineral resources. Therefore, no impacts would result.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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: The Subarea 29 Specific Plan Final EIR concluded that the Specific Plan area is not located within an area of locally important mineral resource recovery delineated in any plans. The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and is not located within an area that has been classified or designated as a mineral resource recovery site in the TOP, Subarea 29 Specific Plan or other land use plan. Therefore, no impacts would result.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

13. NOISE. Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that implementation of the Specific Plan would result in project-level noise impacts during construction and operation; however, these impacts would be reduced to less than significant levels with implementation of mitigation measures. The Subarea 29 Specific Plan Final EIR analysis concluded that cumulative traffic-related noise impacts were determined to be significant and unavoidable. The TOP Final EIR concluded that build-out of the uses anticipated by TOP, which includes development in the Subarea 29 Specific Plan area, would result in significant and unavoidable traffic-related noise impacts and noise and vibration impacts to sensitive receptors during construction.

With respect to construction emissions, the types of construction activities and construction equipment that would be used for construction in Planning Area 27 would be the same as that evaluated in the Subarea 29 Specific Plan Final EIR. Additionally, the Project site is entirely within

the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. The mass grading for the Project site, which uses larger equipment and generates higher noise levels than other construction activities) has been completed; finish grading activities and building construction would be conducted as part of the proposed Project. Construction activities would be subject to the mitigation measures outlined in the Subarea 29 Specific Plan Final EIR, which require that construction activities comply with the City of Ontario noise ordinance that restricts the days and hours of construction activities (MM Noi 1), and that construction staging area not be located within 150 feet of existing sensitive receptors and construction equipment be fitted with properly operating and maintained mufflers (MM Noi 2). Construction-related noise impacts would be less than significant. MM Noi 1 and MM Noi 2 are presented under the discussion of "Earlier Analysis" at the end of this document.

With respect to operations, the Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. However, the overall number of dwelling units in the Specific Plan area with the proposed Specific Plan Amendment (2,418 dwelling units), would not exceed the number of units anticipated in TOP for the Specific Plan area (2,700 units). The noise sources associated with the proposed residential uses would be the same as that anticipated in the Subarea 29 Specific Plan Final EIR and TOP Final EIR at the Project site and with adherence to the City's Noise Ordinance would be less than significant. As required by MM Noi 7, architectural plans would be submitted to the City for an acoustical plan check prior to the issuance of building permits to assure that interior noise level requirements are met. MM Noi 7 is presented under the discussion of "Earlier Analysis" at the end of this document.

The increase in 26 dwelling units at the Project site would result in a net increase of approximately 168 trips (increase from 450 daily trips to 618 daily trips) compared to the number of trips anticipated in the traffic analysis and associated noise analysis in the Subarea 29 Specific Plan Final EIR, and would be within the trip generation anticipated in the traffic-related noise analysis in the TOP Final EIR. The circulation system for the Specific Plan area would not change with the proposed Project and the trip distribution would be the same; the additional daily vehicular trips generated by the proposed Project would be distributed along various roadways. A doubling of traffic volumes is required to increase average traffic noise levels by 3 dBA, a change which is barely discernable to human hearing. The increase of 168 daily trips would not double the traffic generated by residential uses at the Project site and would not double the daily trips on any roadway segment. Therefore, the proposed increase in units associated with proposed Project would not represent a significant noise impact or substantial increase in traffic-related noise impacts compared to that evaluated in the Subarea 29 Specific Plan Final EIR and TOP Final EIR. Further, soundwalls required by MM Noi 3 through MM Noi 6 from the Subarea 29 Specific Plan Final EIR to address traffic-related noise impacts have been or will be implemented by the Project Applicant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, or TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that proposed uses in the Specific Plan area would not generate excessive groundborne vibrations or groundborne noise levels during normal operations. The Final EIR also concluded that during construction, groundborne vibrations may be generated infrequently by use of heavy construction equipment. However, this type of vibration would be temporary and infrequent. Therefore, this impact is considered less than significant and no mitigation measures are required. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The operations

associated with residential uses at the Project site would be the same as evaluated in the Subarea 29 Specific Plan Final EIR and would not generate excessive groundborne vibration or noise. Further, the Project site was previously graded and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. The construction activities associated with the proposed Project would be the same as those evaluated in the Subarea 29 Specific Plan Final EIR and would also be considered less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, or TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the Specific Plan area is located outside the 65 dBA CNEL contour line of ONT and the Chino Airport airports and people residing and working in the Specific Plan area would not be exposed to excessive noise levels from airport operations.

The Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. Based on review of Policy Map 2-3: Noise Impact Zones, of the ONT ALUCP, the Project site (Planning Area 27) is not located within a noise impact zone for the ONT; therefore, the proposed Project would not expose people residing at the Project site to excessive noise levels from airport operations and this impact would be less than significant. However, based on review of Policy Map 2-5: Overflight Notification Zones, and as presented in the Land Use Element (Exhibit LU-01 Official Land Use Plan) of TOP Policy Plan (General Plan), the entire City of Ontario, including the Project site, is within the area subject to Real Estate Transaction Disclosure policies.

The Project site is also located within the Chino ALUCP Compatibility Zone D that requires residential developments to record an Overflight Notification on the Property Deed and Title and provide a Real Estate Transaction Disclosure. The Project site underlies the Chino Airport traffic pattern, but is outside of the area that would be subject to average exterior noise levels of 55 CNEL under the ultimate airport development conditions. Therefore, no special noise attenuation measures are required for future residential development. Since the Project site is located outside of the noise impact zone, the proposed Project would not expose people residing at the Project site to excessive noise levels from airport operations and impacts would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, or TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

However, in compliance with ONT ALUCP's Overflight Policy O2, a Real Estate Transaction Disclosure is required for all development at the Project site. State Law (Business and Professions Code Section 11010) provides the following disclosure 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.

The Project site is located within the Chino ALUCP Compatibility Zone D that requires residential developments to record an Overflight Notification on the Property Deed and Title and provide a

Real Estate Transaction Disclosure.

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 Subarea 29 Specific Plan Final EIR analysis concluded that growth associated with implementation of the Subarea 29 Specific Plan would be consistent with regional growth forecasts and regional jobs/housing balance projections, and impacts would be less than significant.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. However, the overall number of dwelling units in the Specific Plan area with the proposed Specific Plan Amendment (2,418 dwelling units), would not exceed the number of units anticipated in TOP for the Specific Plan area (2,700 units). The California Department of Finance (DOF) estimates that in January 2020, the City of Ontario had an estimated population of 182,871 residents, with approximately 3.69 persons per household (DOF, 2020a). Therefore, the increase in 26 units resulting from the proposed Project would represent an increase in population of approximately 100 residents, a negligible increase (0.05%) in the existing City population. Additionally, this represents growth that was planned and anticipated in the TOP, and would not represent substantial unplanned growth in the area. Further, the Project would not include any new roadways or infrastructure that would indirectly increase population growth in the area. This impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, or TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would result in replacement of existing dairies, agriculture fields, fields and nursery with residential uses. As a result, less than significant impacts related to the displacement of housing and population would occur. The Project site was previously graded and is currently vacant. The proposed Project would not result in the displacement of people or housing and no impact would occur.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would add residential uses to the area and would increase

demands upon fire protection; however, with implementation of mitigation measures and adherence to applicable regulations, impacts would be reduced to a less than significant level. The Ontario Fire Department currently provides fire and Emergency Medical Services to the Specific Plan area, including the Project site from Fire Station No. 6 located northeast of the Project site, at 2931 E. Philadelphia Street. A fire station in under construction approximately one-mile northwest of the Project site on the west side of Archibald Avenue within the Parkside Specific Plan area; it is anticipated that construction of this first station will be complete at the end of this year (2021), prior to occupation of residential uses at the Project site. The proposed Project would increase the number of residential units to be constructed at the Project site and would have an associated increase in the population within the Specific Plan area. Therefore, the proposed Project would increase the demand for fire protection services. However, the payment of Development Impact Fees from Subarea 29 will help fund construction of this station (refer to MM Serv 8 presented under the discussion of “Earlier Analysis” at the end of this document). When completed, response time from Station No. 9 will be within the current Fire Department Emergency Response Guideline and the proposed Project would not result in the need for new or physically altered fire protection facilities that would cause a physical environmental impact. Further, the proposed Project would implement mitigation measures to reduce fire hazards (MM Serv 1 through MM Serve 6), which include adherence to regulations for access, building materials, fire flow, etc. Impacts related to fire protection services would be less than significant. MM Serv 1 through MM Serve 6 are presented under the discussion of “Earlier Analysis” at the end of this document.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

ii) Police protection?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would add residential uses to the area and would increase demands upon police protection; however, the impacts would be less than significant. Police services will be provided by the Ontario Police Department. Since police services are based upon per capita service levels, the proposed Project, which would increase the residential population at the Project site, would require an incremental increase in police services to maintain required service levels. The City’s development review process and building permit plan check processes include review by the City’s Police Department to ensure incorporation of defensible space concepts in site design and construction. Property taxes and City fees support the general fund to help offset the cost of additional personnel. MM Serv 8 presented under the discussion of “Earlier Analysis” at the end of this document requires the payment of applicable fees for police services. Since response time for police service is not based on proximity to the station and since the new main station is close to the project site, no adverse physical impacts associated with the need for, or provision of, new or physically altered police facilities would result from the project. Therefore, impacts to police protection are considered less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

iii) Schools?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that with adherence to regulations requiring payment of school fees, impacts to school services would be less than significant. The proposed Project would increase the number of dwelling units at the Project site; however, as with all development in the City, the payment of required school fees would reduce this impact to a less than significant level (refer to MM Serv 9 presented under the discussion of “Earlier Analysis” at the end of this document).

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

iv) Parks?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that with the provision of parkland or payment of in-lieu park fees, impacts to related to park services would be less than significant. The Quimby Act requires local jurisdictions with parks responsibilities to provide parks and recreation opportunities through the receipt of fees or the acceptance of facilities/land. Each tract within the Specific Plan area could either provide adequate local park facilities or pay fees to the City in lieu thereof or some combination of both approaches for a total of 24 acres within the Specific Plan (refer to MM Serv 10 presented under the discussion of “Earlier Analysis” at the end of this document). With adherence to park requirements for the additional residential units associated with the proposed Project, impacts related to park services would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

v) Other public facilities?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that impacts to other existing public facilities (i.e., libraries) would be less than significant with payment of the City’s library development impact fee. The increased demand for library services associated with the increase in population resulting from the proposed Project would be addressed through payment of the required development impact fee (refer to MM Serv 8 presented under the discussion of “Earlier Analysis” at the end of this document). Because libraries need enough people within a geographic area to warrant their construction, the fees are considered adequate mitigation and the construction of new library facilities is not required. Impacts to library services would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measure included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

16. RECREATION. Would the project:

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that if parks within the Specific Plan are built out based on the population-based service criteria, as required, potential impacts related to increase use of existing parks would be less than significant. The Subarea 29 Specific Plan includes a network of paseos, parks and bicycle trails. Notably, at buildout the Specific Plan includes two neighborhood parks, a recreational area, mini-parks, and a 10-acre elementary school site. The nearest regional park to the Project site is the Santa Ana River Wildlife Area and the Prado Regional Park to the south. Due to the proximity of the Project site to these large recreational areas, they may get some use by the Project residents, but these regional facilities are designed to serve this region. Regional parks would be built out over time to serve the region. Existing local park facilities in the area could experience accelerated deterioration due to the additional residents resulting from the proposed Project. However, as concluded in the Subarea 29 Specific Plan Final EIR, with the timely implementation of parks based on the population-based service criteria, such potential impacts would be reduced to a less than significant level.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

- b. Include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?**

Discussion of Effects: The Subarea 29 Specific Plan Final EIR included evaluation of the physical environmental impacts resulting from implementation of recreational facilities and mitigation measured were identified to reduce these impacts as feasible. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. There are no new park or recreational facilities proposed as part of the Project. Therefore, no physical environmental impacts associated with construction of park and recreational facilities would occur beyond that already addressed in the Subarea 29 Specific Plan Final EIR.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

17. TRANSPORTATION/TRAFFIC. Would the project:

- a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

Discussion of Effects: As discussed under Threshold b, below, pursuant to Senate Bill (SB) 743, the requirement for analyzing congestion impacts for CEQA purposes was eliminated in December 2018. Therefore, this analysis focuses on the consistency of the Project with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Notwithstanding, it should be noted that an assessment of the trip generation from the proposed Project was conducted by Urban Crossroads. Based on the Trip Generation Assessment, the increase in 26 units within Planning Area 27 associated with proposed Project would generate 168 additional daily trips, with 12 additional AM peak hour trips and 15 additional PM peak hour trips. Although the proposed Project results in a net increase in trips, the net increase is anticipated to be less than 50 peak hour trips. Therefore, the increase in proposed Project trips is nominal and is not anticipated to change the analysis findings and recommendations previously identified in the *Traffic Impact Study Report (Revised) Sub-Area 29 Specific Plan* (August 5, 2005)

included in the Subarea 29 Specific Plan Final EIR (Urban Crossroads, 2020). Further, the total number of units and associated vehicular trip generation would be less than anticipated in TOP and evaluated in TOP Final EIR for the Subarea 29 Specific Plan area (2,700 dwelling units are anticipated in the TOP, compared to 2,418 dwelling units with the proposed Specific Plan Amendment). Further, mitigation measures included in the Subarea 29 Specific Plan Final EIR involving the completion of intersection improvements to address operational deficiencies at intersections have already been implemented. The remaining mitigation is related to the required payment of developer impact fees, which would also be paid for the proposed Project (refer to MM Trans 7 presented under the discussion of “Earlier Analysis” at the end of this document).

The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would not conflict with a plan, ordinance, or policy addressing circulation system, taking into account all modes of transportation including transit, roadway, and non-vehicular modes of transportation. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The proposed Project does not involve any changes to the Specific Plan related to the circulation system. Merrill Avenue, which forms the northern boundary of the Project site has been constructed to its full width as required by the City and the Subarea 29 Specific Plan, and required bicycle and pedestrian facilities have been provided. Further, a bus stop is planned along Haven Avenue just north of Merrill Avenue and is within walking distance to the Project site, which would facilitate use of transit. Therefore, the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: SB 743, approved in 2013 and codified in Public Resources Code Section 21099, changes the way transportation impacts are determined according to CEQA. The Office of Planning and Research (OPR) recommended the use of VMT as the replacement for automobile delay-based LOS for the purposes of determining a significant transportation impact under CEQA. On December 28, 2018, the State approved updates to the CEQA Guidelines, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation. Updates to the CEQA Guidelines included the addition of CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the metric. Beginning July 1, 2020, the provisions of CEQA Guidelines Section 15064.3 apply statewide. As identified in Section 15064.3(b)(4) of the CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project’s VMT. The City of Ontario adopted its VMT thresholds of significance on June 16, 2020.

The TOP Final EIR traffic analysis did not employ a VMT-based threshold of significance for evaluating traffic impacts, but nonetheless acknowledged that TOP Land Use Plan would exceed SCAG’s VMT projections for the City. The GHG section of the Recirculated TOP Draft EIR discusses CARB and SCAG strategies to reduce community VMT. In response to the sole VMT comment on the TOP Final EIR from SCAG, the City noted that while buildout of the City under TOP would increase VMT, implementation of TOP would nonetheless “improve the SANDBAG region’s job/housing balance,” thus “reduce VMT by shortening commute distances” and that development pursuant to TOP would be required to implement measures to further “reduce vehicle trips and VMT.” (See, e.g., TOP Final EIR, pp. 2-97, 33-12; Recirculated TOP Draft EIR, pp. 2-18, 2-43, 2-84, 2-110.) The TOP Final EIR Air Quality and GHG Analysis likewise necessarily calculated the VMT generated by buildout of the City under TOP in order to determine development-related air pollutant emissions. (See, e.g., Recirculated TOP Draft EIR, pp. 2-1, 2-5,

2-20, 2-21 [explaining traffic data was used to calculate emissions and VMT calculations]; see also Appendix D, [using VMT to calculate project emissions].) Buildout of the City under TOP anticipated development of the Subarea 29 Specific Plan Area with 2,700 units, which exceeds the 2,418 dwelling units currently proposed. Therefore, the VMT generated by Subarea 29 was anticipated in TOP Final EIR.

Information regarding VMT impacts was available at the time the Certified EIR was prepared. The new VMT requirements implemented under the CEQA Guidelines do not relate to a different type of impact, but merely a different way of analyzing transportation impacts. Moreover, as discussed above, the TOP Final EIR both discussed VMT, including the regional goal of reducing per capita VMT and project features intended to reduce VMT. Accordingly, information regarding potential impacts related to VMT not only could have been included in the TOP Final EIR, but to a large extent it already was included.

The adoption of VMT as a new metric for the measurement of transportation impacts under CEQA does not require the preparation of a subsequent or supplemental EIR, because VMT associated with the Subarea 29 Specific Plan does not constitute new significant information requiring additional environmental analysis. An addendum is not required to consider new impact areas added to CEQA after the underlying EIR was certified. See *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320 (adoption of new guidelines for GHG evaluation was not significant new information requiring further CEQA review because GHG emissions were known information and could have been addressed in the original EIR); *Fort Mojave Indian Tribe v. Dept. of Health Servs.* (1995) 38 Cal.App.4th 1574, 1605 (new critical habitat regulation was not significant new information because impacts to the species had already been addressed in original EIR.). As with the adoption of new GHG guidelines discussed above, the adoption of VMT as a metric for analyzing transportation impacts (and corresponding GHG impacts) pursuant to SB 743 is not new information, as VMT-related impacts were knowable and known when the Subarea 29 Specific Plan Final EIR was adopted. Since VMT impacts were known at the time that the Subarea 29 Specific Plan Final EIR was conducted, information regarding the proposed Project's potential VMT-related impacts does not constitute "new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time . . . the IS / MND was adopted". Accordingly, the inclusion of VMT impacts as a requirement of CEQA analysis does not trigger the need for any further environmental review. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* [supra, 196 Cal. App. 4th at 531–532]).

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that with the development of residential units, the means of automobile conveyance with relation to design features could be a potential problem. However, with the implementation of traffic mitigation measures, impacts related to design-feature hazards would be less than significant. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The proposed Project does not involve any changes to the Subarea 29 Specific Plan related to the circulation system. Access to the Project site would be provided from Merrill Avenue as anticipated in the Specific Plan, and internal roadways, access driveways, and sight distance would comply with the City design requirements, and roadway standards outlined in the Specific Plan (refer to MM Trans 1 through MM Trans 3 presented under the discussion of "Earlier Analysis" at the end of this document). This impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

d. Result in inadequate emergency access?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR concluded that implementation of the Specific Plan would improve emergency access by completing improved road segments in the Specific Plan area, and development would adhere to City of Ontario standard conditions of approval, and permits related to emergency access. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The proposed Project does not involve any changes to the Subarea 29 Specific Plan related to the circulation system or emergency access. Access to the Project site would be provided from Merrill Avenue as anticipated in the Specific Plan, and would comply with applicable requirements for emergency access. This impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

18. Tribal Cultural Resources. The provisions of Assembly Bill (AB) 52 are not applicable to the proposed Project. AB 52 applies "...only to a project that has a notice of preparation or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015." AB 52, which became effective on July 1, 2015, established a consultation process with California Native American tribes, and established Tribal Cultural Resources as a new class of resources to be considered in the determination of project impacts and mitigation under CEQA. AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project, if they have requested such notice in writing. The project notification is required prior to the lead agency's release of a Notice of Preparation (NOP) of an EIR or notice of intent to adopt an MND or ND, and is not required for Addendums. However, the analysis of impacts to cultural resources, including prehistoric archaeological sites, resulting from implementation of the Subarea 29 Specific Plan is provided in the Subarea 29 Specific Plan Final EIR (Section III.4, Cultural Resources), as summarized above in Section 5 of this Addendum. The Subarea 29 Specific Plan Final EIR found that implementation of the Specific Plan would result in less than significant impact to archaeological resources.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Discussion of Effects: As discussed in the Cultural Resources section of this Addendum, the Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would not result in the destruction of historical resources and considered the impact less than significant. The Project site has been graded, is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR, and is currently vacant. City records do not reflect the presence of a historic resource as defined in CEQA Guideline section 15064.5 at, or in the vicinity of the Project site and no impacts to tribal cultural resources 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) would result from implementation of the proposed

Project.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded there is a low potential for adverse environmental impacts to archaeological resources and potential impacts were determined to be less than significant. However, the Final EIR included mitigation outlining actions to take in the unlikely event unknown resources were discovered during grading. The Project site has been graded, and is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. No tribal cultural resources were encountered during previous grading activities and no impacts to tribal cultural resources would occur during remaining construction activities, which would occur in previously disturbed soils.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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 Subarea 29 Specific Plan identifies the required infrastructure systems necessary to serve the proposed development within the Specific Plan area, and the Subarea 29 Specific Plan Final EIR addressed the utility demands associated with proposed development and potential environmental impacts associated with installation of the required infrastructure. Utility and service system impacts were determined to be less than significant with mitigation. The Final EIR also identified that the Subarea 29 Specific Plan would be one of many projects developed within the NMC, which is only a portion of the Inland Empire Utility Agency's (IEUA) Southern Service Area. The cumulative effects of the IEUA Wastewater Master Plan were evaluated under CEQA in the IEUA Wastewater, Recycled Water and Organics Management Master Plan Program EIR, dated July 3, 2002 (SCH No. 2002011116); this EIR also concluded that impacts would be less than significant with mitigation.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The proposed Project does not involve any changes that would require new or expanded utility infrastructure beyond that already anticipated in the Subarea 29 Specific Plan and evaluated in the associated Final EIR, and on-site utility infrastructure that would serve the Project. Notably, a hydraulic analysis was prepared to address the proposed changes to development at the Project site and to analyze the resulting impact to downstream sewers (including Eastern Trunk Sewer capacity). The *OSS2021-0004 - Subarea 29 Specific Plan Amendment for Park Place Planning Area 27 Sewer Study* (Sewer Study) concluded that there were no capacity deficiencies in the sewer system (AKM Consulting Engineers, 2021). With respect to storm drain facilities, as discussed in the Hydrology and Water Quality section of this Addendum, the increase in residential units would not substantially alter the post-development drainage characteristics of the Project site; therefore, the existing storm

drain system has sufficient capacity to accommodate runoff from the Project site and on-site storm drains would connect to the existing drainage system. Further, MM Util 1 requires that utility infrastructure be constructed to funded to the satisfaction of the City, and MM Util 4 requires that coordination with utilities agencies be conducted to ensure existing utility lines are protected during construction. MM Util 1 and MM Util 4 are presented under the discussion of “Earlier Analysis” at the end of this document. Impacts related to the installation of utility infrastructure necessary to serve the proposed Project would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would generate an additional demand for water; however, there will be sufficient water supply exists to meet the City’s existing and planned future uses. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. Further, the total number of units would be less than anticipated in TOP (2,700 dwelling units are anticipated in the TOP, compared to 2,418 dwelling units with the proposed Specific Plan Amendment). Buildout of TOP is also anticipated in the *2015 Urban Water Management Plan (2015 UWMP)* prepared by the Ontario Municipal Utilities Company in July 2016 and amended through 2018 (Ontario Municipal Utilities Company, 2018). Pursuant to SB 610 (codified in the California Water Code beginning at Section 10910), the proposed Project does not require preparation of a Project-specific Water Supply Assessment (WSA); a WSA is required for residential projects that meet certain criteria relative to size (i.e., 500 dwelling units or more). Further, MM Util 5 and MM Util 6 presented under the discussion of “Earlier Analysis” at the end of this document require design considerations to reduce water consumption. Impacts to water supplies are considered less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. The applicable mitigation measures included in the Subarea 29 Specific Plan Final EIR will continue to apply to Project activities.

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?

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would be one of many projects developed within the NMC which is only a portion of IEUA’s Southern Service Area. As previously discussed, the cumulative effects of the IEUA Wastewater Master Plan were evaluated in the IEUA Wastewater, Recycled Water and Organics Management Master Plan Program EIR and found to be less than significant. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The total number of units would be less than anticipated in TOP and evaluated in TOP Final EIR (2,700 dwelling units are anticipated in the TOP, compared to 2,418 dwelling units with the proposed Specific Plan Amendment).

The Specific Plan area, including the Project site, is served by the City of Ontario sewer system, which has waste treated by the IEUA at the Regional Water Recycling Plant No. 1 (RP)-1 or RP-5.

RP-1 and RP-5 are not at capacity and the proposed Project would not cause these facilities to exceed capacity. Notably, RP-1 is located in the City of Ontario and has undergone several expansions to increase the design hydraulic domestic sewage (wastewater) treatment capacity to 44 million gallons per day (mgd). The plant serves areas of Chino, Fontana, Montclair, Ontario, Rancho Cucamonga, Upland, and solids removed from RP-4, located in Rancho Cucamonga. RP-1 treats an average influent wastewater flow of approximately 28 mgd (IEUA, 2021). The additional wastewater generated by an increase of 26 dwelling units, which are anticipated in TOP, would not exceed the capacity of RP-1 or RP-5 and this impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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: The Subarea 29 Specific Plan Final EIR analysis concluded that implementation of the Specific Plan site would not substantially contribute to the exceedance of the permitted landfill capacity at project-level; however, cumulative impacts were determined to be significant and unavoidable. TOP Final EIR determined that impact related to solid waste generation would be less than significant.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. The total number of units would be less than anticipated in TOP and evaluated in TOP Final EIR (2,700 dwelling units are anticipated in the TOP, compared to 2,418 dwelling units with the proposed Specific Plan Amendment). Further, considering the proposed Project's future residents' participation in the source reduction and household hazardous waste programs offered by the City, and which are more stringent than when the Subarea 29 Specific Plan EIR was prepared, the solid waste stream generated by the additional residential uses may be reduced over time. Currently, the City of Ontario contracts with a waste disposal company that transports trash to a landfill with sufficient capacity to handle the City's solid waste disposal needs. Less than significant impacts to the existing landfills are expected.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum, and TOP Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Subarea 29 Specific Plan Final EIR analysis concluded that construction and operation of proposed uses in the Specific Plan area would comply with regulations associated with solid waste and impacts would be less than significant. As with all development in the City and the Specific Plan area, the proposed additional uses within Planning Area 27 would also be required to comply with applicable regulations related to solid waste management, disposal, recycling, etc., and this impact would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a. **Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b. **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
- c. **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**
- d. **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Discussion of Effects: Wildfire was added as a new topic in the environmental checklist form in Appendix G of the State Guidelines as part of the CEQA Guidelines updates that were approved in December 2018. However, as discussed in the Hazards and Hazardous Materials section of this Addendum, wildland fires were discussed in the Hazards/Hazardous Materials section of the Subarea 29 Specific Plan Final EIR (Section III.6) and it was determined the Specific Plan area is not subject to wildfires.

The State Responsibility Area (SRA) is the land where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership; therefore, the Project site is not within an SRA. According to the California Department of Forestry and Fire Protection (CalFire), the City of Ontario, including the Project site is not located within a very high fire hazard severity zone (VHFHSZ) (CalFire, 2008). As such, no impacts related to wildfires would occur.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

21. MANDATORY FINDINGS OF SIGNIFICANCE

Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat or a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 Project site was previously graded, and the proposed Project is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and no natural or sensitive habitats exist at the Project site. The proposed Project does not have the potential to degrade the quality of the environment, reduce the fish and wildlife habitat, threaten plant, fish or wildlife species, or eliminate historical, archeological, or cultural resources. As previously discussed in the Biological Resources section of this document, based on focused surveys conducted for the Specific Plan area it was concluded that Planning Area 27 (the current Project site) does not support the DSFLF. Further, although the site was previously graded and the required pre-construction surveys were conducted, these surveys would be conducted again prior to construction for the proposed Project. Impacts to burrowing owl would remain less than significant. Due to the high level of disturbance, the land use activity, and lack of suitable habitat, other sensitive species are either presumed to be absent or have a very low potential to occur within the Specific Plan area, including the Project site. Further, there are no historic or prehistoric resources located at the Project site and no such resources were discovered during the previous grading activities.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions

to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The potential cumulative impacts identified in the Subarea 29 Specific Plan Final EIR include: loss of Farmland, air quality impacts, surface water quality (due to impaired receiving waters), traffic-related noise, operational traffic impacts, and solid waste generation. Substantial changes are not proposed with the Project and the proposed Project would not require revisions to the Subarea 29 Specific Plan Final EIR. The Specific Plan is divided into 31 Planning Areas that were assigned a maximum development capacity. The Subarea 29 Specific Plan Final EIR and associated 2015 Addendum evaluated the impacts associated with the development capacity of 2,392 single family units. Further, the TOP and TOP Final EIR evaluated up to 2,700 units within the Subarea 29 Specific Plan area. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. There would be no change in the type of land allowed (residential), and the Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. Additionally, the City's water, recycled water, and sewer infrastructure would have sufficient capacity to serve the proposed Project. Therefore, the Project's contribution to significant cumulative impacts would not be cumulatively considerable.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: Substantial changes are not proposed with the proposed Project and the proposed Project would not require revisions to the Subarea 29 Specific Plan Final EIR. The Subarea 29 Specific Plan Final EIR and associated 2015 Addendum evaluated the impacts associated with the development capacity of 2,392 single family units. Further, the TOP and TOP Final EIR evaluated up to 2,700 units within the Subarea 29 Specific Plan area. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. There would be no change in the type of land allowed (residential), and the Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. Therefore, the proposed Project would not result in any adverse effects to human beings directly or indirectly that were not considered in the previous environmental documents.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Subarea 29 Specific Plan Final EIR and associated 2015 Addendum. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

EARLIER ANALYSIS

(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D)):

- 1) **Earlier analyzes used.** Identify earlier analyzes used and state where they are available for review.
 - a) The Ontario Plan Final EIR
 - b) The Ontario Plan
 - c) The Subarea 29 Specific Plan Final EIR
 - d) The Subarea 29 Specific Plan EIR Mitigation Monitoring and Reporting Program
 - e) The Subarea 29 Specific Plan

All documents listed above are on file with the City of Ontario Planning Department, 303 East "B" Street, Ontario, California 91764, (909) 395-2036. Other references used to prepare this Addendum are listed below.

- 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.

Most of the checklist items were analyzed in the Subarea 29 Specific Plan Final EIR. The Subarea 29 Specific Plan Final EIR and associated 2015 Addendum evaluated the impacts associated with the development capacity of 2,392 single family units. Further, the TOP and TOP Final EIR evaluated up to 2,700 units within the Subarea 29 Specific Plan area. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of dwelling units in Planning Area 27 of the Subarea 29 Specific Plan from 47 units to 73 units (an increase of 26 units), and would introduce a new housing typology at the Project site. There would be no change in the type of land allowed (residential), and the Project site is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR. Additionally, the City's water, recycled water, and sewer infrastructure would have sufficient capacity to serve the proposed Specific Plan Amendment. Therefore, the proposed Project would not introduce any impacts beyond those previously analyzed in the Subarea 29 Specific Plan Final EIR or TOP Final EIR.

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):*

As the project does not have any adverse environmental impacts beyond those identified in the previous environmental document, no mitigation beyond that previously imposed is required. The Subarea 29 Specific Plan Final EIR mitigation measures applicable to the proposed Project area listed below.

Agricultural Resources

MM Ag 2: In order to minimize conflicts between urban and agricultural land uses, all residential units in the Subarea 29 Specific Plan shall be provided with a deed disclosure, or similar notice, approved by the City Attorney, regarding the proximity and nature, including odors, of neighboring agricultural uses.

Air Quality

MM Air 1: During construction, mobile construction equipment will be properly maintained at an offsite location, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.

MM Air 2: During construction of the proposed improvements, all contractors will be advised not to idle construction equipment on site for more than ten minutes.

MM Air 3: Configure construction parking to minimize traffic interference.

MM Air 4: Local transit agencies shall be contacted to determine bus routing in the project area that can accommodate bus stops at the project access points and the project shall provide bus passenger benches and shelters at these project access points.

Biological Resources

MM Bio 1: There may be a probability of owl colonization within the project site considering the presence of foraging habitat and previous records of presence. To ensure that no direct loss of individuals occurs, mitigation shall be completed prior to initiation of on-site grading activities for each development phase. A preconstruction survey for resident burrowing owls will be conducted by a qualified biologist. The survey will be conducted 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site should be resurveyed for owls.

If owls are determined to be present within the construction footprint, they will be captured and relocated. If non-breeding owls must be moved away from the disturbance area, passive relocation techniques will be used. The pre-construction survey and any relocation activity will be conducted in accordance with the CDFG Report on Burrowing Owl Mitigation, 1995. According to CDFG guidelines, mitigation actions will be conducted from September 1 to January 31, which is prior to the nesting season. However, burrowing owl nesting activity is variable, and as such the time frame will be adjusted accordingly. Should eggs or fledglings be discovered in any owl burrow, the burrow cannot be disturbed (pursuant to CDFG guidelines) until the young have hatched and fledged (matured to a stage that they can leave the nest on their own). Occupied burrows will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the Department of Fish and Game verifies through non-invasive methods that either: a) the adult birds have not begun egg-laying and incubation; or b) the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If a biologist is unable to verify one of the above conditions, then no disturbance shall occur within 300 feet of the burrowing owls nest during the breeding season to avoid abandonment of the young.

Passive relocation can be used to exclude owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. Artificial burrows should be provided nearby. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.

MM Bio 4: If project construction activities involving heavy equipment and/or windrow tree removal are to occur during the nesting/breeding season (between February 1st and August 31st) of potentially occurring sensitive bird species, a pre-construction field survey shall be conducted by a qualified biologist to determine if active nests of species protected by MBTA or CDFG are present in the construction zone or within a buffer of 500 feet. Preconstruction nesting/breeding surveys shall be conducted in all CDFG jurisdictional areas and within windrow trees. If no active nests are found during the survey, construction activities may proceed. If active nests are located during the pre-construction surveys, no grading, heavy equipment or tree removal activities shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive bird nests (non-listed), and 100 feet of most common songbird nests.

Cultural Resources

MM Cultural 1: Should any cultural and/or archaeological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified

archaeologist shall be contacted to determine the significance of these resources. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

MM Cultural 2: If human remains are uncovered at any time, all activities in the area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the CEQA Guidelines.

Geology and Soils

MM Geo 1: To reduce impacts associated with erosion due to high winds, prior to construction, all tentative tracts and other construction activities will apply for and adhere to the permit given by the City of Ontario and enforced by the Building Official found in Title 6, Chapter 12, sections 6-12.01– 6-12.07. The permit lasts for one (1) year, therefore all construction lasting for a period of more than one calendar year from the date of issue will reapply for the permit and pay applicable fees.

MM Geo 2: To properly assess and address the suitability of onsite soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map or site plan for a given phase of development. This evaluation will include an analysis of the organic matter content of soils on the site. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.

MM Geo 4: Prior to the issuance of building permits, a project-specific geotechnical investigation for the site must be prepared and submitted to the City for approval. All recommendations contained within the geotechnical investigation must be incorporated during project design and construction. Examples of recommendations include, but are not limited to, specific seismic design parameters and subgrade preparation parameters specifying the amount of overexcavation and recompaction of specific soils in buildings pad and pavement areas.

MM Cultural 3: Since grading plans have not yet been prepared to establish how deep excavation is needed, prior to the issuance of grading permits, and as recommended in the Phase I Cultural and Paleontological Resources Assessment for this site, a qualified paleontologist shall be retained to develop a Paleontological Resources Monitoring and Treatment Plan (PRMTP) for approval by the City. Following City approval of the PRMTP, grading and construction activities may proceed in compliance with the provisions of the approved PRMTP. The PRMTP shall include the following measures:

- a. Identification of those locations within the project site where paleontological resources are likely to be uncovered during grading.
- b. A monitoring program specifying the procedures for the monitoring of grading activities by a qualified paleontologist or qualified designee.
- c. If fossil remains large enough to be seen are uncovered by earth-moving activities, a qualified paleontologist or qualified designee shall temporarily divert earthmoving activities around the fossil site until the remains have been evaluated for significance and, if appropriate, have been recovered; and the paleontologist or qualified designee allows earth-moving activities to proceed through the site. If potentially significant resources are encountered, a letter of notification shall be provided in a timely manner to the City, in addition to the report (described below) that is filed at completion of grading.
- d. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earthmoving activities, these activities shall be stopped and a qualified paleontologist or qualified designee shall be called to the site immediately to evaluate the significance of the fossil remains.
- e. At a qualified paleontologist or qualified designee's discretion and to reduce any construction

delay, a construction worker shall assist in removing fossiliferous rock samples to an adjacent location for temporary stockpiling pending eventual transport to a laboratory facility for processing.

- f. A qualified paleontologist or qualified designee shall collect all significant identifiable fossil remains. All fossil sites shall be plotted on a topographic map of the project site.
- g. If the qualified paleontologist or qualified designee determines that insufficient fossil remains have been found after fifty percent of earthmoving activities have been completed, monitoring can be reduced or discontinued.
- h. Any significant fossil remains recovered in the field as a result of monitoring or by processing rock samples shall be prepared, identified, catalogued, curated, and accessioned into the fossil collections of the San Bernardino County Museum, or another museum repository complying with the Society of Vertebrate Paleontology standard guidelines. Accompanying specimen and site data, notes, maps, and photographs also shall be archived at the repository.
- i. Within 6 months following completion of the above tasks, a qualified paleontologist or qualified designee shall prepare a final report summarizing the results of the mitigation program and presenting an inventory and describing the scientific significance of any fossil remains accessioned into the museum repository. The report shall be submitted to the City Planning Department and the museum repository. The report shall comply with the Society of Vertebrate Paleontology standard guidelines for assessing and mitigating impacts on paleontological resources.

Hazardous Materials

MM Haz 4: If, while performing any excavation as part of project construction, material that is believed to be hazardous waste is discovered, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the City of Ontario Fire Department and the County of San Bernardino Fire Department Hazardous Materials Division. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the California Department of Toxic Substances Control shall be contacted and the material shall be removed and disposed of pursuant to applicable provisions of California law.

MM Haz 8: To mitigate for any potential impacts related to proximity to the Chino Airport, all development with the Specific Plan will comply with the building height constraints identified in the GPA for the NMC (1998).

MM Haz 9: To disclose to the buyer or lessee of subdivided lands within the Subarea 29 project of the proximity of this site to the Chino Airport as required by AB 2776, the City shall disclose, and ensure that the developer makes disclosures, as required by law, to all future buyers.

Hydrology and Water Quality

MM Hydro 1: In order to ensure that construction activities associated with the Subarea 29 Specific Plan will not cause a violation of any water quality standard or waste discharge requirements and to assure no substantial degradation of water quality occurs, and to implement the intent of mitigation measures included in the Final Environmental Impact Report for the NMC, developments within the project area shall comply with all applicable provisions of the State's General Permit for Construction Activities (Order No. 99-08-DWQ, or most recent version) during all phases of construction. A copy of evidence of the receipt of a Waste Discharge Identification Number from the State Regional Water Quality Control Board shall be filed with the City Engineer along with a copy of the Storm Water Pollution Prevention Plan (SWPPP) maps and BMPs. The City Engineer shall review and approve the provisions of the SWPPP prior to implementation of any SWPPP provision or starting any construction activity.

MM Hydro 2: In order to ensure that development within the Specific Plan will not cause or contribute to violations of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, the project will complete a Water Quality Management

Plan (WQMP) pursuant to the MS4 permit (Order No. 2002-0012) adopted by the City of Ontario. The project shall incorporate Site Design BMPs and Source Control BMPs, and potentially Treatment Control BMPs. The following tables (Table III-7-F and G) provide guidelines and BMPs that shall be incorporated as appropriate into project design (on construction drawings) and/or project specifications and implemented in the field to reduce the expected pollutants from various types of development. Prior to acceptance of the WQMP, the City shall assure that maintenance responsibilities of BMPs approved for the project are identified and enforceable. Table III-7-G correlates each BMP to the pollutants of concern which it removes/reduces and/or meets the design objectives for the BMP.

MM Hydro 5: In order to conserve water and to mitigate for any potential unforeseen adverse impacts to a reduction in ground water recharge, the following measure has been recommended by the Chino Basin Water Conservation District. Landscaping within individual development projects will retain and percolate both applied irrigation water and storm water in vegetated areas of parking lots and other areas, where appropriate; “depressed” planted areas bordered by shrubbery screens will be implemented rather than “mounded” grass and shrubbery planted screens.

MM Hydro 6: In order to reduce pollutants in post construction run-off and to implement mitigation measures included in the GPA for the NMC FEIR, the individual project owners and operators (e.g., homeowner associations, retail center owners, school district, parks department, etc.) shall ensure that all pest control, herbicide, insecticide and other similar substances used as part of maintenance of project features are handled, stored, applied and disposed of by those conducting facility maintenance in a manner consistent with all applicable federal, state and local regulations. According to Title 6, Chapter 6, Section 6 of the City’s code, the City Engineer shall monitor and enforce this provision.

Noise

MM Noi 1: The construction activities of the proposed project shall comply with the City of Ontario noise ordinance that prohibits construction activities on Sundays, federal holidays, and other days between the hours of 7:00 p.m. and 7:00 a.m.

MM Noi 2: Construction staging areas shall not be located within 150 feet of existing sensitive receptors and construction equipment shall be fitted with properly operating and maintained mufflers.

MM Noi 7: Architectural plans shall be submitted to the City of Ontario for an acoustical plan check prior to the issuance of building permits to assure that second story windows are upgraded for sound reduction and proper ventilation systems are incorporated in order to meet the interior noise level requirement.

Public Services

MM Serv 1: Wood-shingled and shake-shingled roofs are prohibited.

MM Serv 2: Fire hydrant locations and water main sizes shall meet standards established by the City Fire Department and reviewed and implemented by the Engineering Department.

MM Serv 3: To reduce fire hazards, adequate fire flow pressure shall be provided for residential and non-residential projects in accordance with currently adopted City standards.

MM Serv 4: To reduce fire hazards, adequate water supply shall be provided as approved by the Fire Department prior to the framing stages of construction.

MM Serv 5: Houses located on cul-de-sacs longer than 300 feet shall be constructed with residential fire sprinklers.

MM Serv 6: Access roadways designed in accordance with Fire Department standards to within 150’ of all structures, shall be provided prior to the framing stages of construction. This access is to be maintained in an unobstructed manner throughout construction.

MM Serv 8: The developer shall pay library, police, and fire service development impact fees.

MM Serv 9: The developer shall pay school fees or otherwise, in lieu of fees, meet project obligations to schools, as required by Mountain View and Chaffey Joint Union High School Districts.

MM Serv 10: Park development impact fees, Quimby fees, and/or developed parkland shall be provided to the City commensurate with the requirements of the General Plan equivalent to 24 acres.

Transportation

MM Trans 1: Construction of full width of internal roadways not specified in the Design Considerations of the project such that they shall comply with City of Ontario standards.

MM Trans 2: Sight distance at the project entrance roadways should be reviewed with respect to standard City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

MM Trans 3: Signing/striping should be implemented in conjunction with detailed construction plans for the project site.

MM Trans 7: The project shall participate in the cost of offsite improvements through the payment of "fair-share" development impact fees. These fees should be collected and utilized as needed by the City of Ontario to maintain acceptable levels of service.

Utilities and Service Systems

MM Util 1: All water and sewer pipelines within and adjacent to the project boundaries shall be constructed and/or funded for construction on a fair share basis based on the NMC Infrastructure Master Plans and to the satisfaction of the City.

MM Util 4: Prior to obtaining grading permit(s), the project proponent shall coordinate with the applicable natural gas, electrical, and telephone utility providers for the project site to ensure that all existing underground and overhead lines are not damaged during project construction.

MM Util 5: To reduce the quantity of energy used and to conserve water resources, the project developer and City of Ontario should work to include sustainable systems for use of water and energy within the project design.

MM Util 6: The project applicant shall plan and construct a dual pipe system to supply reclaimed water when available in the future (GP Policy 5.1.4).

REFERENCES

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(DTSC, 2021)	Department of Toxic Substances Control (DTSC), 2021. <i>EnviroStor Sites and Facilities Database</i> . Web. Accessed: February 28, 2021. Available: http://www.envirostor.dtsc.ca.gov/?surl=imk7w
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(Ontario, 2011)	City of Ontario (Ontario). 2011. <i>Ontario International Airport Land Use Compatibility Plan</i> . Web. Accessed February 26, 2021. Available: http://www.ontarioplan.org/alucp-for-ontario-international-airport/
(Ontario Municipal Utilities Company, 2018)	Ontario Municipal Utility Company. As updated through 2018 (September 14). <i>2015 Urban Water Management Plan</i> . Web. Accessed: March 1, 2021. Available: http://www.ontarioplan.org/alucp-for-ontario-international-airport/
(Urban Crossroads, 2020)	Urban Crossroads. 2020 (November 17). <i>Park Place Specific Plan (Planning Area 27) Trip Generation Assessment</i> .

Exhibit A – Subarea 29 Specific Plan Land Use Map and Summary

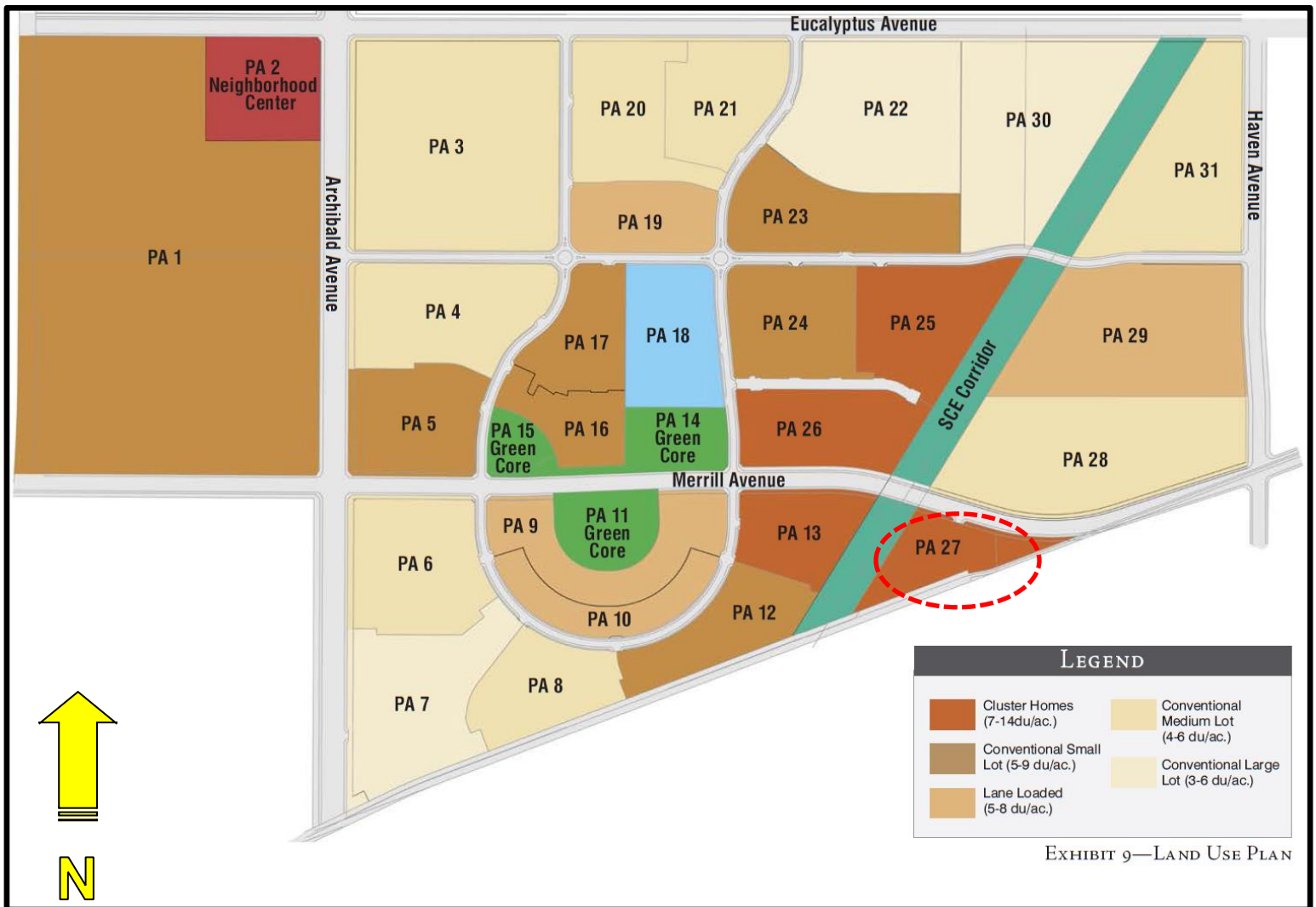


Exhibit A – Cont'd

Table 3—Specific Plan Land Use Summary

Planning Area	Land Use	Minimum Lot Size (S.F)	Planned Dwelling Units ^{3,4,5}	Net Acre ¹	Planned Net Density (Du/Ac.) ^{3,5}	Gross Acres ²	Planned Gross Density (Du/Ac.) ^{3,5}
1*	Conventional Small Lot	3,500	432	83.1	5.2	89.8	4.8
2*	Commercial	N / A	0	12.1	0.0	14.5	0.0
3*	Conventional Medium Lot	4,500	186	34.5	5.4	40.2	4.6
4**	Conventional Medium Lot	4,250	88	10.1	8.7	17.8	4.9
5**	Conventional Small Lot	3,825	68	7.2	9.4	13.7	5.0
6**	Conventional Medium Lot	5,000	67	13.0	5.2	17.0	4.0
7**	Conventional Large Lot	6,300	65	15.3	4.2	18.3	3.6
8**	Conventional Medium Lot	4,250	46	9.1	5.1	9.6	4.8
9**	Lane Loaded	3,150	69	9.9	7.0	11.9	5.8
10**	Lane Loaded	3,600	57	6.6	8.7	7.8	7.3
11**	Neighborhood Park 2	N / A	0	5.7	0.0	6.2	0.0
12**	Conventional Small Lot	3,825	53	9.5	5.6	9.5	5.6
13**	Cluster Homes	2,100 ^A	75	7.8	9.6	7.8	9.6
14**	Neighborhood Park 1	N / A	0	6.3	0.0	7.7	0.0
15**	Recreation Center	N / A	0	2.7	0.0	3.1	0.0
16**	Conventional Small Lot	3,015	41	5.9	7.0	6.1	6.8
17**	Conventional Small Lot	3,015	56	5.3	10.6	8.4	6.7
18**	School	N / A	0	10.0	N / A	11.2	N / A
19**	Lane Loaded	3,150	61	7.8	7.9	9.0	6.8
20**	Conventional Medium Lot	4,250	67	11.8	5.7	13.3	5.0
21**	Conventional Medium Lot	5,000	48	10.1	4.8	11.5	4.2
22**	Conventional Large Lot	6,300	79	19.7	4.0	21.3	3.7
23**	Conventional Small Lot	3,825	82	12.9	6.3	14.4	5.7
24**	Conventional Small Lot	3,400	75	8.1	9.3	12.8	5.8
25**	Cluster Homes	2,100 ^A	102	8.6	11.8	12.9	7.9
26**	Cluster Homes	2,100 ^A	102	8.7	11.7	13.2	7.7
27**	Cluster Homes	1,750 ^A	73	7.6	9.7	7.6	9.6
28*	Conventional Medium Lot	4,050	121	23.0	5.3	25.8	4.7
29***	Lane Loaded or Conventional Medium Lot	3,150 or 4,000	108	21.4	5.0	27.2	4.0
30*	Conventional Large Lot	5,040	110	21.9	5.0	28.3	3.9
31*	Conventional Medium Lot	4,050	87	16.0	5.4	23.1	3.8
Flood Control Channel	Flood Control Channel	N / A	0	7.2	0.0	7.2	0.0
Pump Station	Pump Station	N / A	0	0.2	0.0	0.4	0.0
SCE Corridor	Park Place SCE Easement	N / A	0	11.2	0.0	11.2	0.0
Sub Area 29 Total			2,418	449.9	5.4	539.7	4.5

A) Minimum square footage identified is for exclusive use area on a per home basis, recorded lot size may differ.

- 1) Gross Acres calculated to centerlines of Master Planned streets minus SCE easements.
- 2) Net Acres excludes street rights-of-way and SCE easements.
- 3) Actual total units and gross/net density and acreage will be dependent on final lotting.
- 4) Target unit count based on submitted Tentative "B" Maps
- 5) A density transfer of 15.0% may occur between Planning Areas.

* Indicates Planning Areas as controlled/owned by Richland Communities, Inc.

** Indicates "Park Place" Planning Areas as controlled/owned by SL Ontario Development Company

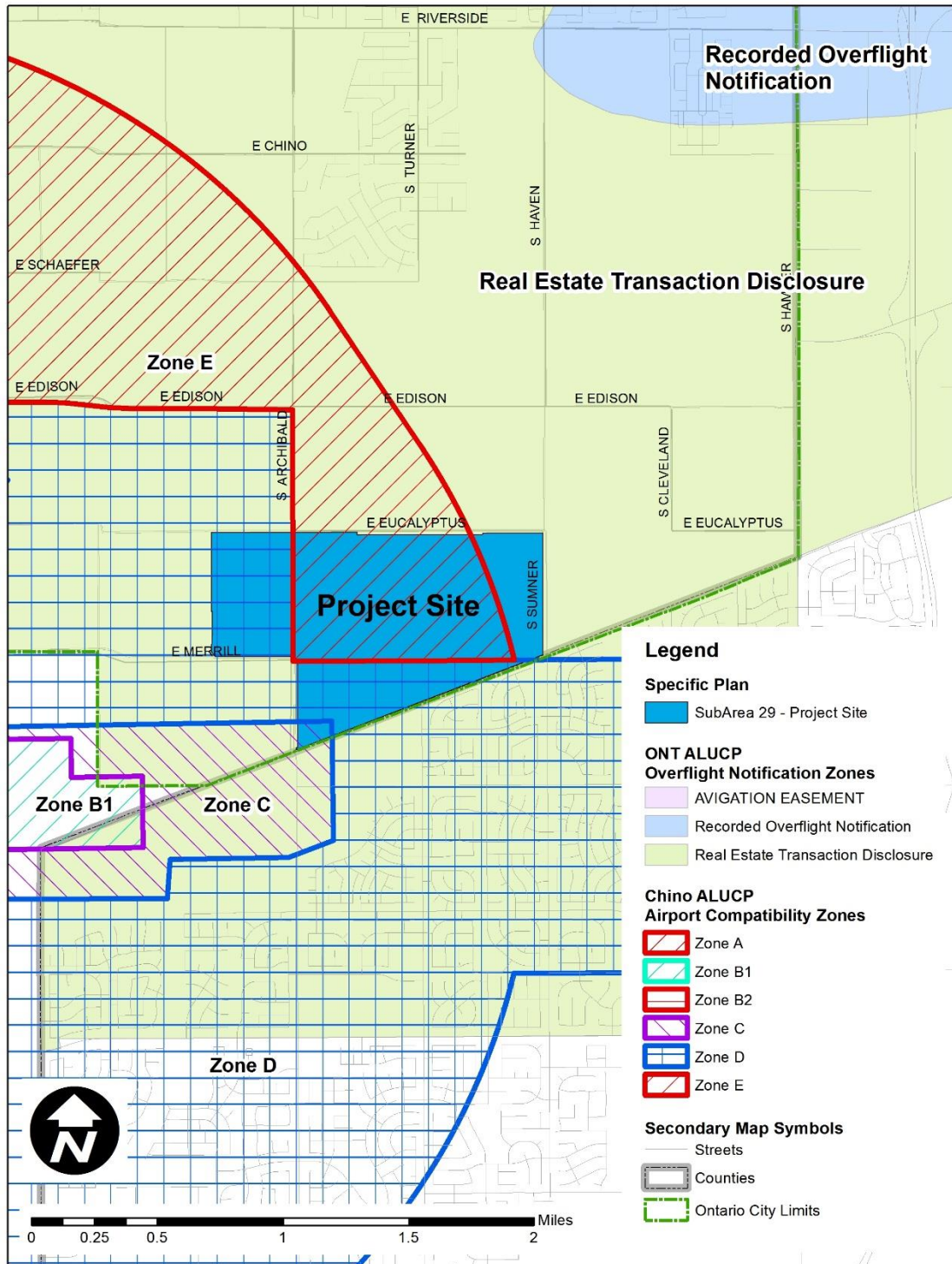
*** Indicates Planning Areas as controlled/owned by Brookfield Homes

Exhibit A – Cont’d

Table 3a—Subarea 29 Specific Plan Residential Allocations Summary (by Ownership)

<i>Description</i>	<i>Park Place</i>	<i>Richland</i>	<i>Brookfield Homes</i>	<i>Totals</i>
Total Gross Acres	290.7 ac	221.7 ac	27.2ac	539.7 ac
SCE Easement	- (11.2 ac)	- (9.2 ac)	- (3.8 ac)	- (24.3 ac)
Elementary School (*)(**)	- (10.0 ac)	-0-	-0-	- (10.0 ac)
Neighborhood Center(**)	-0-	- (11.2 ac)	-0-	- (11.2 ac)
Residential Gross Acreage	269.5 ac	201.3 ac	23.4 ac	494.2 ac
Percent of Total Residential Acreage	54.5%	40.7%	4.7%	100%
Total Residential Lots	1,374 du	936 du	108 du	2,418 du
Planned Residential Gross Density (du/gross ac.)	5.1 du/gross ac.	4.6 du/gross ac.	4.6 du/grossac.	4.9 du/gross ac.
Residential Gross Density permitted by TOP (5.0 du/gross ac.)	1,347.4 du	1,006.5 du	117.0 du	2,470.9 du

Exhibit C - Airport Influence Areas





Development Advisory Board Decision

May 17, 2021

DECISION NO.: [insert #]

FILE NO.: PMTT20-012

DESCRIPTION: A Tentative Tract Map (TTM 20389) to subdivide 5.99 acres of land into one numbered lot and three lettered lots for condominium purposes, which is bounded by Merrill Avenue to the north, Southern California Edison easement to the west, and the San Bernardino County Flood Control District and the City of Eastvale to the south; APN: 0218-331-42 **submitted by SL Ontario Development Company, LLC. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

SL ONTARIO DEVELOPMENT COMPANY, LLC, (herein after referred to as “Applicant”) has filed an application requesting Tentative Tract Map approval, File No. PMTT20-012, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 5.99 acres of land bounded by Merrill Avenue to the north, Southern California Edison easement to the west, and the San Bernardino County Flood Control District and the City of Eastvale to the south, and is depicted in Exhibit A—Aerial Photograph, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Mass Graded	Low Density Residential	Subarea 29 Specific Plan	Planning Area 27 (Cluster Homes)
<i>North:</i>	Residential	Low Density Residential	Subarea 29 Specific Plan	Planning Areas 28 (Conventional Medium Lot)
<i>South:</i>	Residential	City of Eastvale – Medium Density Residential	City of Eastvale – R-1 One Family Dwellings	N/A
<i>East:</i>	Residential	City of Eastvale – Medium Density Residential	City of Eastvale – PRD-Planned Residential Developments	N/A
<i>West:</i>	Southern California Edison Easement	Open Space Non-Residential (OS-NR)	Subarea 29 Specific Plan	SCE Corridor

(2) **Project Description:**

(a) **Background** — The Subarea 29 Specific Plan and related Environmental Impact Report (EIR; State Clearinghouse No. 2004011009) were certified by the City Council on October 17, 2006. The Specific Plan established the land use designations, development standards, and design guidelines,

which included the potential development of 2,470 dwelling units and up to 87,000 square feet of commercial uses for the Specific Plan Area. On December 15, 2020, the Applicant submitted a Tentative Tract Map application (File No. PMTT20-012/TTM 20389) to subdivide 5.99 acres of land into one numbered lot and three lettered lots for condominium purposes.

The proposed Tentative Tract Map is being processed concurrently with a Specific Plan Amendment (File No. PSPA20-006) to increase the density of the Subarea 29 Specific Plan from 4.8 to 4.9 dwelling units per gross acre within Planning Area 27 (Cluster Homes – 7-14 du/ac) and establish a new residential product type (Motorcourt Cluster D – 8-Plex) and is depicted in Figure 1—Subarea 29 Specific Plan Land Use Plan. The proposed change will increase the number of units within Planning Area 27 (Cluster Homes – 7-14 du/ac) from 47 to 73 dwelling units, for a total increase from the existing 2,392 dwelling units to 2,418 dwelling units.

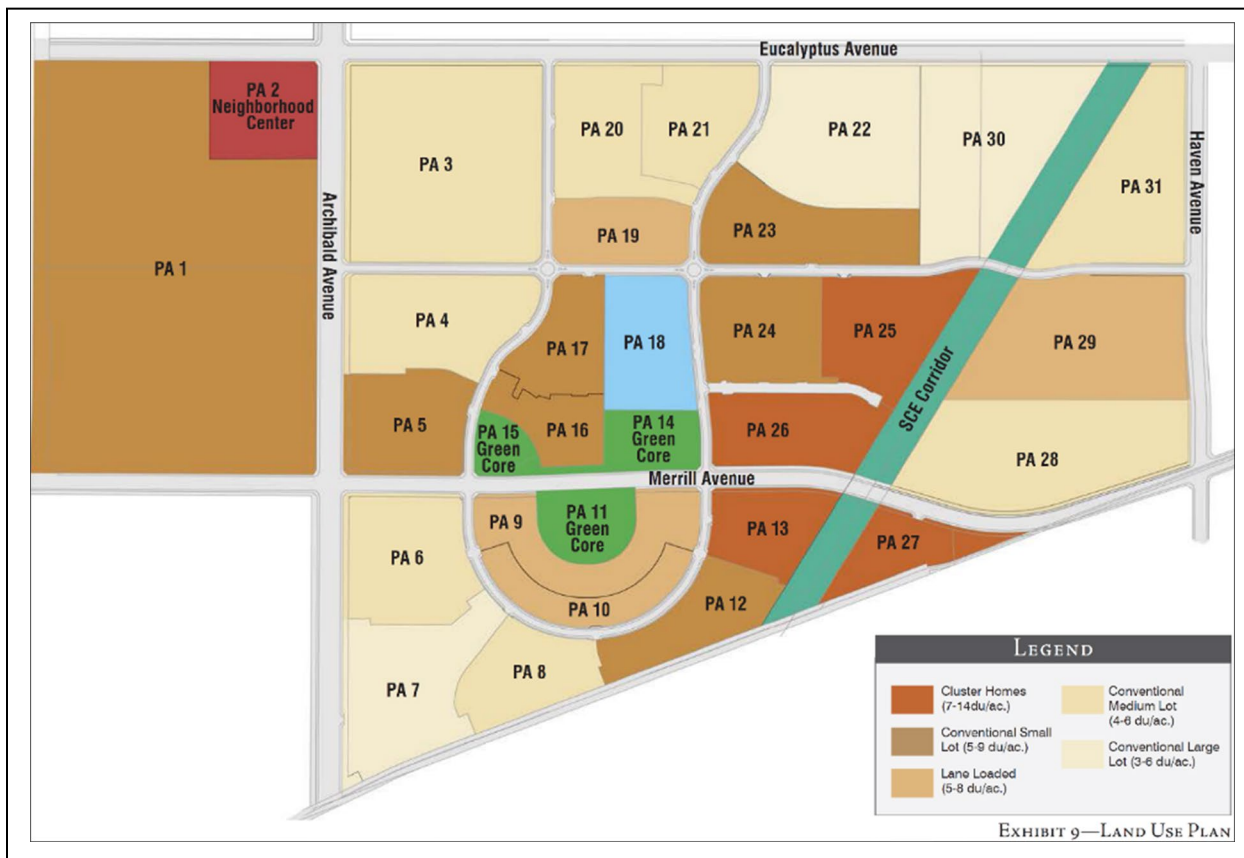


Figure 1: Figure 1—Subarea 29 Specific Plan Land Use Plan

(b) Tentative Tract Map — Tentative Tract Map 20389 proposes to subdivide 5.99 acres of land into one numbered lot for condominium purposes and three lettered lots for common areas, private streets, public utility easements and neighborhood landscape edges (see Exhibit B—Tentative Tract Map, attached). The map will implement the required infrastructure improvements to serve the site. These improvements include the backbone infrastructure and the internal street circulation for residential neighborhoods (Private Streets A and B and Private Drives A through I). The Tentative Tract Map will accommodate the proposed Motorcourt (Cluster D – 8-Plex) product type and allow up to 73 units (see, Exhibit C—Conceptual Site Plan, attached). The future development of the site will require review and approval of a Development Plan.

(c) Site Access/Circulation — The project will have two access points from Merrill Avenue, which runs east-west along the northern frontage. The developer is responsible for the construction of the remaining backbone street improvements and all interior neighborhood streets necessary to serve the project.

(d) Architecture — Future development of the site will be required to meet all Development Code and Subarea 29 Specific Plan standards regarding architecture, including style, decorative elements, enhancements, etc.

(e) Landscaping — Future development of the site will be required to meet all Development Code and Subarea 29 Specific Plan standards regarding landscaping. 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 0.56-acre park to meet the minimum Policy Plan private park requirement. The site will include landscaped parkways along the public and private streets, and homes fronting the private streets will have a small front landscape area maintained by the Homeowners Association. The final landscape plan, including the park amenities and planting plan, will be reviewed and approved as part of the Development Plan process.

(f) Utilities (drainage, sewer) — 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. Additionally, the Project is consistent with the previously approved Development Agreement (File No. PDA16-001) that required all major backbone infrastructure improvements within the Subarea 29 Specific Plan.

(g) Covenants, Conditions and Restrictions (“CCR&Rs”) — As a Condition of Approval, CC&R’s will be required to be prepared and recorded with the final map. The CC&R’s 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.

(h) Environmental Review — An Addendum to the Subarea 29 Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011009) has been prepared. The Addendum concluded that the Project (Tentative Tract Map) introduces no new significant environmental impacts. The scope of the Addendum also encompasses an amendment (File No. PSPA20-006) to the Subarea 29 Specific Plan, which will be reviewed and acted on by the Planning Commission and City Council.

Part II—RECITALS

WHEREAS, 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; and

WHEREAS, the Subarea 29 Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011009) was certified on October 17, 2006 (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, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (hereinafter referred to as "DAB") the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; 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, as the first action on the Project, on May 17, 2021, the DAB issued a Decision recommending the Planning Commission 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 May 17, 2021, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

SECTION 1: Environmental Determination and Findings. As the recommending body for the Project, the DAB 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 DAB, the DAB finds as follows:

(1) The environmental impacts of the Project were reviewed in conjunction with an Addendum to Environmental Impact Report (State Clearinghouse No. 2004011009), certified by the Ontario City Council on April 21, 2015 in conjunction with File No. PSPA14-002; 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 DAB; 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 DAB, and the specific findings set forth in Section 1, above, the DAB 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

(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: 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 DAB 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. PSPA20-006) the proposed project will be consistent with the number of dwelling units and density (7-14 DU/AC) within Planning Area 27, as specified in the Available Land Inventory.

SECTION 4: 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, 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 recommending body for the Project, the DAB 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 DAB, 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 DAB during the above-referenced hearing and upon the facts and information set forth in Sections 1 through 4, above, the DAB 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 Low-Density Residential land use district of the Policy Plan Land Use Map, and the Cluster Homes (Planning Area 27) land use district of the Subarea 29 Specific Plan. With approval of the amendment to the Specific Plan (File No. PSPA20-006), the proposed subdivision will be 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 Low-Density Residential land use

district of the Policy Plan Land Use Map, and the Cluster Homes (Planning Area 27) land use district of the Subarea 29 Specific Plan. With approval of the amendment to the Subarea 29 Specific Plan (File No. PSPA20-006), the proposed subdivision will be 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.*** With approval of the amendment to the Specific Plan (File No. PSPA20-006), the project site meets the minimum lot area and dimensions of the Cluster Homes (Planning Area 27) land use district of the Subarea 29 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 approximately 9.7 DUs/acre. With approval of the amendment to the Specific Plan (File No. PSPA20-006), the project site meets the minimum lot area and dimensions of the Cluster Homes (Planning Area 27) land use district of the Subarea 29 Specific Plan and is physically suitable for this proposed density 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 was previously graded, and the proposed Project is entirely within the physical impact area evaluated in the Subarea 29 Specific Plan Final EIR and no natural or sensitive habitats exist at the Project site. The proposed Project does not have the potential to degrade the quality of the environment, reduce the fish and wildlife habitat, threaten plant, fish or wildlife species. The Biological Resources section of the Addendum, concluded that Planning Area 27 does not support the Delhi Sands Flower-Loving Fly and due to the high level of disturbance, the land use activity, and lack of suitable habitat, other sensitive species are either presumed to be absent or have a very low potential to occur within the Specific Plan area, including the Project site.

(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 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 6: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby recommends the Planning Commission APPROVE the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, 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. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 17th day of May 2021.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP

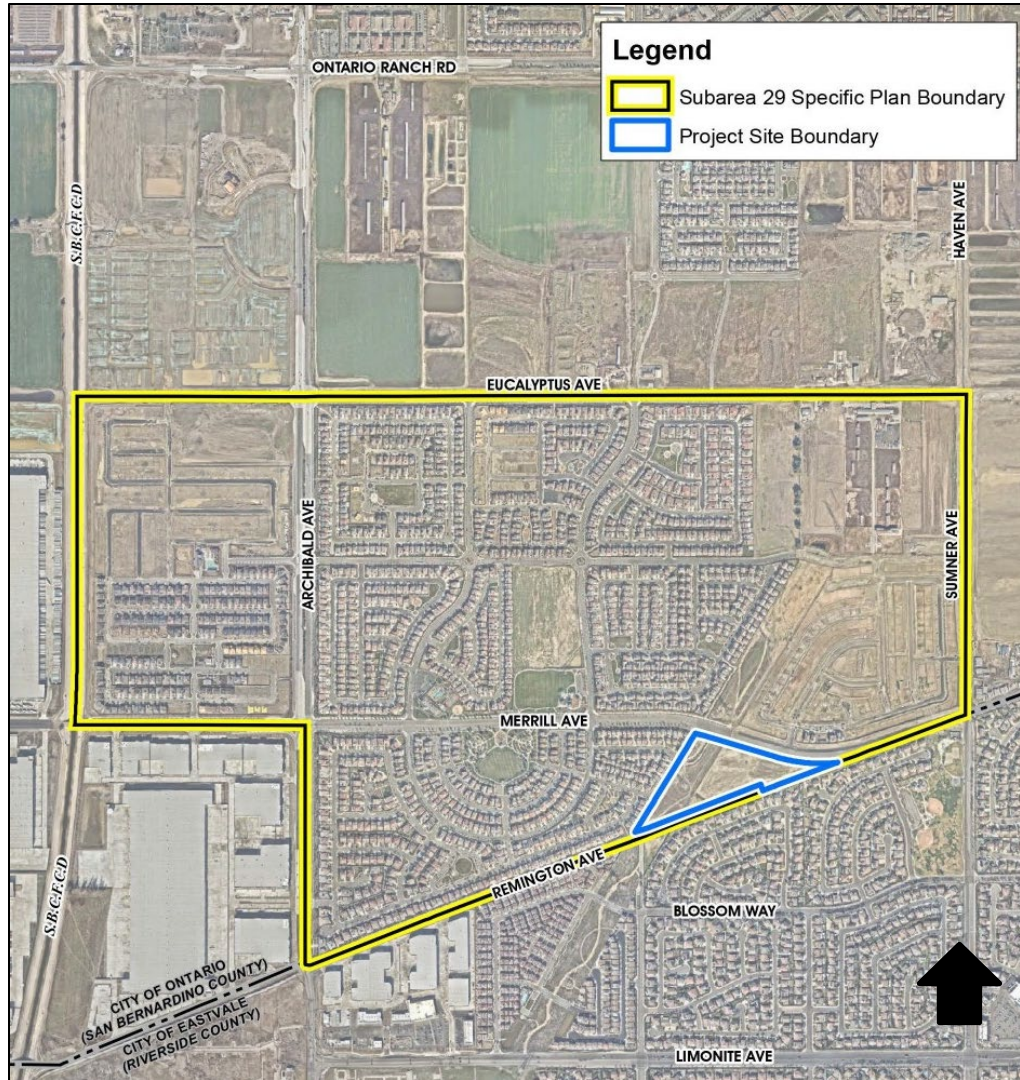


Exhibit B—TENTATIVE TRACT MAP

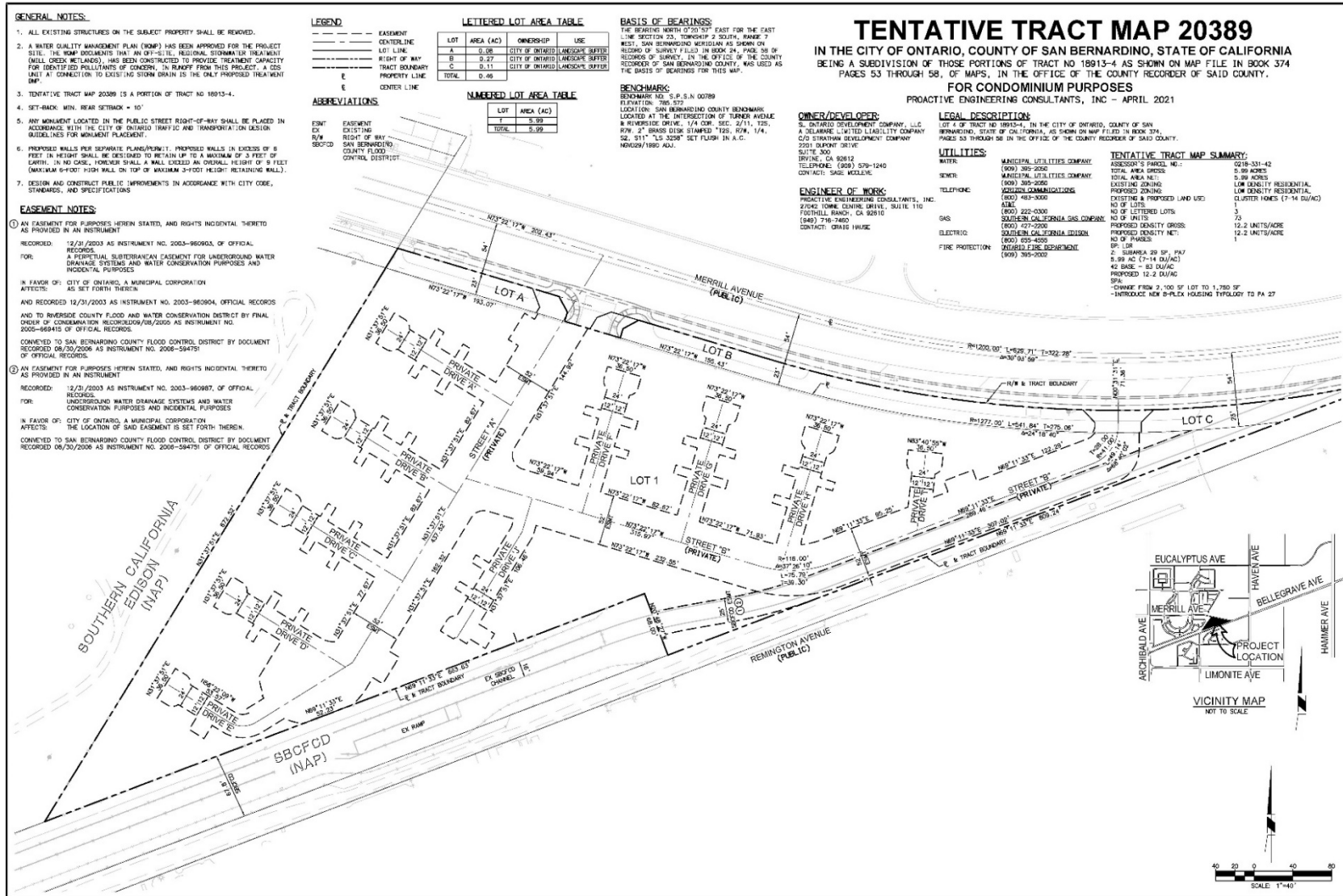


Exhibit C—CONCEPTUAL SITE PLAN



Site Summary:

Product :	Liberty Deluxe
Total Homes :	73
Site Area :	5.99 Acres
(measured to neighborhood edge)	
Density :	12.2 Homes/Acre
Parking Required : Small Lot & Condo	
2 Garage Spaces/ Unit	
73 x 2 =	146 Spaces
0.25 Guest Space/Unit	
73 x 0.25 =	18.25 Spaces
Total Spaces Required =	164.25 Spaces
Parking Provided :	
2 Garage Spaces/Unit	= 146 Spaces
Uncovered Spaces	= 65 Spaces
	211 (2.89:1)

Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: May 17, 2021

File No: PMTT20-012

Related Files: PSPA20-006

Project Description: A Tentative Tract Map (TTM 20389) to subdivide 5.99 acres of land into one numbered lot and three lettered lots for condominium purposes, that is bounded by Merrill Avenue to the north, Southern California Edison easement to the west, and the San Bernardino County Flood Control District and the City of Eastvale to the south; (APN: 0218-331-42) **submitted by SL Ontario Development Company, LLC.**

Prepared By: Jeanie Irene Aguilo, Associate Planner
Phone: 909.395.2418 (direct)
Email: jaguilo@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. Tentative Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

2.2 Subdivision Map.

(a) The Final Tract Map shall be in conformance with the approved Tentative Tract/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 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/Parcel Map and CC&Rs.

(d) Pursuant to California Government Section 66474.9, the subdivider agrees that it will defend, indemnify, and hold harmless the City of Ontario or its agents, officers and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer of this subdivision, which action is brought within the time period provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

2.3 General Requirements. The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

2.4 Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping).

(b) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(c) Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by Ontario Development Code Division 6.05 (Landscaping) have been approved by the Landscape Planning Division.

(d) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

2.5 Walls and Fences. 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 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 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.

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.

(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.

2.10 Environmental Review.

(a) The environmental impacts of this project were Project were reviewed in conjunction with an Addendum to the Subarea 29 Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011009), certified by the Ontario City Council on April 21, 2015 in conjunction with

File No. PSPA14-002. 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.

2.11 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 Tribal Consultation Conditions.

(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 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.

(b) 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.

2.14 Additional Requirements.

(a) The approval of File No. PMTT20-012 shall be final and conclusive upon the approval of File No. PSPA20-006 by the City Council.



**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 type="checkbox"/> PARCEL MAP <input checked="" type="checkbox"/> TRACT MAP <input checked="" type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. TTM-20389 RELATED FILE NO(S). PMTT20-012	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: **Jesus Plasencia, 909-395-2128**


CITY PROJECT PLANNER & PHONE NO: **Jeanie Irene Aguilo, 909-395-2418**


DAB MEETING DATE: **May 17, 2021**

PROJECT NAME / DESCRIPTION: **TM-20389, a Tentative Tract Map to subdivide 5.99 acres of land for Condominium Purposes within the Subarea 29 Specific Plan**

LOCATION: **South side of Merrill west of Haven Avenue**

APPLICANT: **SL Ontario Development Company, LLC**

REVIEWED BY:  5/10/21
 Raymond Lee, P.E. **Date**
 Assistant City Engineer

APPROVED BY:  5-11-21
 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

- 1.01 Dedicate to the City of Ontario in fee simple, the right-of-way, described below:
 - Merrill Avenue to the ultimate ½ right-of-way of 54 feet from CL south along tract frontage.
 - Lots A-C for landscape Neighborhood Edge and public utility purposes
- 1.02 Dedicate to the City of Ontario, the following easement:
 - Blanket Easement on all private streets for public utility purposes including but not limited to potable water, sewer, and fiber optic improvements.
- 1.03 Restrict vehicular access to the site as follows: Only approved access points per the approved tract map.
- 1.04 Vacate the following street(s) and/or easement:
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.
 - (1) _____
 - (2) _____
- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.



- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 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:
 - Streets "A" and "B" shall be private streets and labeled accordingly in the final map.
 - Public and private improvements shall be maintained in accordance with the Maintenance Responsibility matrix in the Subarea 29 Specific Plan.

2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:

**A. GENERAL
 (Permits includes Grading, Building, Demolition and Encroachment)**

- 2.01 Record Tract Map No. 20389 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 will be a recognized parcel in the City of Ontario upon recordation of the final map.
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____
- 2.05 Apply for a: Certificate of Compliance with a Record of Survey; Lot Line Adjustment
 - Make a Dedication of Easement.



- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.**

- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.**

- 2.08 Submit a soils/geology report.**

- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:**
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD): Approval to construct improvements within Channel Easement**
 - 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:**
 - **City of Eastvale: Any encroachment permits needed for the project**
 - **SWRCB/DDW – Recycled Water Usage**
 - **Riverside County Flood Control District: Approval to construct improvements within Channel Easement.**

- 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. Storm Drain Development Impact Fee shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.
- 2.16 Other conditions:
 - All the required improvements for this tract shall be subject to completion of the required public improvements including public utilities beyond the tract limits as specified in the Subarea 29 Specific Plan, the Development Agreement, and the Conditions of Approval for Tract Map No. 18913.



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	MERRILL AVENUE	PRIVATE STREETS/ALLEYS
Curb and Gutter	<input checked="" type="checkbox"/> New; 54 ft. from C/L <input checked="" type="checkbox"/> Replace damaged <input checked="" 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 checked="" 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
Drive Approach	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" 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
Fire Hydrant	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input checked="" 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
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New / Upgrade <input checked="" 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
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<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:

- **Proposed utility connections on Merrill Avenue will be subject to the City's street pavement moratorium policy.**
- **Location of public utility systems in private streets/alleys shall be approved during final design review.**

- 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 24-inch sewer main is available for connection by this project in Merrill Avenue (Ref: Sewer plan: S15294, S3710, S3711)**
- 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:**
 - **Construct 8" sanitary sewer main in Private Street "A", Private Street "B", and alleys.**

D. WATER

- 2.27 **A 12-inch water main is available for connection by this project in Merrill Avenue (Ref: Water plan: W13524)**
- 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:**
 - **Construct 8" domestic water main within Private Street "A" and Private Street "B".**
 - **Final utility design shall comply with all Division of Drinking water separation requirements.**

E. RECYCLED WATER

- 2.30 **A 8-inch recycled water main is available for connection by this project in Merrill Avenue. (Ref: Recycled Water: P10278, 11298)**
- 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:**
- **This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscaping irrigation for HOA maintained/common areas**

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:**
- **The Applicant/Developer shall be responsible to design and construct street improvements along property frontages of Merrill Avenue required to accommodate new tract entry streets. These, and all other street improvements required herein, shall include modifications to, but not be limited to, existing concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.**
 - **The Applicant/Developer shall be responsible to design and construct the necessary striping modifications on Merrill Avenue to accommodate new tract entry streets. Striping improvements shall include the removal existing signing and striping beyond the project frontage to accommodate the new tract entry streets.**
 - **Proposed entry streets onto Merrill Avenue shall both be allowed as full access entries.**
 - **The Applicant/Developer shall be responsible to design and construct the necessary street lighting modifications on Merrill Avenue to accommodate new tract entry streets. Street light improvements shall include the adjustment of existing conduits, pull boxes and streets lights to accommodate the new tract entry streets.**
 - **Property frontage along Merrill Avenue shall be signed "No Stopping Anytime".**
 - **The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to start of signing and striping, and street lighting design in preparation for the plan check stage.**

G. DRAINAGE / HYDROLOGY

- 2.38 24-inch and 30-inch storm drain mains are available to accept flows from this project in Merrill Avenue. (Ref: Storm Drain plan: D11989, D11990)**
- 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.**



- 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: _____

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 include a completed Acceptance and Bond Release Checklist, 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: Tract Map No. 20389

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 (Merrill Avenue)**
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 (Merrill Avenue)**
14. **Three (3) sets of Signing and Striping improvement plan (Merrill Avenue)**
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:**
 - **CFD Landscape Plan for the Neighborhood Edge**
 - **Final Utilities System Map (as part of the precise grading plan submittal)**
 - **Final Solid Waste Handling Plan (as part of precise grading plan submittal)**

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

CONDITIONS OF APPROVAL	
Sign Off	
	03/31/21
Jamie Richardson, Senior Landscape Planner	Date

Reviewer's Name: Jamie Richardson, Senior Landscape Planner	Phone: (909) 395-2615
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D.A.B. File No.: PMTT20-012	Related Files: PSPA20-006	Case Planner: Jeanie Irene Aguilo
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Project Name and Location:
 Subarea 29 PA27
 South of Merrill Ave, East of Celebration

Applicant/Representative:
 SL Ontario Development
 1156 N Mountain Ave
 Upland, CA 91786

<input checked="" type="checkbox"/>	A Tentative Tract Map (dated 3/12/21) has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.
<input type="checkbox"/>	A Tentative Tract Map (dated) has not been approved. Corrections noted below are required prior to DAB approval.

CORRECTIONS REQUIRED

- 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.
 - 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.
 - Storm water infiltration devices located in landscape areas shall be reviewed and approved by the Landscape Planning Division prior to installation.
 - Add notes for any tree removal to occur outside of typical nesting season (February 1 through August 31) or per the specific plan EIR mitigation Measures.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PSPA20-006 & PMTT20-012

Address: SEC Merrill Avenue & SCE Easement

APN: 0218-33-42

Existing Land Use: Vacant

Proposed Land Use: Subarea 29 SPA to increase the number of units within PA27 Tentative Tract Map to 5.99 acres into 1 lot for condominium purposes

Site Acreage: 5.99 Proposed Structure Height: N/A

ONT-IAC Project Review: n/a

Airport Influence Area: ONT & Chino

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Jeanie Aguilo

Date: 03/29/2021

CD No.: 2021-002

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 type="checkbox"/> FAA Notification Surfaces	<input type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="checkbox"/> 65 - 70 dB CNEL	<input type="checkbox"/> Airspace Obstruction Surfaces	<input checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="checkbox"/> Zone 3	<input type="checkbox"/> 60 - 65 dB CNEL	<input type="checkbox"/> 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: 200 FT +

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 Chino Airport was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT and Chino Airport.

See Attached Conditions

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2021-002
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

MEMORANDUM

TO: Jeanie Irene Aguilo, Associate Planner
Planning Department

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

DATE: January 14, 2021

SUBJECT: PMTT20-012 - A Tentative Tract Map (TTM 20389) to subdivide 5.99 acres of land into one numbered lot and 3 lettered lots for condominium purposes, located south of and adjacent to Merrill Avenue, approximately 1,000 feet east of Celebration Avenue, within the PA 27 of the Subarea 29 Specific Plan (APN: 0218-331-42). Related File: PSPA20-006.

-
- 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 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.
- ☒ 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.

Jeanie Irene T. Aguilo

From: WLee@ontariopolice.org
Sent: Tuesday, February 16, 2021 10:33 AM
To: Jeanie Irene T. Aguilo
Subject: The Police Review workflow task has been given the status of Approved on Planning Application: PMTT20-012

The Police Review workflow task has been given the status of Approved on Planning Application: PMTT20-012



Development Advisory Board Decision

May 17, 2021

DECISION NO.: [insert #]

FILE NOS.: PSPA20-003 and PDEV20-008

DESCRIPTION: An Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), certified by City Council on January 27, 2010, for the following entitlements: [1] an Amendment to the California Commerce Center Specific Plan, changing the land use designation on 10.64 acres of land from Commercial/Food/Hotel to Light Industrial, to be consistent with The Ontario Plan Policy Plan (General Plan) Industrial (0.55 FAR) land use designation; and [2] a Development Plan to construct a 200,291-square foot industrial building on 10.64 acres of land located at the northeast corner of Haven Avenue and Airport Drive, within the proposed Light Industrial land use district of the California Commerce Center Specific Plan. (APN: 0211-222-66); **submitted by Vogel Properties, Inc. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

VOGEL PROPERTIES, INC., (herein after referred to as “Applicant”) has filed an application requesting Development Plan approval, File No. PDEV20-008, as described in the subject of this Decision (herein after referred to as “Application” or “Project”).

(1) **Project Setting:** The project site is comprised of 10.64 acres of land located at the northeast corner of Haven Avenue and Airport Drive. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Parking Lot	Industrial	California Commerce Specific Plan	Proposed Light Industrial
<i>North:</i>	Retail (Costco and Starbucks)	Office/Commercial	Ontario Gateway Specific Plan	Mixed Use and Office
<i>South:</i>	Vacant	Industrial	California Commerce Specific Plan	Light Industrial
<i>East:</i>	Industrial Warehouse	Industrial	California Commerce Specific Plan	Rail Industrial
<i>West:</i>	Vacant	Airport	ONT – Ontario International Airport	N/A

(2) **Project Description:** The Project applications analyzed under the Addendum to The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140 (hereinafter referred to as “Certified EIR”), consists of an Amendment to the California Commerce Center Specific Plan (File No. PSPA20-003) to change the land use designation on 10.64 acres of land from Commercial/Food/Hotel to Light Industrial, to be consistent with The Ontario Plan Policy Plan (General Plan) Industrial (0.55 FAR) land use designation, in conjunction with a Development Plan (File No. PDEV20-008) to construct a 200,291-square foot industrial building.

The Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an Initial Study/Addendum has been prepared to determine possible environmental impacts. Although the proposed project could have a significant effect on the environment, but because all potentially significant effects have been analyzed adequately in an earlier Certified EIR, and have been avoided or mitigated pursuant to that earlier Certified EIR, including revisions or mitigation measures that are imposed on the proposed project, nothing further is required. The Project will introduce no new significant environmental impacts beyond those previously analyzed in the Certified EIR, and all mitigation measures previously adopted by the Environmental Impact Report, are a condition of project approval and are incorporated in the Initial Study/Addendum (see Attachment 1—Initial Study/Addendum, attached).

Part II—RECITALS

WHEREAS, The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was certified by City Council on January 27, 2010, 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 Development Advisory Board (hereinafter referred to as "DAB") is the recommending authority for the requested approval to construct and otherwise undertake the Project; and

WHEREAS, the DAB has reviewed and considered the EIR Addendum and related documents 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 EIR Addendum and related documents are on file in the City of Ontario Planning Department, located at 303 East B Street, Ontario, CA 91764, and 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, City of Ontario Development Code Table 2.02-1 (Review Matrix) grants the DAB the responsibility and authority to review and act, or make recommendation to the Planning Commission on the subject Application; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which the public notification of environmental actions shall be provided and hearing procedures to be followed, and all such notifications and procedures have been accomplished pursuant to Development Code requirements; and

WHEREAS, on May 17, 2021, the DAB of the City of Ontario conducted a hearing on the Project, and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the hearing and adoption of this Decision have occurred.

Part III—THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

SECTION 1: *Environmental Determination and Findings.* As the recommending body for the Project, the DAB 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 DAB, the DAB 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 DAB; 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 DAB, and the specific findings set forth in Section 1, above, the DAB 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

(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: Development Advisory Board Action. The DAB 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 constitute substantial changes to the Certified EIR, and does hereby recommend the Planning Commission APPROVE the adoption of the EIR Addendum to the Certified EIR, included as Attachment 1 of this Decision.

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 EIR Addendum and all other 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. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 17th day of May 2021.

Development Advisory Board Chairman

Attachment 1—Addendum to The Ontario Plan Environmental Impact Report

(EIR Addendum 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 Addendum to The Ontario Plan Environmental Impact Report

Project Title/File Nos.: PSPA20-003 and PDEV20-008

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

Contact Person: Jeanie Irene Aguilo, Associate Planner, 909-395-2418

Project Sponsor: William Vogel, Vogel Properties, Inc., 3000 Paseo Tesoro, Walnut, CA 91789

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 and 2, below, the project site is located on Assessor Parcel Number (APN): 0211-222-66, which is comprised of 10.64 acres of land located on the northeast corner of Airport Drive and Haven Avenue.

Figure 1: REGIONAL LOCATION MAP

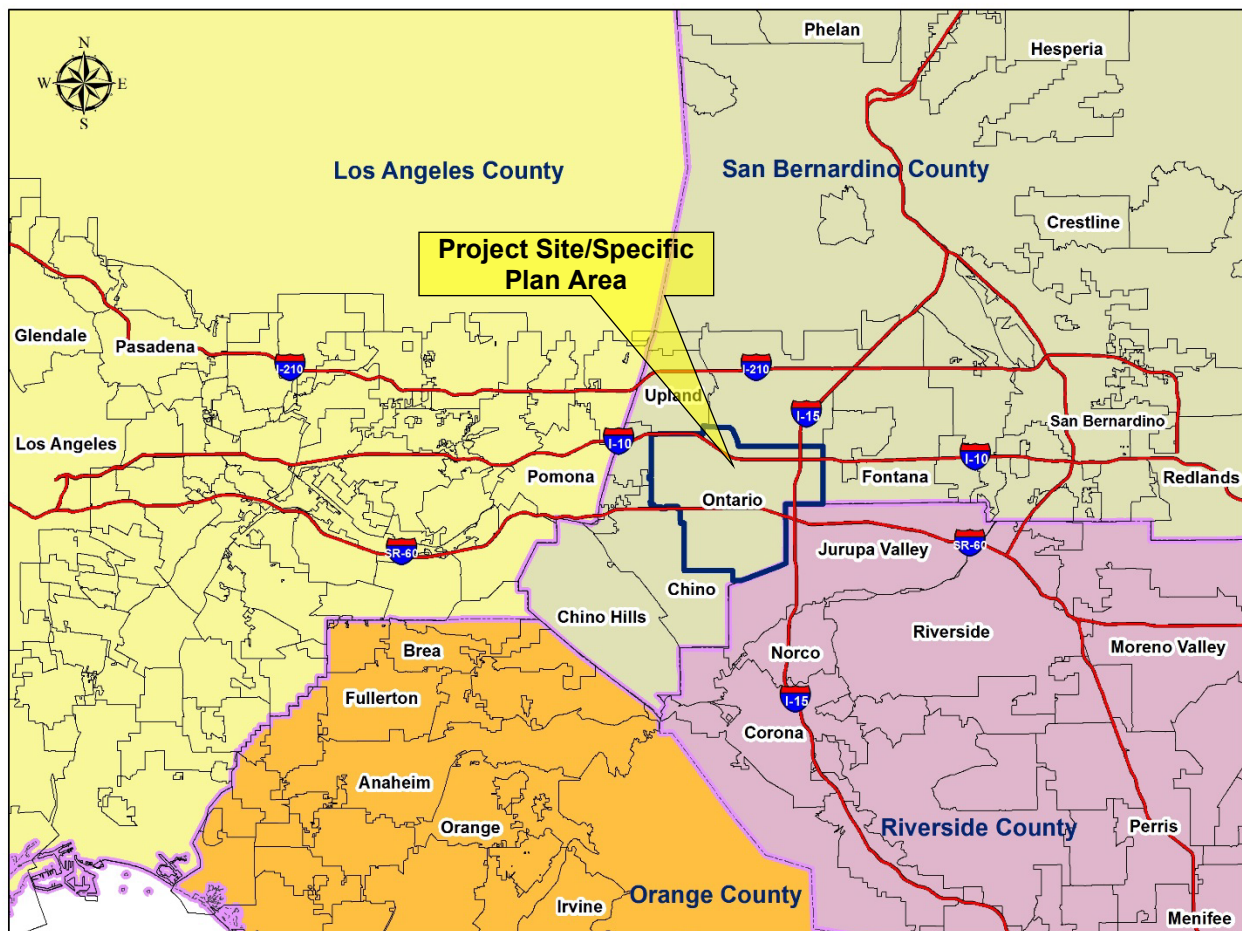
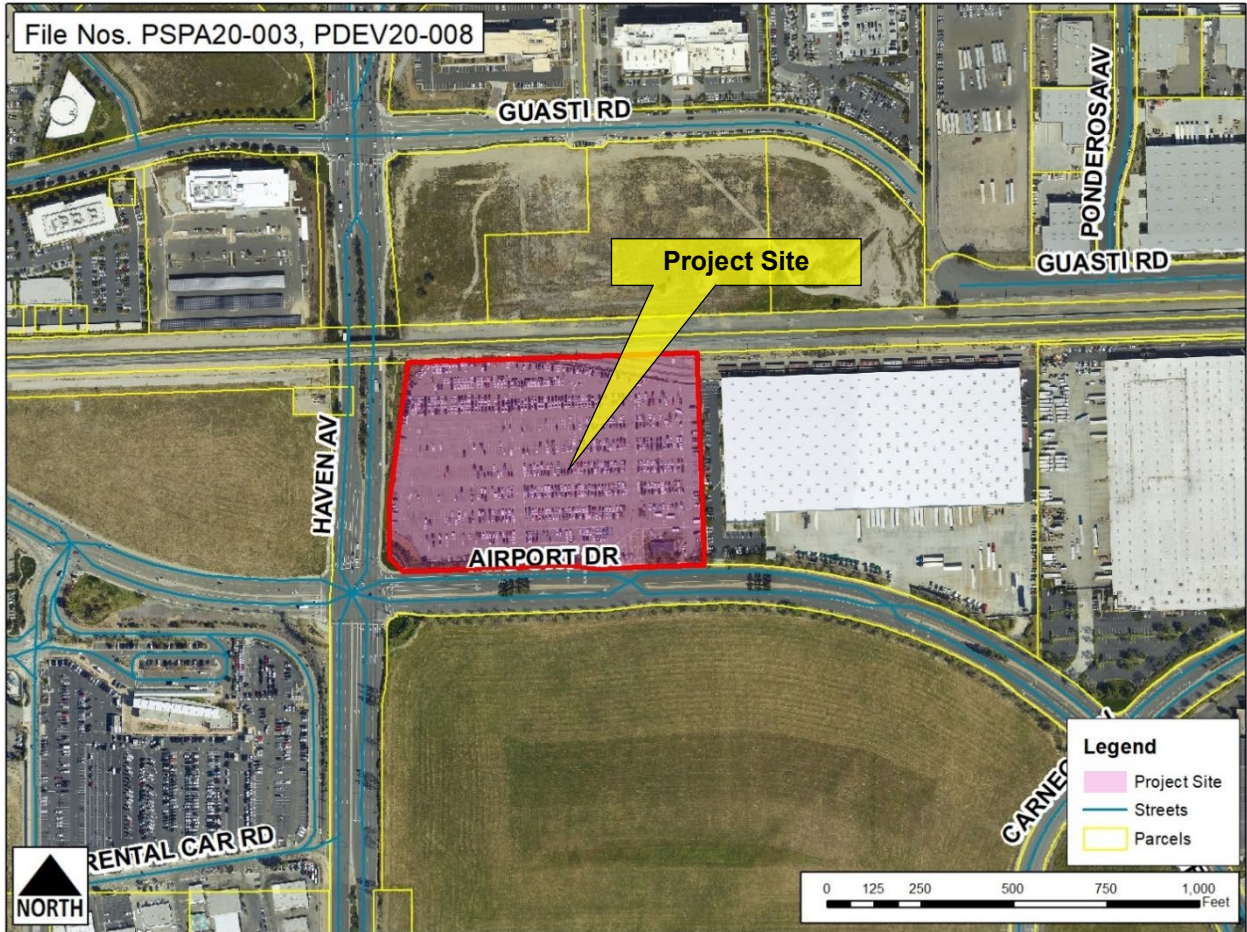


Figure 2: VICINITY MAP



General Plan Designation: Industrial (0.55 FAR)

Zoning:

Existing – California Commerce Center Specific Plan, Commercial/Food/Hotel land use district

Proposed – California Commerce Center Specific Plan, Light Industrial land use district

Description of Project: The project proposes the following entitlements:

1. An Amendment to the California Commerce Center Specific Plan, changing the land use designation on 10.64 acres of land from Commercial/Food/Hotel to Light Industrial, to be consistent with The Ontario Plan Policy Plan (General Plan) Industrial (0.55 FAR) land use designation; and
2. A Development Plan to construct a 200,291-square foot industrial building on 10.64 acres of land located at the northeast corner of Haven Avenue and Airport Drive, within the proposed Light Industrial land use district of the California Commerce Center Specific Plan.

The California Commerce Center Specific Plan and Environmental Impact Report No. 81-4 (EIR) was adopted and certified by the City Council on May 17, 1984, with a Statement of Overriding Considerations. The Specific Plan encompasses approximately 1,500 acres of land generally located north of the SR-60 Pomona Freeway, South of Mission, Boulevard, east of Haven Avenue and west of Doubleday Street. The Specific Plan Amendment will include the following revisions to the Specific Plan:

- Any graphic, table, and/or text that currently identifies the Project Site of 10.64 acres of land from Commercial/Food/Hotel, will be changed to Light Industrial.

Project Setting: The project site is comprised of 10.64 acres of land located at the northeast corner of Haven Avenue and Airport Drive. The site slopes to the south and is presently developed as a parking lot with two structures totaling 1,500 square feet that consist of a toll booth and modular office building. The site is surrounded by commercial development to the north, vacant land to the south and west, and industrial warehouse to the east, as shown in the table below.

Surrounding Land Uses:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Parking Lot	Industrial	California Commerce Specific Plan	Proposed Light Industrial
<i>North:</i>	Retail (Costco and Starbucks)	Office/Commercial	Ontario Gateway Specific Plan	Mixed Use and Office
<i>South:</i>	Vacant	Industrial	California Commerce Specific Plan	Light Industrial
<i>East:</i>	Industrial Warehouse	Industrial	California Commerce Specific Plan	Rail Industrial
<i>West:</i>	Vacant	Airport	ONT – Ontario International Airport	N/A

Background: On January 27, 2010, the Ontario City Council adopted The Ontario Plan (“TOP”). TOP serves as the framework for the City’s business plan and provides a foundation for the City to operate as a municipal corporation that consists of six (6) distinct components: 1) Vision; 2) Governance Manual; 3) Policy Plan; 4) Council Priorities; 5) Implementation; and 6) Tracking and Feedback. The Policy Plan component of TOP meets the functional and legal mandate of a General Plan and contains nine elements: Land Use, Housing, Parks and Recreation, Environmental Resources, Community Economics, Safety, Mobility, Community Design and Social Resources.

An Environmental Impact Report (“EIR”) was prepared for TOP (State Clearinghouse No. 2008101140) and certified by the City Council on January 27, 2010 (hereinafter referred to as “Certified EIR”), which included Mitigation, Findings and a Statement of Overriding Considerations pursuant to the requirements of the California Environmental Quality Act, commencing with Public Resources Code Section 21000 (“CEQA”). The Certified EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan, and in the Policy Plan and impacts resultant of population and employment growth in the City. The subject site was analyzed in the Certified EIR as Industrial (see Exhibit A: Existing – California Commerce Center Specific Plan Land Use Plan) to be consistent with the industrial uses to the south, east, and west of the subject site. The significant unavoidable adverse impacts that were identified in Certified EIR included agriculture resources, air quality, cultural resources, greenhouse gas emissions, noise, and transportation/traffic.

Analysis: According to the California Environmental Quality Act Guidelines Section 15164, an Addendum to a previously certified EIR may be used if some changes or additions are necessary, but none of the conditions described in Section 15162 requiring the preparation of a subsequent Negative Declaration or EIR have occurred. The CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR or Negative Declaration are needed for further discretionary approval. These findings are described below:

- 1) *Required Finding: Substantial changes are not proposed for the project that will require major revisions of the previous EIR due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified effects.*

Substantial changes are not proposed by the project and project implementation will not require revisions to TOP EIR. TOP EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan. The proposed California Commerce Center Specific Plan land use Amendment from Commercial/Food/Hotel to Light Industrial will bring the project site in conformance with The Ontario Plan Policy Plan (General Plan) Industrial (0.55 FAR) land use designation.

A focused Traffic Analysis was prepared for the project site by TJW Engineering (Dated: August 27, 2020), that compared the trip generation between the existing California Commerce Center Specific Plan Commercial/Food/Hotel land use designation (shopping center/commercial) versus the proposed Light Industrial land use at a FAR of 0.55 (warehouse/small ancillary office). The trip generation analysis utilized the Industry standard Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) to determine trip generation rates for the existing and proposed land uses and represents the amount of traffic, both inbound and outbound, produced by each land use. The Traffic Analysis concluded that proposed change in land use from Commercial/Food/Hotel to Light Industrial would result in a net difference of 7,183 fewer Average Daily Trips (ADT) trips, including 146 fewer AM peak hour trips, and 719 fewer PM peak hour trips (see Table1: Net Difference in Trip Generation).

Since the proposed Specific Plan Amendment will bring the project site in conformance with TOP and planned buildout and the proposed project will be consistent with the impacts originally analyzed in TOP EIR, no revisions to TOP EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

Table1: Net Difference in Trip Generation

Land Use ¹	Qty	Unit ²	Daily Trips (ADTs)		AM Peak Hour				PM Peak Hour					
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed Project														
Warehousing (150)	196.49	TSF	1.74	342	0.17	77:23	25	8	33	0.19	27:73	10	27	37
Small Office (712)	5.00	TSF	16.19	81	1.92	83:17	8	2	10	2.45	32:68	4	8	12
Total		TSF		423			33	10	43			14	35	49
Designated Land Use														
Shopping Center/Commercial (820)	201.49	TSF	37.75	7,606	0.94	62:38	117	72	189	3.81	48:52	369	399	768
Net Difference				-7,183			-84	-62	-146			-355	-364	-719

1: Rates from ITE Trip Generation (10th Edition, 2017)
 2: TSF = Thousand Square Feet

- 2) *Required Finding: Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, that would require major revisions of the previous Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

Substantial changes have not occurred with respect to the circumstances under which the project was undertaken, that would require major revisions to TOP EIR. The proposed California Commerce Center Specific Plan land use Amendment from Commercial/Food/Hotel to Light Industrial will bring the project site in conformance with The Ontario Plan Policy Plan (General Plan) Industrial (0.55 FAR) land use designation. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

- 3) *Required Finding. No new information has been provided that would indicate that the proposed project would result in one or more significant effects not discussed in the previous EIR.*

No new information has been provided that would indicate the proposed project would result in any new significant effects not previously discussed in TOP EIR. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

CEQA Requirements for an Addendum: If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency may: (1) prepare a subsequent EIR if the criteria of State CEQA Guidelines Section 15162(a) are met, (2) prepare a subsequent negative declaration, (3) prepare an addendum, or (4) prepare no further documentation. (State CEQA Guidelines Section 15162(b)). When only minor technical changes or additions to the negative declaration are necessary and none of the conditions described in section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred, CEQA allows the lead agency to prepare and adopt an addendum. (State CEQA Guidelines Section 15164(b).)

Under Section 15162, a subsequent EIR or negative declaration is required only when:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous

negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of the following:

a) The project will have one or more significant effects not discussed in the previous negative declaration;

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

c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Thus, if the Project does not result in any of the circumstances listed in Section 15162 (i.e., no new or substantially greater significant impacts), the City may properly adopt an addendum to the Certified EIR.

Conclusion: TOP EIR, certified by City Council on January 27, 2010, was prepared as a Program EIR in accordance with CEQA, the State CEQA Guidelines, and the City's Rules for the Implementation of CEQA and in accordance with Section 15121(a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). TOP EIR considered the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by The Ontario Plan. Consequently, TOP EIR focused on impacts from changes to land use associated with buildout of the City's Land Use Plan, within the Policy Plan, and impacts from the resulting population and employment growth in the City. The proposed California Commerce Center Specific Plan land use Amendment from Commercial/Food/Hotel to Light Industrial will bring the project site in conformance with The Ontario Plan Policy Plan (General Plan) Industrial (0.55 FAR) land use designation. As described on page 4, the amount of development anticipated at buildout will be consistent with the Certified EIR. Subsequent activities within TOP Program EIR have been evaluated to determine whether an additional CEQA document needs to be prepared.

Accordingly, and based on the findings and information contained in the Certified EIR, the analysis above, the attached Initial Study, and CEQA statute and State CEQA Guidelines, including Sections 15164 and 15162, the Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary, nor is there a need for any additional mitigation measures; therefore, pursuant to State CEQA Guidelines Section 15164, the Ontario City Council hereby adopts this Addendum to the Certified EIR.

Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement): None

Tribal Consultation: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? Yes No

If "yes," has consultation begun? Yes No Completed

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Energy |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

Jeanie Irene Aguilo, Associate Planner
Printed Name and Title

May 10, 2021
Date

City of Ontario – Planning Department
For

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific

screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

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

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

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

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

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

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

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

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question; and

b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
<p>a. Conflict with or obstruct implementation of the applicable air quality plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. ENERGY. Would the project:				

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
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"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. PUBLIC SERVICES. Would the project:				

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. RECREATION. Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
<p>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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>19. UTILITIES AND SERVICE SYSTEMS. Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</p>				
<p>a. Substantially impair an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>21. MANDATORY FINDINGS OF SIGNIFICANCE.</p>				

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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>c. 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>				

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, the 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 at the northeast corner of Haven Avenue and Airport Drive, a major north-south principal arterial street and east-west arterial street, respectfully, as identified in the Functional Roadway Classification Plan (Figure M-2) of the Mobility Element within the Policy Plan. The proposed Amendment to California Commerce Center Specific Plan to change the land use designations for 10.64 acres of land, from Commercial/Food/Hotel to Light Industrial, 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 to west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of

Transportation. In addition, there are no historic buildings, or any scenic resources identified on or in the vicinity of the project site. Therefore, it will not result in adverse environmental impacts.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified EIR analyses are necessary.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Discussion of Effects: The project would not degrade the existing visual character or quality of the site or its surroundings. The project site is located in an area that is characterized by Industrial and commercial development and is surrounded by urban land uses.

The proposed project will substantially improve the visual quality of the area through development of the site with an Industrial Warehouse/Distribution facility, which will be consistent with the policies of the Community Design Element of the Policy Plan (General Plan), as well as with the Industrial 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 FEIR. No changes or additions to TOP FEIR 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: The proposed land use change itself will not cause lighting to be installed in the Project. New lighting will be introduced to the site with the development of a proposed 200,291-square foot industrial building. 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 EIR. No changes or additions to the Certified 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 is presently developed as a parking lot and does not contain any agricultural uses. Further, the site is identified as Urban and Built-up Land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program. 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 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. The proposed Development Plan to construct a 200,291-square foot industrial building is consistent with the Light Industrial development standards of California Commerce Specific Plan. Furthermore, there are no Williamson Act contracts in effect on the subject site. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with Williamson Act contracts.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 proposes an Amendment to California Commerce Center Specific Plan changing the land use designation on 10.64 acres of land, from Commercial/Food/Hotel to Light Industrial. This 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. Therefore, no impacts to forest or timberland are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 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 proposes an Amendment to California Commerce Center Specific Plan changing the land use designation on 10.64 acres of land, from Commercial/Food/Hotel to Light Industrial, therefore is not designated as Farmland. The project site is presently developed as a parking lot and there are no agricultural uses occurring onsite. As a result, to the extent that the project would result in changes to the existing environment those changes would not result in loss of Farmland to non-agricultural use.

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

Mitigation Required: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified 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 subject site was previously analyzed by the Certified EIR as Industrial and is surrounded on the north by commercial development, industrial development to the east, and vacant

land to the west and south. The project will not conflict with or obstruct implementation of any air quality plan. As noted in the Certified EIR (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, because of the project's limited size and scope, 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. Any future development proposals on the project site will be required to comply with Mitigation Measure 5.3-2. No new impacts beyond those identified in the Certified 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 EIR. No changes or additions to the Certified 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 the Project will provide land use consistency with the Official Land Use Map (Exhibit LU-01) of the Policy Plan component of TOP. The proposed California Commerce Center Specific Plan land use Amendment from Commercial/Food/Hotel to Light Industrial will bring the project site in conformance with the Industrial land use designation of TOP. Mitigation (Mitigation Measure 5.3-1) has already been adopted by the City that would facilitate continued City cooperation with the SCAQMD and SCAG to achieve regional air quality improvement goals, promote energy conservation design and development techniques, encourage alternative modes of transportation, and implement transportation demand strategies. The project will comply with the air quality standards of the Certified EIR and the SCAQMD resulting in impacts that are less than significant [please refer to Sections 3(a) and 3(b)].

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

c. Expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. According to the SCAQMD, projects have the potential to create significant impacts if they are located within one-quarter mile of sensitive receptors and would emit toxic air contaminants identified in SCAQMD Rule 1401.

The project will not expose sensitive receptors to any increase in pollutant concentrations because there are no sensitive receptors located within close proximity of the project site. Further, there is limited potential for sensitive receptors to be located within close proximity of the site because the project site will be zoned Light Industrial within the California Commerce Center Specific Plan at the time of project approval. The types of uses that would potentially impact sensitive receptors would not be supported on the property pursuant to the Land Use Element (Figure LU-6) of the Policy Plan (General Plan) and zoning designations on the property. 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 EIR. No changes or additions to the Certified 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 Industrial and is surrounded on the north by commercial development, industrial development to the east, and vacant land to the west and south. The uses proposed on the subject site, as well as those permitted within the proposed Light Industrial land use district of the California Commerce Center Specific Plan, do not create objectionable odors. Further, the project shall comply with the policies of the Ontario Municipal Code and the Policy Plan (General Plan). Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified 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 subject site was previously analyzed by the Certified EIR as Industrial and is surrounded on the north by commercial development, industrial development to the east, and vacant land to the west and south. The project site is located within an area that has not been identified as containing species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR 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 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 presently developed as a parking lot that is surrounded on the north by commercial development, industrial development to the east, and vacant land to the west and south. 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: The City of Ontario does not have any ordinances protecting biological resources. Further, the site does not contain any mature trees necessitating the need for preservation. As a result, no adverse environmental impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

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

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

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 subject site was previously analyzed by TOP EIR as Industrial and is surrounded by commercial development to the north, industrial development to the east, and vacant land to the west and south. The subject site is presently developed as a parking lot and does not contain any buildings or structures constructed more than 50 years ago and cannot be considered for eligibility for listing in the California Register of Historic Resources. 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: The Certified 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. Figure 5.5-2 of the Certified EIR shows that the Project site has not been surveyed for archeological resources. While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature, standard conditions have been imposed on the project that in the event of unanticipated archeological discoveries, construction activities will not continue or will moved to other parts of the project site and a qualified archaeologist shall be contacted to determine significance of these resources. If the find is discovered to be historical or unique archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

6. ENERGY Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

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

Discussion of Effects: Energy was not analyzed in the Certified TOP EIR but has been included as part of the 2019 revisions to the State CEQA Guidelines. Implementation of the Project would not substantially increase the demand for electricity and natural gas at the Project site and gasoline consumption in the region during construction and operation. Implementation of the Project will require compliance with CALGreen Building Code (CCR Title 24, Part11). Moreover, the Project includes a sample Greenhouse Gas Reduction Measure Screening Table for Commercial and Industrial Development. The Screening Table includes measures energy efficient development, indoor space efficiency measures, building efficiency measures, renewable energy measures, and water conservation measures. Measures that would reduce electricity consumption include, but are not limited to: greatly enhanced window insulation, an enhanced cool-roof, an improved efficiency heating, ventilation, and air conditioning (“HVAC”) system, blower doors HERS verified Envelope leakage or equivalent, enhanced duct insulation, Energy Star commercial appliances, water efficient landscaping and irrigation systems, and water-efficient toilets and faucets.

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

iii. Seismic-related ground failure, including liquefaction?

Discussion of Effects: As identified in the Certified 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 EIR. No changes or additions to the Certified 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. 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: The project will not result in significant soil erosion or loss of topsoil because of the previously disturbed and developed 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 EIR. No changes or additions to the Certified 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: The 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. The Ontario Plan FEIR (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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

8. GREENHOUSE GAS EMISSIONS. Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Discussion of Effects: The subject site was previously analyzed by the Certified EIR as an industrial use. Additionally, the impact of buildout of The Ontario Plan on the environment due to the emission of greenhouse gases ("GHGs") was analyzed in the Certified EIR. According to the EIR, this impact would be significant and unavoidable (Re-circulated Portions of the Ontario Plan Draft Environmental Impact Report, p. 2-118.) This 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. The proposed Amendment to California Commerce Center Specific Plan to change the land use designations for 10.64 acres of land, from Commercial/Food/Hotel to Light Industrial will not create significantly greater impacts than were identified in the Certified EIR. The Project includes a sample GHG Reduction Measures Screening Threshold Table, which provides guidance in measuring the reduction of greenhouse gas ("GHG") emissions attributable to certain design and construction measures incorporated into development projects. The analysis, methodology, and significance determination (thresholds) are based upon the City's Climate Action Plan ("CAP"), which includes GHG emission inventories (2008 and 2020 forecasts), a year 2020 emission reduction target, the goals and policies to reach the target, together with the Addendum prepared for the CAP. The Screening Table assigns points for each option incorporated into a project as mitigation or a project design feature (collectively referred to as "feature"). The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. The point levels are based upon improvements compared to 2008 emission levels of efficiency. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CAP. As such, those projects that garner

a total of 100 points or greater would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. As shown in the Project GHG Reduction Measures Screening Table, the Project garners a total of 116 points, and is therefore consistent with the reduction quantities anticipated in the City's CAP. Therefore, quantification of Project-specific GHG emissions is not required.

Additionally, pursuant to Public Resources Code Section 21083.3, this impact need not be analyzed further, because (1) the proposed project would result in an impact that was previously analyzed in the Certified 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 EIR; (3) the proposed project is consistent with The Ontario Plan. The proposed impacts of the project were already analyzed in the Certified EIR and the project will be built to current energy efficient standards. Potential impacts of project implementation will be less than significant with mitigation already required under the Certified EIR and current energy efficiency standards. No changes or additions to the Certified 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 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 and there is no need for any additional mitigation measures. The City has reviewed the emission reduction measures and concepts in The Ontario Plan EIR's MM 6-2 and 6-3, and has determined that the following actions apply and shall be undertaken by the applicant in connection with the project: energy efficient design, efficient irrigation systems, electric vehicle charging stations, and compliance with Title 24 of the California Code of Regulations.

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

Discussion of Effects: The subject site was previously analyzed by the Certified EIR as an industrial 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 percent), because the project is upholding the applicable City's adopted mitigation measures as represented in 6-1 through 6-6 and energy efficient design, efficient irrigation systems, electric vehicle charging stations, and compliance with Title 24 of the California Code of Regulations. The Project is consistent with the City's Climate Action Plan. Therefore, the proposed Project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Mitigation Required: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

9. HAZARDS & HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Discussion of Effects: The subject site was previously analyzed by TOP EIR as an industrial use. The project is not anticipated to involve the transport, use or disposal of hazardous materials during either construction or project implementation. Therefore, no adverse impacts are anticipated. However, in the unlikely event of an accident, implementation of the strategies included in The Ontario Plan will decrease the potential for health and safety risks from hazardous materials to a less than significant impact.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 EIR as an industrial 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

e. For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?

Discussion of Effects: The 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 will not result in a safety hazard for people working or residing in the project area because it will not obstruct aircraft maneuvering because of the project's low elevation and the architectural style of the project. Additionally, the Land Use Compatibility Guidelines for Noise Impacts (Table LU-08) shows the proposed use as normally accepted in the 65 CNEL. The proposed use will comply with standards for mitigating noise. Therefore, the project will not result in any new or substantially different hazards and hazardous materials impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

The entire City is located within the Airport Influence Area (AIA) of ONT and the location of the Safety Impact Zones are reflected in Policy Map 2-2 of the ONT ALUCP. The project site is located outside the ONT Safety Zones. The project site is also located outside of the Chino Airport Influence Area. The Project is consistent with the policies and criteria of the ONT ALUCP, and therefore, would not result in a safety hazard for people residing or working in the project area. Consequently, 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: The City's Safety Element, as contained within The Ontario Plan, includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from every day and disaster emergencies. In addition, the project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the project is required to comply with all applicable City codes, any impacts would be reduced to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 work) areas could result in a temporary increase in the amount of suspended solids, trash and debris, oil 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, any future applicant to develop the site would be required to submit a Preliminary Water Quality Management Plan ("PWQMP"), which would establish the site's compliance with storm water discharge and water quality management requirements. The PWQMP will include site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment and evapotranspiration. The PWQMP would include the use of an underground stormwater infiltration system for the site. Any overflow drainage from future development of the site will be conveyed to the public street by way of parkway culverts.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Discussion of Effects: The subject site was previously analyzed by the Certified EIR as an industrial use. No increases in the current amount of water flow to the project site are anticipated, and the proposed project will not deplete groundwater supplies, nor will it interfere with recharge. The water use associated with the proposed use of the property was included in the Certified EIR analysis. The development of the site will require the grading of the site and excavation is expected to be less than three feet and would not affect the existing aquifer, estimated to be about 230 to 250 feet below the ground surface. No adverse impacts are anticipated.

Mitigation: No additional mitigation required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Discussion of Effects: It is not anticipated that the Project would alter the drainage pattern of the site or area, in a manner that would result in erosion, siltation or flooding on-or-off site, nor will the proposed Project increase the erosion of the subject site or surrounding areas. The existing drainage pattern of the site will not be altered, and it will have no significant impact on downstream hydrology. Stormwater generated by the Project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan developed in compliance with the General Construction Activities Permit requirements, the Best Management Practices included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance. No streams or streambeds are present on the site. No changes in erosion off-site are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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. The stormwater flows will enter an existing storm pipe in Jurupa Street. 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. If master drainage facilities are not in place at the time of project development, then standard engineering practices for controlling post-development runoff may be required, which could include the construction of on-site storm water detention and/or retention/infiltration facilities. 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 EIR. No changes or additions to the Certified 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. The Project could lead to the conversion of permeable surfaces to impermeable surfaces such as parking areas and building foundation areas. Any future development on

the Project site would discharge onsite flows into an existing storm drain facility. As such, the proposed project would not impede or redirect flood flows. With adherence to existing federal, state, and local regulation no changes to the existing flood flows would occur.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: Impacts associated with flooding are primarily related to the construction or placement of structures in areas prone to flooding including within an unprotected 100-year flood zone, and in areas susceptible to high tides, tsunamis, seiches, mudflows or sea level rise. Specifically, structures placed in flood prone areas, if flooded, would be damaged, and could subject people to injury or death. The National Flood Insurance Act of 1968 requires the identification of floodplain areas and establishment of flood-risk zones within those areas. FEMA administers the programs and coordinates with communities to establish effective floodplain management standards. According to FEMA, the Project is not located in a known floodplain. Furthermore, this area is not known to flood and is not typically subjected to flooding. The Project site is not located in a floodplain as shown in Figure S-2 of TOP. The Project site is in an urbanized area that is developed with commercial and industrial buildings. 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

11. LAND USE & PLANNING. Would the project:

a. Physically divide an established community?

Discussion of Effects: The project site is located in an area that is currently developed with urban land uses. This project will be of similar design and size to surrounding developments. 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 EIR. No changes or additions to the Certified 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 EIR as an industrial use. 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

12. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Discussion of Effects: The project site is located within a mostly developed area surrounded by urban land uses. There are no known mineral resources in the area; therefore, the project will not result in any new or substantially different mineral resources impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

13. NOISE. Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Discussion of Effects: The subject site was previously analyzed by the Certified EIR an industrial use and the Project will not expose people to or generate noise levels in excess of standards as established in The Ontario Plan FEIR (Section 5.12); therefore, the project will not result in any new or substantially different noise impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: The subject site was previously analyzed by the Certified EIR as an industrial use and the uses associated with this project normally do not induce groundborne vibrations. 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 EIR. No changes or additions to the Certified 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 proposed Amendment 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. According to the Safety Element, the project is located within the 60-70CNEL noise contour; therefore, the project will not result in any new or substantially different noise impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary, 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.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 EIR an industrial use 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: The project site does not contain existing housing. The project site is presently developed as a parking lot. Implementation of the project will result in the development of an industrial building; 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

iii. Schools?

Discussion of Effects: Upon development, the Project 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 any new housing or large employment generator that would cause an increase in the use of neighborhood parks or other recreational facilities. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: This project is not proposing any new housing or 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 EIR. No changes or additions to the Certified 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: The subject site was previously analyzed by the Certified EIR as an Industrial land use and is in an area that is mostly developed with all street improvements existing. A focused Traffic Analysis was prepared for the project site that compared the trip generation between the existing California Commerce Center Specific Plan Commercial/Food/Hotel land use designation (shopping center/commercial) versus the proposed Light Industrial land use at an FAR of 0.55 (warehouse/small ancillary office). The Traffic Analysis concluded that proposed change in land use from Commercial/Food/Hotel to Light Industrial would result in a net difference of 7,183 fewer Average Daily Trips (ADT) trips, including 146 fewer AM peak hour trips, and 719 fewer PM peak hour trips.

Therefore, the traffic impacts will be consistent with and less than the traffic impacts projected and analyzed under the Certified EIR. The project will not create a substantial increase in the number of vehicle trips, traffic volume or congestion at intersections. 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: CEQA Guidelines Section 15064.3 subdivision (b) has been included in the 2018 CEQA Guidelines as part of the implementation of SB 743 which requires local jurisdictions to use Vehicle Miles Travelled (VMT) instead of Level of Service (LOS) methodologies for the purpose of determining the significance of traffic impacts under CEQA. Also, as part of the implementation of SB 743 local jurisdiction were given until July 1, 2020 to develop and implement thresholds of significance criteria and methodologies for evaluating VMT under the new SB 743 requirements. 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 to establish VMT thresholds since 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 where 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).

Subsequently, a focused Traffic Analysis was prepared for the project site that compared the trip generation between the existing California Commerce Center Specific Plan Commercial/Food/Hotel land use designation (shopping center/commercial) versus the proposed Light Industrial land use at a FAR of 0.55 (warehouse/small ancillary office). The Traffic Analysis concluded that proposed change in land use from Commercial/Food/Hotel to Light Industrial would result in a net difference of 7,183 fewer Average Daily Trips (ADT) trips, including 146 fewer AM peak hour trips, and 719 fewer PM peak hour trips. 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Discussion of Effects: The Project is in an area that is mostly developed. All street improvements are complete, and the Development Plan (File No. PDEV20-008) will be required to construct right-of-way improvements along the project frontages. The Project will, therefore, 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

d. Result in inadequate emergency access?

Discussion of Effects: Development of the Project will be designed to provide access for all emergency vehicles and will therefore not create an inadequate emergency access. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

e. Result in inadequate parking capacity?

Discussion of Effects: The project is required to meet parking standards established by the Ontario Development Code and will therefore not create an inadequate parking capacity. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 was previously analyzed by the TOP FEIR as an industrial use and is not listed in the California Register of Historic Resources or local register of historical resources. Development of the site will not create greater impacts than were identified in the Certified TOP FEIR.

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 EIR. No changes or additions to the Certified 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: The subject site is not listed in the California Register of Historic Resources. No consultation had been initiated and no impacts are anticipated through Project implementation.

Mitigation: No new mitigation measures are required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Discussion of Effects: The proposed project is served by the City of Ontario sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 treatment plant. The project is required to meet the requirements of the Ontario Engineering Department regarding wastewater. 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Discussion of Effects: The Project site is served by the City of Ontario water system. There is currently sufficient water supply available to the City of Ontario to serve this Project as per the findings of Certified TOP EIR. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Discussion of Effects: City of Ontario serves the Project site. Currently, the City of Ontario contracts with a waste disposal company that transports trash to a landfill with sufficient capacity to handle the City's solid waste disposal needs. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to analyses are necessary.

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

Discussion of Effects: This Project complies with federal, state, and local statutes and regulations regarding solid waste. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified 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 or a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

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

Discussion of Effects: The Project does not have impacts that are cumulatively considerable.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified 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 EIR. No changes or additions to the Certified EIR analyses are necessary.

EARLIER ANALYSES

(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D)):

- 1) Earlier Analyses Used. Identify earlier analyses used and state where they are available for review.
 - a) The Ontario Plan Final EIR
 - b) The Ontario Plan
 - c) California Commerce Center Specific Plan (File No. 2591-SP) Adopted May 17, 1983
 - d) California Commerce Center Specific Plan EIR No. 81-4 Certified May 17, 1983
 - e) City of Ontario Official Zoning Map
 - f) City of Ontario Development Code
 - g) Ontario International Airport Land Use Compatibility Plan
 - h) Ontario International Airport Land Use Compatibility Plan Negative Declaration (SCH 2011011081)
 - i) TJW Engineering, Inc. – 3555 E. Airport Drive Focused Traffic Impact Analysis – August 27, 2020

All documents listed above are on file with the City of Ontario Planning Department, 303 East “B” Street, Ontario, California 91764, (909) 395-2036.

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

MITIGATION MEASURES

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

The Mitigation Measures contained in the Certified EIR adequately mitigate the impacts of the proposed Project. These mitigation measures are contained in the attached Mitigation Monitoring Program.

No additional mitigation beyond that previously imposed is required.

Exhibit A PSPA20-003 Existing – California Commerce Center Specific Plan Land Use Plan

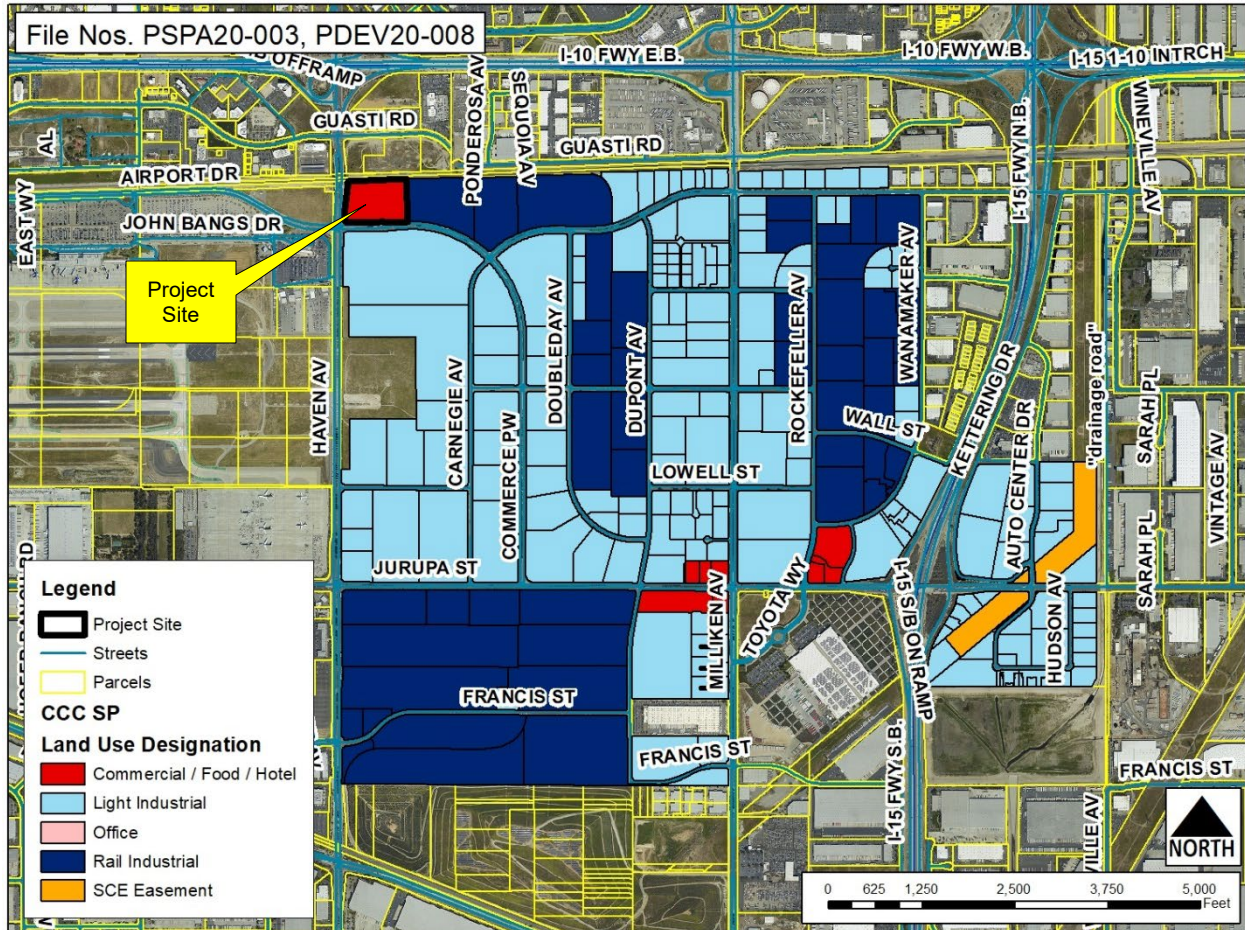
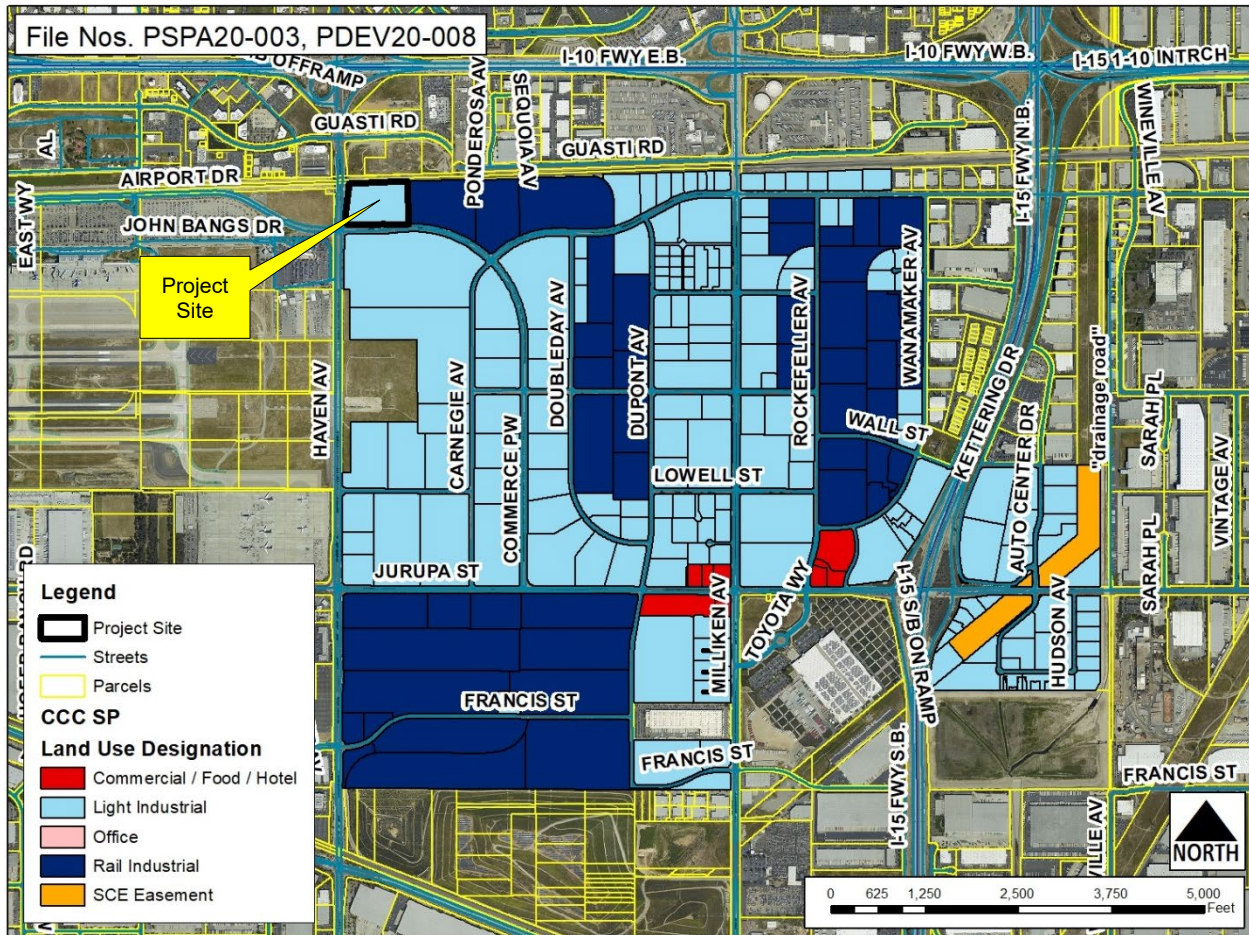


Exhibit B PSPA20-003 Proposed – California Commerce Center Specific Plan Land Use Plan



Mitigation Monitoring Program for The Ontario Plan Environmental Impact Report

1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in The Ontario Plan Environmental Impact Report (EIR), State Clearinghouse No. 2008101140. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Ontario Monitoring Requirements. Section 21081.6 states:

(a) When making the findings required by paragraph (1) of subdivision subsection (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

(c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

1.2 PROJECT SUMMARY

The proposed project is the preparation of The Ontario Plan, which consists of a Vision, Governance Manual, Policy Plan, City Council Priorities, Implementation Plans, and Tracking and Feedback. The Ontario Plan integrates components of city governance documents into a single guidance system that shapes the community 20 years or more into the future.

(a) The Ontario **Vision** describes the future community of Ontario. Its basic purpose is to improve the quality of life for the people of Ontario. It is the rationale and motivation for everything the City does.

(b) The **Governance Manual** describes the foundation for conducting the public's business on behalf of the present and future people of Ontario. It explains how The Ontario Plan is a tool for decision-making and communication.

(c) **City Council Priorities** define the short-term direction in City actions and initiatives. They are the primary means for exercising leadership in carrying out The Plan and realizing the Vision.

(d) The **Policy Plan** connects intent with action through the broad range of Goals and Policies that would guide the long-term growth and development required for the City to achieve its Vision. It also satisfies the California Government Code requirement for a general plan. Figure 3-6, *Proposed Land Use Plan*, shows the proposed General Plan land use designations that guide and regulate land use patterns, distributions, densities and intensities in the City of Ontario, including residential employment, retail, recreation, and public uses.

(e) **Implementation** consists of actions taken to carry out Plan policies. This includes initiatives by the City and decisions on public and private development projects.

(f) **Tracking and Feedback** allows the City to learn from experience and redirect efforts.

Pursuant to CEQA Guidelines Section 15064(d), the EIR considers the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by The Ontario Plan. Consequently, the EIR focuses on impacts from changes to land use associated with buildout of the Proposed Land Use Plan, within the Policy Plan, and impacts from the resultant population and employment growth in the City. The Ontario Plan Proposed Land Use Plan for the ultimate development of the City is not linked to a timeline. However, for the purpose of this environmental analysis, buildout of the Proposed Land Use Plan is forecast for the year 2035.

1.3 PROJECT LOCATION

The City of Ontario is in the southwestern corner of San Bernardino County and is surrounded by the Cities of Chino and Montclair, and unincorporated areas of San Bernardino County to the west; the Cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated land in San Bernardino County to the east; and unincorporated Riverside County land to the south. The City is in the central part of the Upper Santa Ana River Valley. This portion of the valley is bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east.

The City comprises approximately 50 square miles (31,958 acres), which includes the 8,200-acre New Model Colony (NMC) in the southern portion of the City (formerly the City's Sphere of Influence). The northern urbanized portion of the City is known as the Original Model Colony (OMC). The City is generally bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south. Regional circulation to and through the City is provided by I-10 and State Route 60 (SR-60) east-west, and by I-15 and SR-83 (Euclid Avenue) north-south.

1.4 ENVIRONMENTAL IMPACTS

The environmental document for this project is a “program EIR” as defined by State CEQA Guidelines (Section 15161, California Code of Regulations, Title 14, Division 6, Chapter 3). As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project that are related either 1) geographically; 2) as logical parts of a chain of contemplated events; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and have generally similar environmental effects that can be mitigated in similar ways.

Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program’s effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][1]). If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the EIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

1.4.1 Impacts Considered Less Than Significant

Ten environmental categories are identified as having less than significant impacts that do not require mitigation. These categories are:

- Aesthetics
- Biological Resources
- Geology/Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use & Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The following have been identified as potentially resulting in significant adverse impacts that can be mitigated, avoided, or substantially lessened:

- Cultural Resources: Mitigation Measures 5-2 through 5-4 would reduce archeological and prehistoric cultural resource impacts to less than significant.
- Noise: Mitigation Measure 12-3 would ensure that any new vibration-sensitive structures near the Union Pacific Railroad or Southern California Regional Rail Authority right-of-way would be constructed so that train-related vibration would not be perceptible and operational vibration impacts would be less than significant.
- Utilities and Service Systems: Mitigation Measures 17-1 through 17-4 would reduce impacts on water supply and demand from buildout of The Ontario Plan to less than significant.

1.4.3 Unavoidable Significant Adverse Impacts

There are six environmental categories considered to have impacts that would be significant and unavoidable and would not be lessened through mitigation.

Agricultural Resources

Buildout of The Ontario Plan would convert 3,269.3 acres of California Resource Agency designated Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to residential, commercial, mixed-use, and industrial land uses. Consequently, impacts to Farmland would remain significant and unavoidable.

There are a number of Williamson Act contracts within the City that have yet to expire. Buildout of The Ontario Plan would most likely require the cancellation or nonrenewal of these contracts. The current use of these contracts would slow the rate of conversion from agricultural to nonagricultural land, but it would not impede the conversion. Since there are some Williamson Act contracts still active in the New Model Colony, implementation of the proposed land use plan for The Ontario Plan would conflict with these contracts and cause a significant impact. Consequently, impacts to Williamson Act contracts would remain significant and unavoidable.

Development of the City in accordance with The Ontario Plan would increase the amount of nonagricultural land uses. When nonagricultural land uses are placed near agricultural uses, the odors, noises, and other hazards related to agriculture conflict with the activities and the quality of life of the people living and working in the surrounding areas. Consequently, conversion of agricultural uses in the city may cause farms and agricultural land uses outside the City to be converted to nonagricultural uses because of the nuisances related to agriculture and impacts would remain significant and unavoidable.

Air Quality

The project would not be consistent with the Air Quality Management Plan (AQMP) because air pollutant emissions associated with buildout of the City of Ontario would cumulatively contribute to the nonattainment designations in the South Coast Air Basin (SoCAB). Furthermore, buildout of the Proposed Land Use Plan would exceed current estimates of population, employment, and vehicle miles traveled for Ontario and therefore these emissions are not included in the current regional emissions inventory for the SoCAB. As both criteria must be met in order for a project to be considered consistent with the AQMP, the project would be considered inconsistent with the AQMP. Consequently, this impact would remain significant and unavoidable.

Construction activities associated with buildout of The Ontario Plan would generate short-term emissions that exceed the South Coast Air Quality Management District's (SCAQMD) regional significance thresholds; cumulatively contribute to the SoCAB's nonattainment designations for ozone (O₃), coarse inhalable particulate matter (PM₁₀), and fine inhalable particulate matter (PM_{2.5}); and potentially elevate concentrations of air pollutants at sensitive receptors. Mitigation Measure 3-1 would reduce The Ontario Plan's short-term construction-related volatile organic compounds (VOC), carbon monoxide (CO), oxides of nitrogen (NO_x), PM₁₀, and PM_{2.5} emissions but they would not be reduced to levels below the SCAQMD's regional thresholds and they would not reduce these impacts to less than significant. Consequently, construction air pollutant emissions generated by buildout of The Ontario Plan would remain significant and unavoidable.

Buildout of The Ontario Plan would generate long-term emissions that would exceed SCAQMD'S regional significance thresholds and cumulatively contribute to the SoCAB nonattainment designations for O₃, PM₁₀, and PM_{2.5}. Mitigation Measure 3-2 would reduce long-term operational emissions of VOC, CO, NO_x, PM₁₀, and PM_{2.5} related to the buildout of The Ontario Plan but they would not reduce these emissions to levels below the SCAQMD's regional significance thresholds and impacts would not be less than significant. Consequently, operational impacts from buildout of The Ontario Plan would remain significant and unavoidable.

Approval of residential and other sensitive land uses within 500 feet of Interstate-10, Interstate-15, or State Route-60 would result in exposure of persons to substantial concentrations of diesel particulate matter. Mitigation Measure 3-3 would reduce impacts related to the exposure of sensitive receptors (residential and other sensitive land uses) to diesel particulate matter because of their placement near freeways within the City. However, it would not reduce this impact to be less than significant.

Conversion of agricultural land to nonagricultural uses would temporarily expose residents to objectionable odors and impacts would remain significant and unavoidable.

Cultural Resources

Although protective regulations are in place and preservation policies are included in The Ontario Plan, implementation of the Proposed Land Use Plan, especially within growth focus areas, has the potential to impact Tier III historic resources. Mitigation Measure 5-1 would require a historical evaluation for properties within historic resources in the Focus Areas under the City's ordinance. However, the ordinance does not provide a high level of protection for Tier III resources. As a result, demolition of historical resources categorized under the Ordinance as Tier III could potentially be impacted with implementation of the Proposed Land Use Plan. Consequently, Tier III historic resource impacts would remain significant and unavoidable.

Global Climate Change

Buildout of the City of Ontario would generate greenhouse gas emissions that would significantly contribute to global climate change impacts in California. Greenhouse gas (GHG) emissions generated in the City would significantly contribute to climate change impacts in California as a result of the growth in population and employment in the City and scale of development activity associated with buildout of the Proposed Land Use Plan. Mitigation Measures 6-1 through 6-6 would act to reduce the contributions of The Ontario Plan to global climate change but they would not reduce the impacts to less than significant.

Noise

Buildout of the Proposed Land Use Plan would result in an increase in traffic on local roadways in the City of Ontario, which would substantially increase noise levels. Consequently, impacts would remain significant and unavoidable.

Noise-sensitive uses could be exposed to elevated noise levels from transportation sources. Any siting of new sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion would result in a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. Mitigation Measure 12-1 would decrease the exposure of sensitive receptors to excessive noise levels within 65 dBA CNEL contours, whether near Los Angeles/Ontario International Airport (LAONT) or other noise-producing areas such as freeways and railroads, but it would not reduce these impacts to less than significant.

Construction activities associated with buildout of the individual land uses associated with the Proposed Land Use Plan would expose sensitive uses to strong levels of groundborne vibration. Mitigation Measure 12-2 would reduce the impacts caused by construction-related vibrations on sensitive receptors but it would not reduce the impact to less than significant.

Impact 5.12-5. Significant. Construction activities associated with buildout of the individual land uses associated with the Proposed Land Use Plan would substantially elevate noise levels in the vicinity of sensitive land uses. Mitigation Measure 12-4 calls for the use of noise-reducing techniques during construction projects that would impact nearby sensitive receptors, such as the use of temporary sound walls and reduced unnecessary truck idling. However, these impacts would not be reduced to levels considered less than significant.

Noise-sensitive land uses within the 65 dBA CNEL contour of the Los Angeles/Ontario International Airport would be exposed to substantial levels of airport-related noise. Consequently, impacts would remain significant and unavoidable.

Transportation and Traffic

The increased development and population growth associated with the buildout of the Proposed Land Use Plan would cause deficient levels of service at area intersections without implementation of the recommended lane geometry improvements. In addition, buildout of the Proposed Land Use Plan would also cumulatively contribute to the cumulatively significant freeway level of service impact that is already projected to occur in the future. Mitigation Measure 16-1 would require the buildout of The Ontario Plan to be consistent with the traffic study prepared by Kimley-Horn and Associates. This traffic study indicates the appropriate lane geometry for area intersections. This would allow for intersections to have LOS values of E or above, but it would not improve the cumulative freeway LOS standards to appropriate levels. The City has no jurisdiction over Caltrans projects, such as freeway improvements. Therefore, the impacts related to cumulative LOS deficiencies on freeways would not be reduced to levels considered less than significant.

2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Environmental Impact Report, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring Program (MMP). In order to effectively track and document the status of mitigation measures, a mitigation matrix has been prepared and includes:

- Responsibility for implementation
- Timing
- Responsibility for monitoring
- Monitor

Mitigation measure timing of verification has been apportioned into several specific timing increments. Of these, the most common are:

- Prior to project approval
- Prior to issuance of grading permit(s)
- During construction

Information pertaining to compliance with mitigation measures or any necessary modifications or refinements will be documented in the comments portion of the matrix.

2.2 MITIGATION MONITORING PROCEDURES

The City of Ontario Planning Department is the designated lead agency for the Mitigation Monitoring and Reporting Program. The City of Ontario includes the Mitigation Measures within the Special Conditions of Approval. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Planning Department shall designate a Project Mitigation Monitor for the proposed project.

2.2.1 In-Field Monitoring

The Responsible Monitoring Party shall exercise caution and professional practices at all times when monitoring construction. Protective wear (hard hats, glasses, etc.) shall be worn at all times in construction areas. Injuries shall be reported immediately to the Project Mitigation Monitor.

2.2.2 Coordination with Contractors

The construction manager/superintendent is responsible for coordination of contractors and for contractor completion of required measures in accordance with the provisions of this program.

2.2.3 Recognized Experts

The use of recognized experts as a component of the monitoring team is required to ensure compliance with scientific and engineering mitigation measures. While the recognized experts assess

compliance with required mitigation measures, consultation with the City of Ontario planning staff shall take place in the event of a dispute.

2.2.4 Enforcement

Agencies may enforce conditions of approval through their existing police power, using stop-work orders, fines, infraction citations, loss of entitlements, refusal to issue building permits or certificates of use and occupancy or, in some cases, notice of violation for tax purposes. Criminal misdemeanor sanctions could be available where the agency has adopted an ordinance requiring compliance with the monitoring program, similar to the provision in many zoning ordinances that affirm the enforcement power to bring suit against violators of the ordinances.

3. Mitigation Monitoring Requirements

3.1 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 3-1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

3.2 IN-FIELD MONITORING

Project monitors and technical subconsultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (e.g., hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the mitigation monitoring committee.

3.3 DATABASE MANAGEMENT

All mitigation monitoring reports, letters, and memos shall be prepared using Microsoft Word software on IBM-compatible PCs and processed according to the City's Environmental Compliance Program.

3.4 COORDINATION WITH CONTRACTORS

The construction manager is responsible for coordination of contractors and for contractor completion of required mitigation measures.

3.5 LONG-TERM MONITORING

Long-term monitoring related to several mitigation measures will be required, including fire safety inspections. Post-construction fire inspections are conducted on a routine basis by the Ontario Fire Department.

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.3 AIR QUALITY				
<p>3-1 The City of Ontario Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:</p> <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: <ul style="list-style-type: none"> ○ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ○ Applying water every four hours to active soil-disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf . 	<p>City of Ontario Building Department in coordination with the landowner/project applicant's construction contractor</p>	<p>During construction</p>	<p>City of Ontario Building and Department and Developer/Contractor</p>	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
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).	City of Ontario Planning/Engineering Department in coordination with the landowner/project applicant	Prior to individual project approvals	City of Ontario Planning Department	
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 <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.	City of Ontario Planning Department in coordination with the landowner/project applicant	Prior to individual project approvals	City of Ontario Planning Department	
5.5 CULTURAL RESOURCES				
5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals.	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	
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:	City of Ontario Planning Department in coordination with the Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. • Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. • Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional 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. 				
<p>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.</p>	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	
<p>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</p>	City of Ontario Planning Department in coordination with the	Prior to issuance of grading permit(s)	City of Ontario Planning Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
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.	Landowner/Project Applicant			
5.6 Global Climate Change				
<p>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:</p> <ul style="list-style-type: none"> • Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on-schedule to achieve the GHG reduction targets, additional measured shall be implemented, as identified in the CAP. 	City of Ontario	Within 18 months of adopting The Ontario Plan	City of Ontario Planning Department/ Municipal Utilities Agency (MUA)	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ A Municipal Climate Action Plan which shall include measures to reduce GHG emissions from municipal activities by at least 30 percent by 2020 compared to the "business as usual" municipal emissions (including any reductions required by the California Air Resource Board under AB 32. ○ A Business Climate Action Plan in collaboration with the business community, which shall include measures to reduce GHG emissions from business activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" business emissions. ○ A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" community emissions. 				
<p>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</p>	City of Ontario Planning Department	Within 18 months of adopting The Ontario Plan	City of Ontario Planning Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>enforceable. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):</p> <ul style="list-style-type: none"> • Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria. • Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency. • Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris. • Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. • Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate. • Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City. • Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City. • Install energy efficient lighting and lighting control systems in all municipal buildings. • Require all new traffic lights installed be energy efficient traffic signals. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Facilitate employment opportunities that minimize the need for private vehicle trips, by: <ul style="list-style-type: none"> ○ 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 ride-sharing and public transit at large events. • Support and promote the use of low-and zero-emission vehicles, by: <ul style="list-style-type: none"> ○ 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by Airport Land Use Compatibility Plan (ALUCP)/Federal Aviation Administration (FAA). • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. • Support the use of green building practices by: <ul style="list-style-type: none"> ○ Providing information, marketing, training, and technical assistance about green building practices. ○ Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development. ○ Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including: <ul style="list-style-type: none"> ○ Standards for the installation of "cool roofs". ○ Standards for improved overall efficiency of lighting systems. ○ 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ Conducting energy audits. ○ Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. ○ Implementing an energy tracking and management system for its municipal facilities. ○ Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. ○ Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. ○ Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.). ○ Installing Energy Star® appliances and energy-efficient vending machines. ○ Improving water use efficiency, including a schedule to replace or retrofit system components 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>with high- efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).</p> <ul style="list-style-type: none"> ○ 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. <ul style="list-style-type: none"> ● Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including: <ul style="list-style-type: none"> ○ 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 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ Establishing a diversion target which meets or exceeds AB 939 requirements. ○ Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced. • Reduce per capita water consumption consistent with state law by 2020. • Establish a water conservation plan that may include such policies and actions as: <ul style="list-style-type: none"> ○ Maintaining and refining the City's tiered rate structure for water use. ○ Establishing restrictions on time of use for landscape watering, or other demand management strategies. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: <ul style="list-style-type: none"> ○ Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). ○ Establishing menus and checklists 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 drop-off 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>6-3 The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts:</p> <ul style="list-style-type: none"> • Increase densities in urban core areas to support public transit, by, among other means: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so. ○ Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development. ○ Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops. 	City of Ontario Planning Department	Within 18 months of adopting The Ontario Plan	City of Ontario Planning Department	

**Table 3-1
 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Providing maximum parking standards and flexible building height limitations. ○ Providing density bonus programs. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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 non- motorized travel. ● Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit- oriented development areas, by: <ul style="list-style-type: none"> ○ Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, and 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Including low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas. ○ Establishing standards that provide for pervious pavement options. ○ Removing obstacles to natural, drought tolerant landscaping and low-water landscaping. • Coordinate with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking, including, but not limited to: <ul style="list-style-type: none"> ○ Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. • Upgrade and maintain the following transit system infrastructure to enhance public use, including: <ul style="list-style-type: none"> ○ Ensuring transit stops and bus lanes are safe, convenient, clean and efficient. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including: <ul style="list-style-type: none"> ➤ 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: <ul style="list-style-type: none"> ➤ Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • 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 ride-sharing 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: <ul style="list-style-type: none"> ○ 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 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>green building practices where not prohibited by ALUCP/FAA.</p> <ul style="list-style-type: none"> • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. • Support the use of green building practices by: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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. 				

**Table 3-1
 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas). • Identify and remove or otherwise address barriers to renewable energy production, including: <ul style="list-style-type: none"> ○ Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers. ○ Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies. ○ Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air. • Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values. • Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate. • Require that, where feasible, all new buildings be constructed to allow for easy, cost-effective installation of solar energy systems in the future, using such “solar-ready” features as: <ul style="list-style-type: none"> ○ Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south-sloped roof surface, where such buildings architecture and construction are designed for sloped roofs. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Conducting energy audits. ○ Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. ○ Implementing an energy tracking and management system for its municipal facilities. ○ Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. ○ Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ The Energy Star® New Homes Program established by U.S. EPA. ○ The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating. ● Reduce per capita water consumption consistent with state law by 2020. ● Establish a water conservation plan that may include such policies and actions as: <ul style="list-style-type: none"> ○ Maintaining and refining the City's tiered rate structure for water use. ○ Establishing restrictions on time of use for landscape watering, or other demand management strategies. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law. • The City will establish programs and policies to increase the use of recycled water, including: <ul style="list-style-type: none"> ○ Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: <ul style="list-style-type: none"> ○ Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). ○ Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low- flow toilets and shower heads, moisture-sensing irrigation, and other such advances. • Install water-efficient landscapes and irrigation, including: <ul style="list-style-type: none"> ○ Requiring planting drought-tolerant and native species and covering exposed dirt with moisture-retaining mulch or other materials such as 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: 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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).	City of Ontario Planning Department	Prior to adoption of the Climate Action Plan	City of Ontario Planning Department	
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.	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	
6-6 The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	
5.12 NOISE				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>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).</p>	<p>City of Ontario Planning/Building Department in coordination with the Landowner/Project Applicant</p>	<p>Prior to individual project approvals</p>	<p>City of Ontario Planning/Building Department</p>	
<p>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).</p>	<p>City of Ontario Planning/Building/MUA Department in coordination with the Landowner/Project Applicant's construction contractor</p>	<p>During construction</p>	<p>City of Ontario Building/MUA Department</p>	
<p>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</p>	<p>City of Ontario Planning/Building Department with collaboration with the Landowner/Project Applicant</p>	<p>Prior to individual project approvals</p>	<p>City of Ontario Building Department</p>	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.				
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 non-essential 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.	City of Ontario Building/Planning/MUA Department in coordination with the Landowner/Project Applicant's construction contractor	During construction	City of Ontario Building/Planning/MUA Department	
5.16 TRANSPORTATION AND CIRCULATION				
16-1 The Mobility Element of the Ontario Plan shall be consistent with the traffic study prepared by Kimley-Horn and Associates in 2009. Table 5.16-6 in Section 5.16, <i>Transportation and Traffic</i> , shows the recommended lane geometry for the Proposed Land Use Plan.	City of Ontario Engineering/Planning Department	Ongoing	City of Ontario Engineering/Planning Department	
5.17 UTILITIES AND SERVICE SYSTEMS				
17-1 The City shall include a policy in the Policy Plan that requires water conservation measures for development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand, through conservation measures, including but not limited to: <ul style="list-style-type: none"> • Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council). • Continue to develop and implement drought contingency plans to assist citizens and businesses 	City of Ontario Planning/MUA Department	Ongoing	City of Ontario Planning/MUA/Engineering Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>reduce water use during water shortages and emergencies.</p> <ul style="list-style-type: none"> 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 1881. 				
<p>17-2 The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (nonpotable) source for landscaping, parks, and other irrigation opportunities in all areas of the City and requires use of recycled water in dual-system office and industrial uses in selected urban areas of the City, where available and feasible.</p>	<p>City of Ontario Planning Department in coordination with City of Ontario MUA/Engineering Department</p>	<p>Ongoing</p>	<p>City of Ontario Planning/MUA/Engineering Department</p>	
<p>17-3 The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge, such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long-term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.</p>	<p>City of Ontario Planning Department in coordination with City of Ontario MUA/Engineering Department</p>	<p>Ongoing</p>	<p>City of Ontario Planning/MUA/Engineering Department</p>	



TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

August 27, 2020

Mr. William D. Vogel
VOGEL PROPERTIES, INC.
300 Paseo Tesoro
Walnut, CA 91789

Subject: 3555 E Airport Drive Focused Traffic Analysis, City of Ontario

Dear Mr. Vogel,

TJW ENGINEERING, INC. (TJW) is pleased to present you with this focused traffic analysis for the proposed 3555 E. Airport Drive Project. The proposed project is located at the northeast corner of the intersection of Airport Drive and Haven Avenue in the City of Ontario.

This focused traffic analysis has been prepared to analyze project trip generation and assess the performance of a single westbound right turn lane compared to dual westbound right turn lanes at the intersection of Airport Drive and Haven Avenue. This report is being submitted to you for review and forwarding to the City of Ontario.

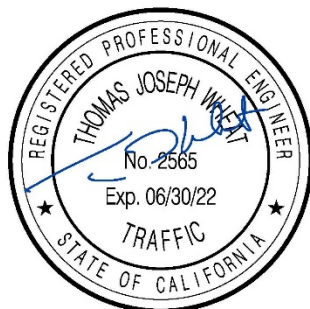
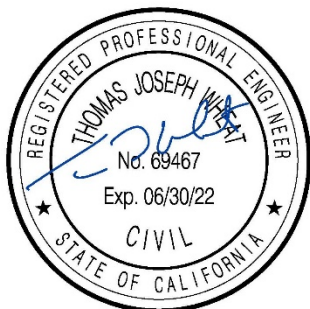
Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President

David Chew, PTP
Transportation Planner

Registered Civil Engineer #69467
Registered Traffic Engineer #2565



Jeffrey Chinchilla, PE
Project Engineer

6 Venture, Suite 225 | Irvine, California 92618 | t: (949) 878-3509
www.tjwengineering.com

1.1 PROJECT DESCRIPTION

The project is located at the northeast corner of the intersection of Airport Drive and Haven Avenue in the City of Ontario. According to the California Commerce Center Specific Plan, the site's current designated land use is Commercial/Food/Hotel. The proposed project would change the designated land use to Industrial.

The proposed project consists of 201,491 square foot building consisting of 198,991 square feet of warehouse use and 5,000 square feet of office use. Site access is planned along Airport Drive via one full-access driveway and one right-in-right-out driveway. The proposed project is anticipated to be built and generating trips in 2022. The proposed project location and project site plan are provided in the appendix.

1.2 PROJECT TRIP GENERATION ANALYSIS

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. Determining trip generation for a proposed project is based on projecting the amount of traffic that the specific land uses being proposed will produce. Industry standard *Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017)* trip generation rates were used to determine trip generation for the proposed project land uses.

Table 1 summarizes the projected AM peak hour, PM peak hour and daily trip generation of the proposed project. The proposed project is projected to generate 423 daily trips, 43 AM peak hour trips, and 49 PM peak hour trips.

According to the California Commerce Center Specific Plan, the site's current designated land use is Commercial/Food/Hotel. The proposed project would change the designated land use to Industrial. Due to the change in land use, a trip generation analysis has been prepared to determine net differences in trip generation forecasts. **Table 2** summarizes the projected net difference between the proposed project trip generation and the California Commerce Center Specific Plan land use designation trip generation. A projected net difference of -7,183 daily trips, -146 AM peak hour trips, and -719 PM peak hour trips is expected between designated and proposed land uses.

Table 1
Proposed Project Trip Generation

Proposed Land Use ¹	Qty	Unit ²	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour				
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Warehousing (150)	196.49	TSF	1.74	342	0.17	77:23	25	8	33	0.19	27:73	10	27	37
Small Office (712)	5.00	TSF	16.19	81	1.92	83:17	8	2	10	2.45	32:68	4	8	12
Total	201.49	TSF		423			33	10	43			14	35	49

1: Rates from ITE Trip Generation (10th Edition, 2017)

2: TSF = Thousand Square Feet

Table 2
Net Difference in Trip Generation

Land Use ¹	Qty	Unit ²	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour				
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed Project														
Warehousing (150)	196.49	TSF	1.74	342	0.17	77:23	25	8	33	0.19	27:73	10	27	37
Small Office (712)	5.00	TSF	16.19	81	1.92	83:17	8	2	10	2.45	32:68	4	8	12
Total		TSF		423			33	10	43			14	35	49
Designated Land Use														
Shopping Center/Commercial (820)	201.49	TSF	37.75	7,606	0.94	62:38	117	72	189	3.81	48:52	369	399	768
Net Difference				-7,183			-84	-62	-146			-355	-364	-719

1: Rates from ITE Trip Generation (10th Edition, 2017)

2: TSF = Thousand Square Feet

1.2 INTERSECTION ANALYSIS METHODOLOGY

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The definitions for LOS for interruption of traffic flow differ depending on the type of traffic control (traffic signal, unsignalized intersection with side street stops, unsignalized intersection with all-way stops). The *Highway Capacity Manual (HCM) 6* (Transportation Research Board, 2016) methodology expresses the LOS of an intersection in terms of delay time for the intersection approaches. The HCM methodology utilizes different procedures for different types of intersection control.

The City of Ontario and Caltrans traffic impact study guidelines require signalized intersection operations be analyzed utilizing the HCM 6th Edition methodology. Intersection LOS for signalized intersections is based on the intersections average control delay for all movements at the intersection during the peak hour. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Table 3 describes the general characteristics of traffic flow and accompanying delay ranges at signalized intersections.

Table 3
HCM – LOS & Delay Ranges – Signalized Intersections

Level Of Service	Description	Delay (in seconds)
A	Very favorable progression; most vehicles arrive during green signal and do not stop. Short cycle lengths.	0 – 10.00
B	Good progression, short cycle lengths. More vehicles stop than for LOS A.	10.01 – 20.00
C	Fair progression; longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.	20.01 – 35.00
D	Progression less favorable, longer cycle length and high flow/capacity ratio. The proportion of vehicles that pass through without stopping diminishes. Individual cycle failures are obvious.	35.01 – 55.00
E	Severe congestion with some long standing queues on critical approaches. Poor progression, long cycle lengths and high flow/capacity ratio. Individual cycle failures are frequent.	55.01 – 80.00
F	Very poor progression, long cycle lengths and many individual cycle failures. Arrival flow rates exceed capacity of intersection.	> 80.01

Source: Transportation Research Board, *Highway Capacity Manual*, HCM6 Edition (Washington D.C., 2016).

Collected peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. It is a common practice in LOS analysis to conservatively use a peak 15-minute flow rate applied to the entire hour to derive flow rates in vehicles per hour that are used in the LOS analysis. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume. $PHF = \frac{\text{Hourly Volume}}{\text{Peak 15-minute Flow Rate}}$

[4 * Peak 15-Minute Volume]. The use of a 15-minute PHF produces a more detailed and conservative analysis compared to analyzing vehicles per hour. Existing PHFs, obtained from the existing traffic counts have been used for all analysis scenarios in this study.

1.3 TRAFFIC COUNTS AND VOLUME DEVELOPMENT

Due to the ongoing effects of COVID-19, traffic volumes have been lower than average. To account for abnormal traffic volumes, a 2% growth rate was applied to historical traffic counts from November of 2019 to establish existing 2020 volumes. A growth rate of 2% was applied to existing 2020 volumes to develop project opening year and buildout year volumes.

Existing (2020) = [Historical (2019) Counts * 1.02¹]

Project Opening Year (2022) = [Existing (2020) Volumes * 1.02²]

Buildout Year (2040) = [Existing (2020 Volumes) * 1.02²⁰]

Traffic volumes were converted into Passenger Car Equivalent (PCEs) utilizing the following factors:

- 2-axle trucks: 2.0 PCE
- 3-axle trucks: 2.5 PCE
- 4+ axle trucks: 3.0 PCE

1.4 PROJECT OPENING YEAR (2022) CONDITIONS LANE CONFIGURATION ANALYSIS

The *City of Ontario General Plan Update Transportation Technical Report* recommends the following westbound approach configuration for the intersection of Airport Drive and Haven Avenue:

- 2 left turn lanes, 3 through lanes, and 2 right turn lanes.

Due to the decrease in projected trip generation, a lane configuration analysis was conducted to determine the need for two right turn lanes as recommended in the *Transportation Technical Report*.

Project opening year conditions AM and PM peak hour intersection analysis is shown in **Table 4**. Calculations are based on the lane configuration shown in **Exhibit 1**. **Exhibit 1** also shows *project opening year* AM and PM peak hour volumes at the study intersection of Airport Drive and Haven Avenue. HCM analysis sheets are provided in the appendix.

Traffic operations are evaluated for the following time periods:

- Weekday AM Peak Hour occurring within 7:00 AM to 9:00 AM; and
- Weekday PM Peak Hour occurring within 4:00 PM to 6:00 PM.

Table 4
Intersection Analysis – Opening Year Conditions

Intersection			Control Type	Peak Hour	Opening Year Conditions			
					1 WBR Lanes		2 WBR Lanes	
					Delay ¹	LOS	Delay ¹	LOS
1	Airport Dr	Haven Ave	Signal	AM	32.5	C	32.1	C
				PM	53.8	D	44.2	D

1: Delay shown in seconds per vehicle. Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized intersections.
Note: WBR = Westbound Right

Policy 12.2 of the *City of Ontario General Plan Infrastructure Element* indicates that LOS E should be maintained at intersections. As shown in **Table 4**, the study intersection is projected to operate at an acceptable LOS during the AM and PM peak hours for *opening year* conditions for both single and dual westbound right lane configurations.

1.5 BUILDOUT YEAR (2040) CONDITIONS LANE CONFIGURATION ANALYSIS

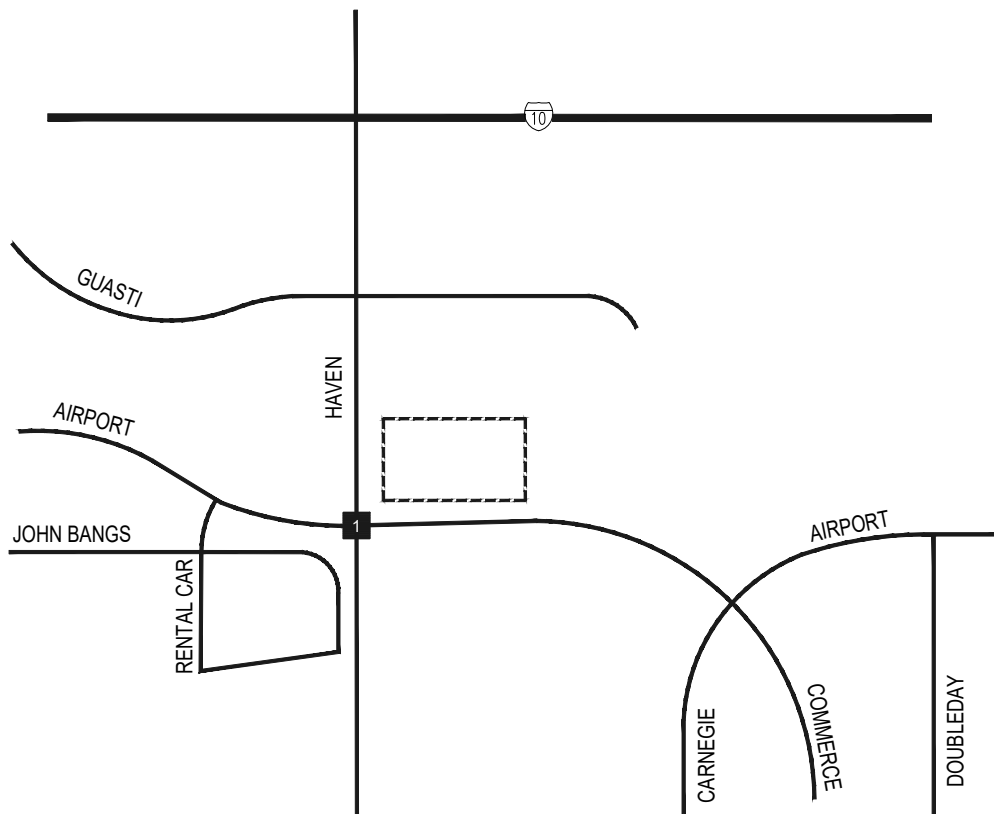
Buildout year conditions AM and PM peak hour intersection analysis is shown in **Table 5**. Calculations are based on the lane geometry shown in **Exhibit 2**. **Exhibit 2** also shows *buildout year* AM and PM peak hour volumes at the study intersection. HCM analysis sheets are provided in the appendix.

Table 5
Intersection Analysis – Buildout Year Conditions

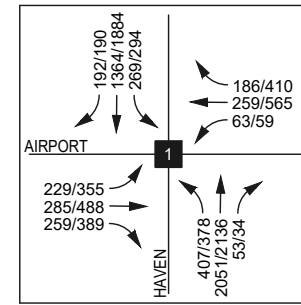
Intersection			Control Type	Peak Hour	Buildout Year Conditions			
					1 WBR Lanes		2 WBR Lanes	
					Delay ¹	LOS	Delay ¹	LOS
1	Airport Dr	Haven Ave	Signal	AM	43.9	D	40.5	D
				PM	75.8	E	67.4	E

1: Delay shown in seconds per vehicle. Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized intersections.
Note: WBR = Westbound Right

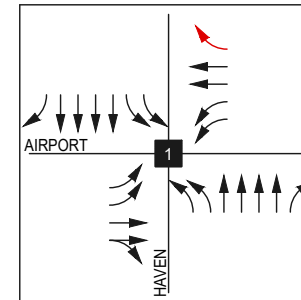
Policy 12.2 of the *City of Ontario General Plan Infrastructure Element* indicates that LOS E should be maintained at intersections. As shown in **Table 5**, the study intersection is projected to operate at an acceptable LOS during the AM and PM peak hours for *buildout year* conditions for both single and dual westbound right lane configurations.



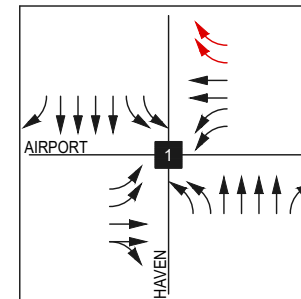
- Legend:
- XX/XX AM/PM Peak Hour Volumes
 - ← Existing Lane
 - ↪ Westbound Right Turn Lane
 - Signal-Controlled Intersection
 - Project Site



TRAFFIC VOLUMES



LANE GEOMETRY (1 WBR)

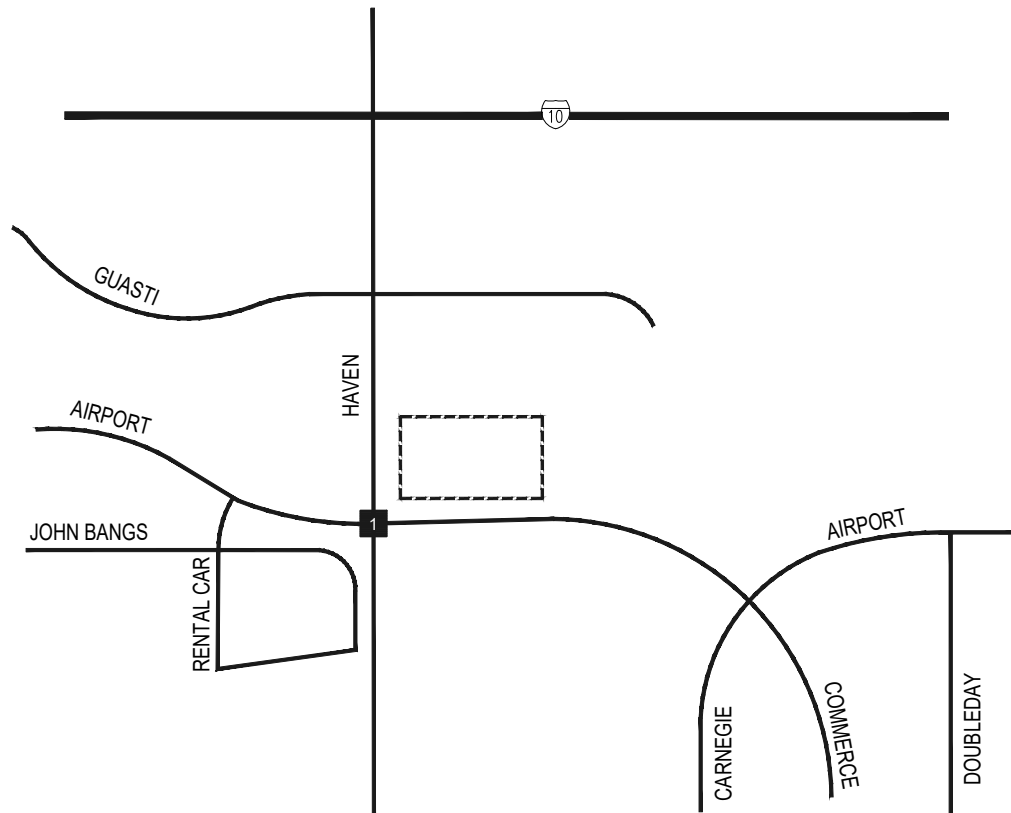


LANE GEOMETRY (2 WBR)

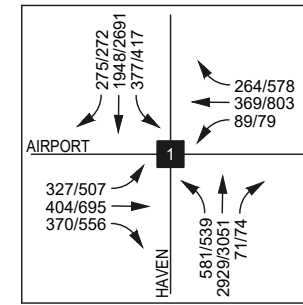


Exhibit 1: Project Opening Year (2022) AM/PM Peak Hour Volumes and Lane Geometry

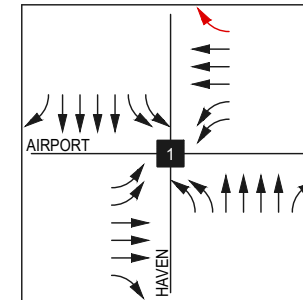




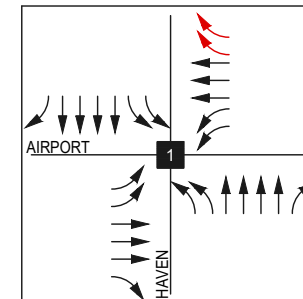
- Legend:
- XX/XX AM/PM Peak Hour Volumes
 - ← Existing Lane
 - ↪ Westbound Right Turn Lane
 - Signal-Controlled Intersection
 - Project Site



TRAFFIC VOLUMES



LANE GEOMETRY (1 WBR)



LANE GEOMETRY (2 WBR)



Exhibit 2: Buildout Year (2040) AM/PM Peak Hour Volumes and Lane Geometry

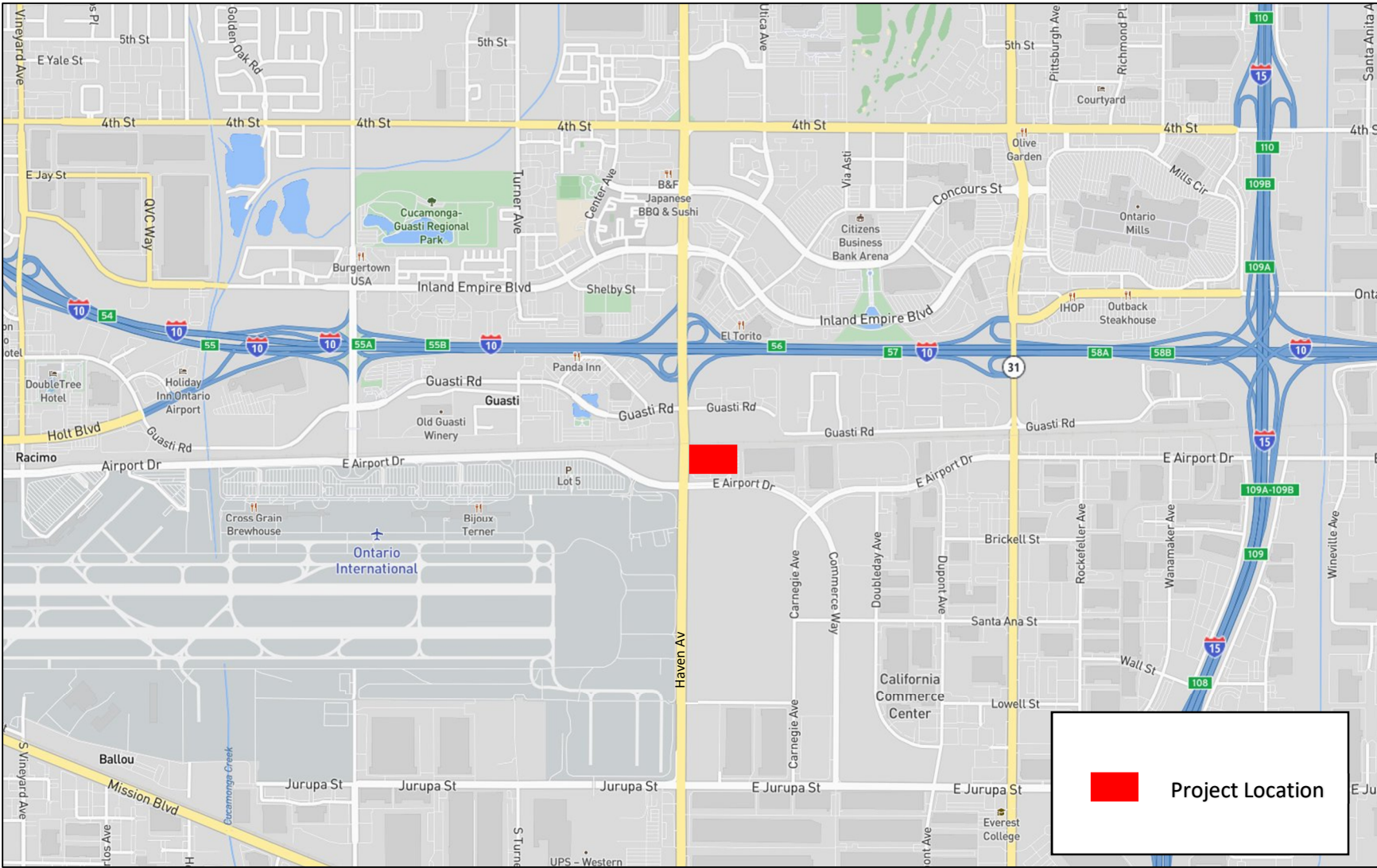


1.6 CONCLUSION

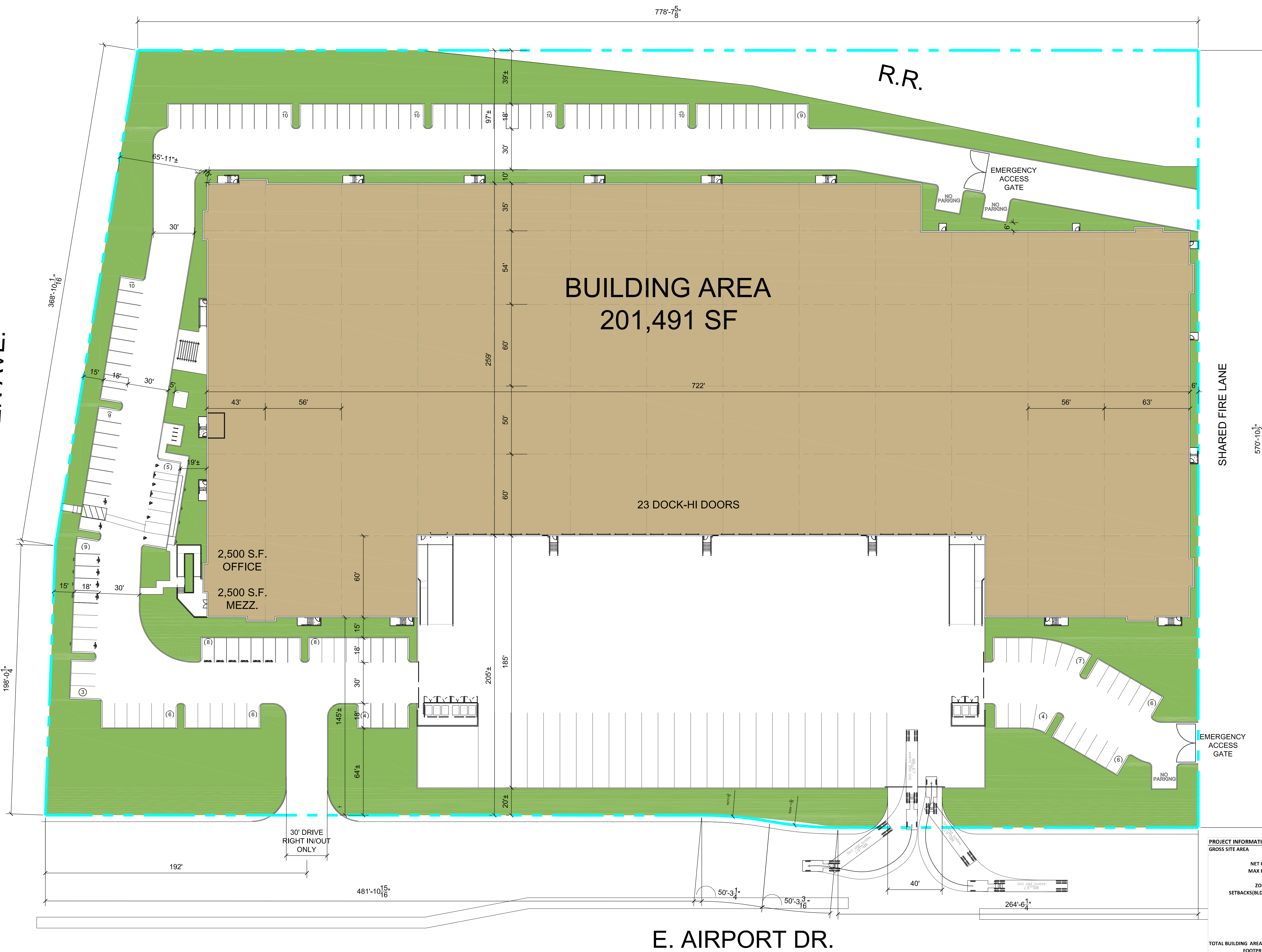
The proposed project would change the designated land use from Commercial/Food/Hotel to Industrial. A projected net difference of -7,183 daily trips, -146 AM peak hour trips, and -719 PM peak hour trips is anticipated between designated and proposed land uses.

The *City of Ontario General Plan Update Transportation Technical Report* recommends westbound dual right turn lanes at the intersection of Airport Drive/Haven Avenue. To determine if the decrease in projected trip generation would continue to warrant a second right turn lane, the intersection was analyzed with single and dual westbound right turn lane configurations. Lane configurations were analyzed for *project opening year* and *buildout year* conditions. The analysis results indicate that the intersection will operate at an acceptable LOS for *project opening year* and *buildout year* conditions with either single or dual westbound right turn lanes.

APPENDIX



S. HAVEN AVE.



A CONCEPTUAL SITE PLAN
SCALE: 1" = 60'

PROJECT VOGEL HAVEN - 3525 E AIRPORT DR
ONTARIO, CA
SCHEME 2
SITE PLAN

PROJECT INFORMATION		SCH 2	07.13.2020
GROSS SITE AREA	10.65 AC	469,978	
NET FAR		43.4%	
MAX FAR		55.0%	
ZONE:		(I-1) INDUSTRIAL LIGHT	
SETBACKS(BLDG):			
	STREET FRONT BLDG. SETBACK (E. AIRPORT DR.)	35'	
	STREET SIDE BLDG. SETBACK (S. HAVEN AVE.)	45'	
	STREET FRONT LANDSCAPE SETBACK	20'	
	STREET SIDE LANDSCAPE SETBACK (S.HAVEN AVE.)	15'	
	INT/REAR SETBACK	0'	
TOTAL BUILDING AREA		201,491 SF	
FOOTPRINT		198,991 SF	
	WAREHOUSE	196,491	
	OFFICE	2,500	
MEZZANINE		2,500	
	OFFICE	2,500	
TOTAL PARKING REQUIRED (9' x 18')		131	
	WAREHOUSE @ 1/1,000 UP TO 20K	20	
	WAREHOUSE @ 1/2,000 OVER 20K	91	
	OFFICE @ 1/250 IF OVER 10%	20	
PARKING PROVIDED (9' x 18')		140	
	STANDARD	122	
	ADA	5	
	EV VAN ADA	1	
	EV ADA	1	
	EV	5	
	CLEAN AIR	6	
	TRAILER PROVIDED (12X45)	25	
LANDSCAPE	REQUIRED	15.0%	69,597 SF
	PROVIDED	18.1%	83,752 SF



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ARCHITECTURE + DESIGN
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Irvine, CA 92618
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714.389.2800
info@HerdmanRierson.com

A19-2147
07.13.2020



CONCEPTUAL
SITE PLAN

TRAFFIC COUNTS

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport AM
 Site Code : 99919787
 Start Date : 11/7/2019
 Page No : 1

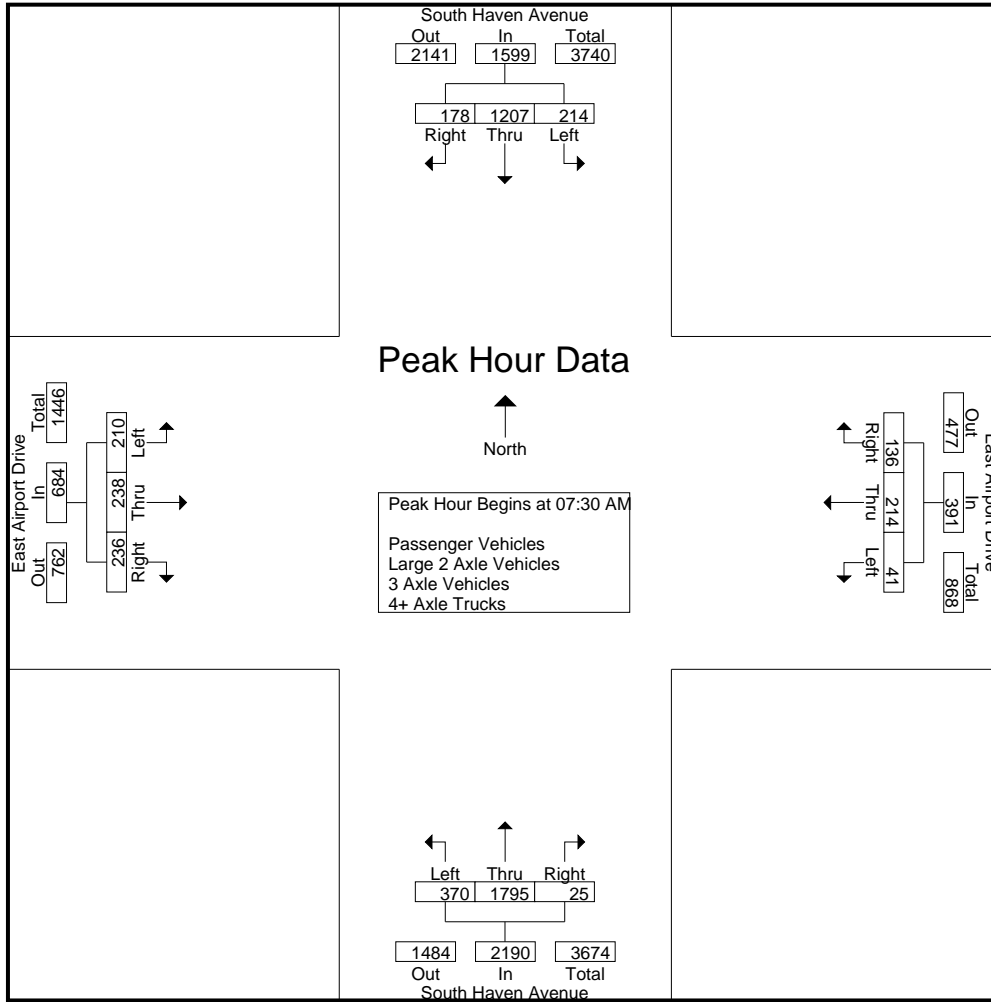
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	30	170	43	243	4	30	7	41	27	126	6	159	25	20	15	60	503
06:15 AM	24	204	34	262	3	23	14	40	42	198	2	242	30	23	25	78	622
06:30 AM	37	270	35	342	8	23	14	45	43	236	6	285	24	37	43	104	776
06:45 AM	53	271	39	363	5	46	23	74	54	281	6	341	36	46	47	129	907
Total	144	915	151	1210	20	122	58	200	166	841	20	1027	115	126	130	371	2808
07:00 AM	40	313	33	386	7	30	29	66	70	303	5	378	24	32	41	97	927
07:15 AM	35	294	44	373	3	36	19	58	60	346	4	410	35	44	49	128	969
07:30 AM	45	316	36	397	14	60	32	106	89	439	6	534	57	79	61	197	1234
07:45 AM	80	306	48	434	13	52	35	100	88	474	6	568	60	77	70	207	1309
Total	200	1229	161	1590	37	178	115	330	307	1562	21	1890	176	232	221	629	4439
08:00 AM	45	328	53	426	10	62	31	103	93	449	4	546	47	43	54	144	1219
08:15 AM	44	257	41	342	4	40	38	82	100	433	9	542	46	39	51	136	1102
08:30 AM	47	268	50	365	6	40	38	84	104	454	6	564	53	36	48	137	1150
08:45 AM	39	260	47	346	7	37	24	68	77	422	12	511	64	36	53	153	1078
Total	175	1113	191	1479	27	179	131	337	374	1758	31	2163	210	154	206	570	4549
Grand Total	519	3257	503	4279	84	479	304	867	847	4161	72	5080	501	512	557	1570	11796
Apprch %	12.1	76.1	11.8		9.7	55.2	35.1		16.7	81.9	1.4		31.9	32.6	35.5		
Total %	4.4	27.6	4.3	36.3	0.7	4.1	2.6	7.3	7.2	35.3	0.6	43.1	4.2	4.3	4.7	13.3	
Passenger Vehicles	487	3097	495	4079	63	424	251	738	832	3883	53	4768	494	464	547	1505	11090
% Passenger Vehicles	93.8	95.1	98.4	95.3	75	88.5	82.6	85.1	98.2	93.3	73.6	93.9	98.6	90.6	98.2	95.9	94
Large 2 Axle Vehicles	9	57	5	71	4	37	11	52	7	133	1	141	2	28	3	33	297
% Large 2 Axle Vehicles	1.7	1.8	1	1.7	4.8	7.7	3.6	6	0.8	3.2	1.4	2.8	0.4	5.5	0.5	2.1	2.5
3 Axle Vehicles	7	24	0	31	2	6	6	14	2	26	1	29	3	11	2	16	90
% 3 Axle Vehicles	1.3	0.7	0	0.7	2.4	1.3	2	1.6	0.2	0.6	1.4	0.6	0.6	2.1	0.4	1	0.8
4+ Axle Trucks	16	79	3	98	15	12	36	63	6	119	17	142	2	9	5	16	319
% 4+ Axle Trucks	3.1	2.4	0.6	2.3	17.9	2.5	11.8	7.3	0.7	2.9	23.6	2.8	0.4	1.8	0.9	1	2.7

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	45	316	36	397	14	60	32	106	89	439	6	534	57	79	61	197	1234
07:45 AM	80	306	48	434	13	52	35	100	88	474	6	568	60	77	70	207	1309
08:00 AM	45	328	53	426	10	62	31	103	93	449	4	546	47	43	54	144	1219
08:15 AM	44	257	41	342	4	40	38	82	100	433	9	542	46	39	51	136	1102
Total Volume	214	1207	178	1599	41	214	136	391	370	1795	25	2190	210	238	236	684	4864
% App. Total	13.4	75.5	11.1		10.5	54.7	34.8		16.9	82	1.1		30.7	34.8	34.5		
PHF	.669	.920	.840	.921	.732	.863	.895	.922	.925	.947	.694	.964	.875	.753	.843	.826	.929

City of Ontario
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Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	35	294	44	373	14	60	32	106	88	474	6	568	57	79	61	197
+15 mins.	45	316	36	397	13	52	35	100	93	449	4	546	60	77	70	207
+30 mins.	80	306	48	434	10	62	31	103	100	433	9	542	47	43	54	144
+45 mins.	45	328	53	426	4	40	38	82	104	454	6	564	46	39	51	136
Total Volume	205	1244	181	1630	41	214	136	391	385	1810	25	2220	210	238	236	684
% App. Total	12.6	76.3	11.1		10.5	54.7	34.8		17.3	81.5	1.1		30.7	34.8	34.5	
PHF	.641	.948	.854	.939	.732	.863	.895	.922	.925	.955	.694	.977	.875	.753	.843	.826

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport AM
 Site Code : 99919787
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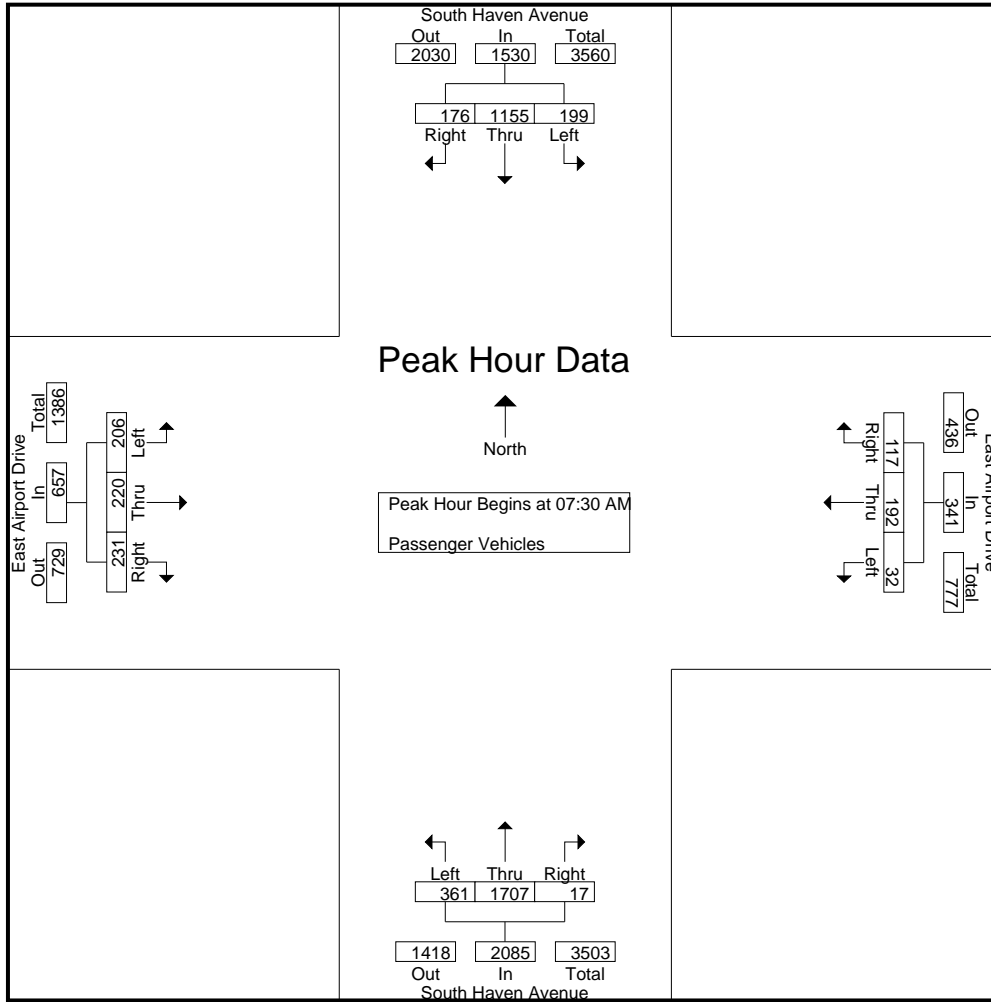
Groups Printed- Passenger Vehicles

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	27	159	43	229	2	28	5	35	27	110	4	141	24	17	14	55	460
06:15 AM	22	193	33	248	2	20	9	31	42	174	0	216	30	22	25	77	572
06:30 AM	37	255	34	326	6	19	11	36	41	210	5	256	23	30	43	96	714
06:45 AM	50	259	37	346	5	38	19	62	52	259	5	316	36	44	46	126	850
Total	136	866	147	1149	15	105	44	164	162	753	14	929	113	113	128	354	2596
07:00 AM	39	304	33	376	6	28	26	60	70	286	5	361	24	29	41	94	891
07:15 AM	34	281	44	359	2	34	14	50	60	326	4	390	35	42	48	125	924
07:30 AM	40	308	35	383	11	53	26	90	84	417	5	506	57	76	59	192	1171
07:45 AM	76	298	48	422	10	47	30	87	86	454	2	542	59	71	68	198	1249
Total	189	1191	160	1540	29	162	96	287	300	1483	16	1799	175	218	216	609	4235
08:00 AM	41	311	52	404	8	56	28	92	91	426	3	520	46	37	53	136	1152
08:15 AM	42	238	41	321	3	36	33	72	100	410	7	517	44	36	51	131	1041
08:30 AM	47	246	48	341	2	34	33	69	102	417	3	522	53	29	46	128	1060
08:45 AM	32	245	47	324	6	31	17	54	77	394	10	481	63	31	53	147	1006
Total	162	1040	188	1390	19	157	111	287	370	1647	23	2040	206	133	203	542	4259
Grand Total	487	3097	495	4079	63	424	251	738	832	3883	53	4768	494	464	547	1505	11090
Apprch %	11.9	75.9	12.1		8.5	57.5	34		17.4	81.4	1.1		32.8	30.8	36.3		
Total %	4.4	27.9	4.5	36.8	0.6	3.8	2.3	6.7	7.5	35	0.5	43	4.5	4.2	4.9	13.6	

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	40	308	35	383	11	53	26	90	84	417	5	506	57	76	59	192	1171
07:45 AM	76	298	48	422	10	47	30	87	86	454	2	542	59	71	68	198	1249
08:00 AM	41	311	52	404	8	56	28	92	91	426	3	520	46	37	53	136	1152
08:15 AM	42	238	41	321	3	36	33	72	100	410	7	517	44	36	51	131	1041
Total Volume	199	1155	176	1530	32	192	117	341	361	1707	17	2085	206	220	231	657	4613
% App. Total	13	75.5	11.5		9.4	56.3	34.3		17.3	81.9	0.8		31.4	33.5	35.2		
PHF	.655	.928	.846	.906	.727	.857	.886	.927	.903	.940	.607	.962	.873	.724	.849	.830	.923

City of Ontario
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	40	308	35	383	11	53	26	90	84	417	5	506	57	76	59	192
+15 mins.	76	298	48	422	10	47	30	87	86	454	2	542	59	71	68	198
+30 mins.	41	311	52	404	8	56	28	92	91	426	3	520	46	37	53	136
+45 mins.	42	238	41	321	3	36	33	72	100	410	7	517	44	36	51	131
Total Volume	199	1155	176	1530	32	192	117	341	361	1707	17	2085	206	220	231	657
% App. Total	13	75.5	11.5		9.4	56.3	34.3		17.3	81.9	0.8		31.4	33.5	35.2	
PHF	.655	.928	.846	.906	.727	.857	.886	.927	.903	.940	.607	.962	.873	.724	.849	.830

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport AM
 Site Code : 99919787
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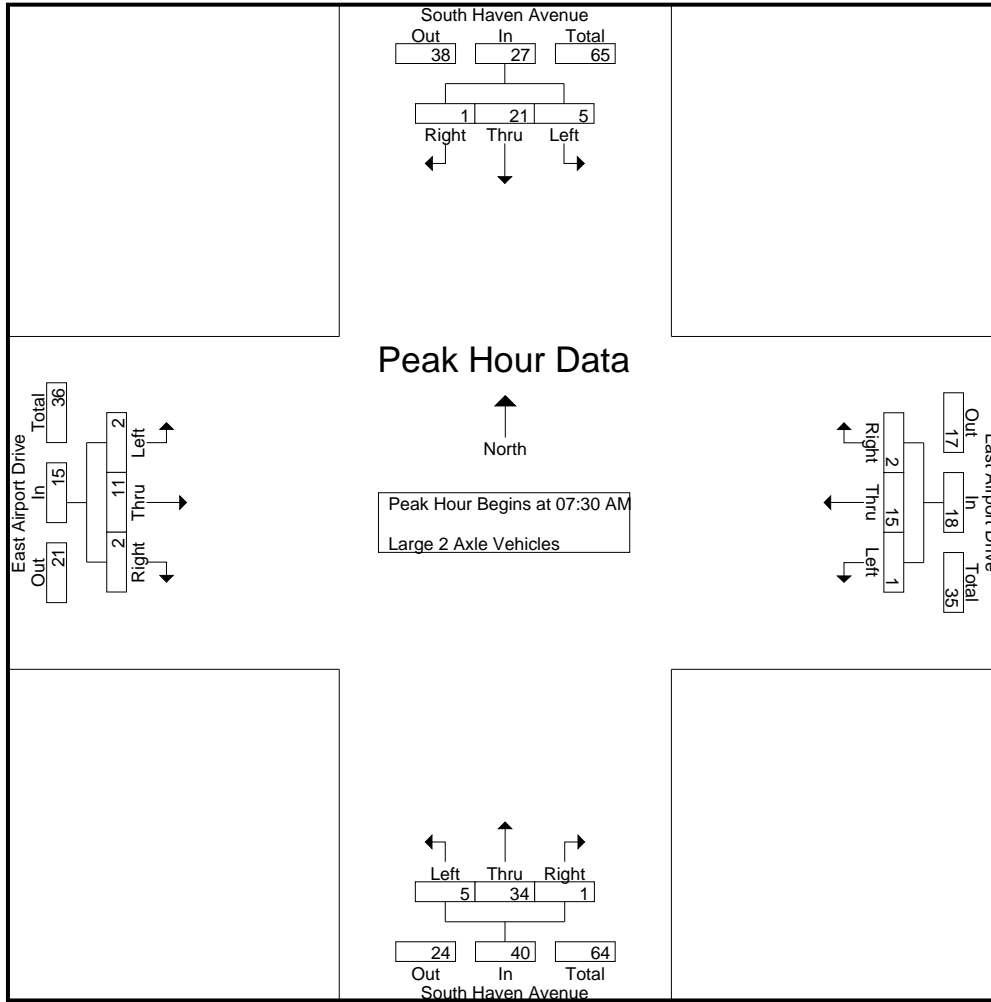
Groups Printed- Large 2 Axle Vehicles

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	1	1	0	2	0	2	0	2	0	6	0	6	0	3	0	3	13
06:15 AM	0	3	0	3	1	1	0	2	0	9	0	9	0	0	0	0	14
06:30 AM	0	4	0	4	1	4	0	5	1	13	0	14	0	3	0	3	26
06:45 AM	0	5	2	7	0	5	0	5	0	11	0	11	0	2	0	2	25
Total	1	13	2	16	2	12	0	14	1	39	0	40	0	8	0	8	78
07:00 AM	0	3	0	3	0	1	2	3	0	5	0	5	0	2	0	2	13
07:15 AM	0	7	0	7	0	1	4	5	0	10	0	10	0	2	0	2	24
07:30 AM	0	5	1	6	0	5	0	5	2	9	0	11	0	3	0	3	25
07:45 AM	1	4	0	5	0	2	0	2	1	7	1	9	0	4	2	6	22
Total	1	19	1	21	0	9	6	15	3	31	1	35	0	11	2	13	84
08:00 AM	3	3	0	6	0	5	1	6	2	11	0	13	0	2	0	2	27
08:15 AM	1	9	0	10	1	3	1	5	0	7	0	7	2	2	0	4	26
08:30 AM	0	9	2	11	1	6	1	8	1	28	0	29	0	3	1	4	52
08:45 AM	3	4	0	7	0	2	2	4	0	17	0	17	0	2	0	2	30
Total	7	25	2	34	2	16	5	23	3	63	0	66	2	9	1	12	135
Grand Total	9	57	5	71	4	37	11	52	7	133	1	141	2	28	3	33	297
Apprch %	12.7	80.3	7		7.7	71.2	21.2		5	94.3	0.7		6.1	84.8	9.1		
Total %	3	19.2	1.7	23.9	1.3	12.5	3.7	17.5	2.4	44.8	0.3	47.5	0.7	9.4	1	11.1	

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	5	1	6	0	5	0	5	2	9	0	11	0	3	0	3	25
07:45 AM	1	4	0	5	0	2	0	2	1	7	1	9	0	4	2	6	22
08:00 AM	3	3	0	6	0	5	1	6	2	11	0	13	0	2	0	2	27
08:15 AM	1	9	0	10	1	3	1	5	0	7	0	7	2	2	0	4	26
Total Volume	5	21	1	27	1	15	2	18	5	34	1	40	2	11	2	15	100
% App. Total	18.5	77.8	3.7		5.6	83.3	11.1		12.5	85	2.5		13.3	73.3	13.3		
PHF	.417	.583	.250	.675	.250	.750	.500	.750	.625	.773	.250	.769	.250	.688	.250	.625	.926

City of Ontario
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	5	1	6	0	5	0	5	2	9	0	11	0	3	0	3
+15 mins.	1	4	0	5	0	2	0	2	1	7	1	9	0	4	2	6
+30 mins.	3	3	0	6	0	5	1	6	2	11	0	13	0	2	0	2
+45 mins.	1	9	0	10	1	3	1	5	0	7	0	7	2	2	0	4
Total Volume	5	21	1	27	1	15	2	18	5	34	1	40	2	11	2	15
% App. Total	18.5	77.8	3.7		5.6	83.3	11.1		12.5	85	2.5		13.3	73.3	13.3	
PHF	.417	.583	.250	.675	.250	.750	.500	.750	.625	.773	.250	.769	.250	.688	.250	.625

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport AM
 Site Code : 99919787
 Start Date : 11/7/2019
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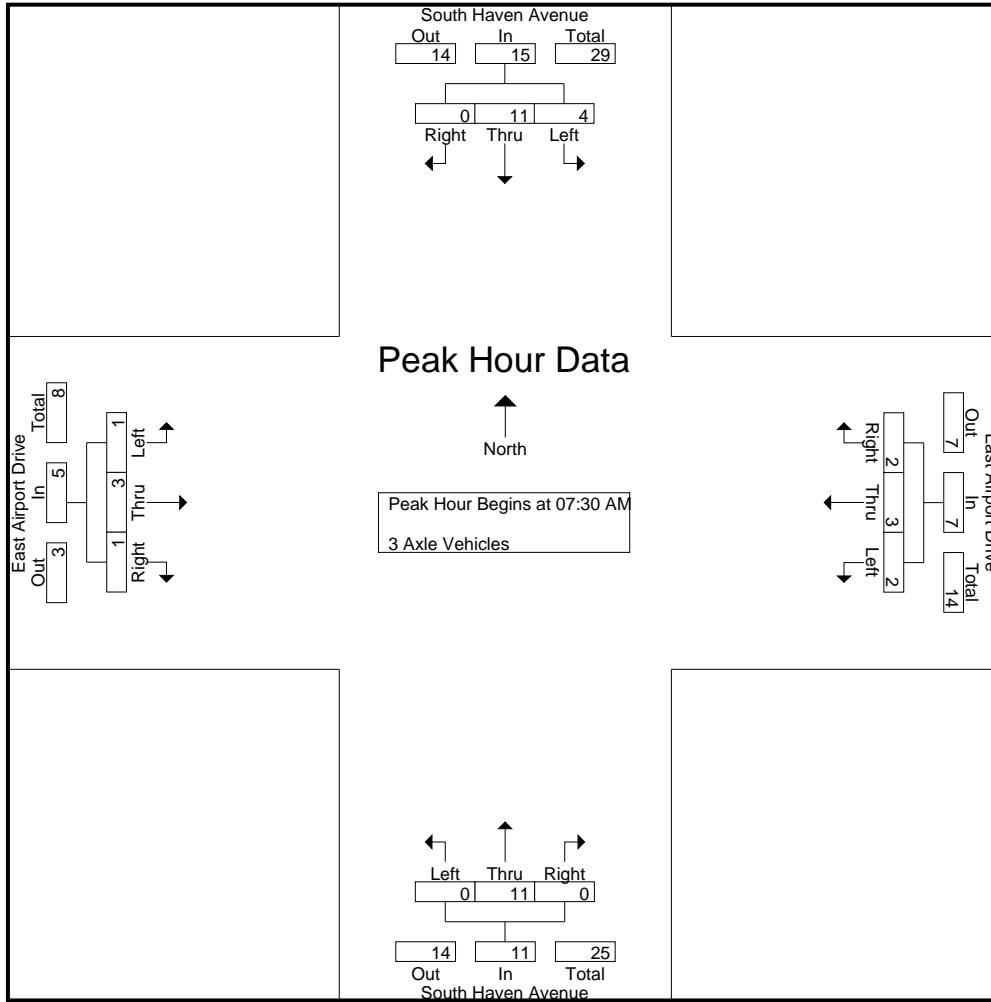
Groups Printed- 3 Axle Vehicles

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	1	1	0	2	0	0	0	0	0	1	0	1	1	0	1	2	5
06:15 AM	0	2	0	2	0	1	1	2	0	2	0	2	0	0	0	0	6
06:30 AM	0	1	0	1	0	0	0	0	0	6	0	6	0	4	0	4	11
06:45 AM	0	2	0	2	0	2	1	3	2	3	1	6	0	0	0	0	11
Total	1	6	0	7	0	3	2	5	2	12	1	15	1	4	1	6	33
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	3	1	0	4	0	0	0	0	0	0	0	0	0	0	1	1	5
07:45 AM	1	1	0	2	1	1	1	3	0	6	0	6	0	1	0	1	12
Total	4	3	0	7	1	1	1	3	0	8	0	8	0	2	1	3	21
08:00 AM	0	6	0	6	1	1	0	2	0	3	0	3	1	1	0	2	13
08:15 AM	0	3	0	3	0	1	1	2	0	2	0	2	0	1	0	1	8
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
08:45 AM	2	4	0	6	0	0	2	2	0	0	0	0	1	2	0	3	11
Total	2	15	0	17	1	2	3	6	0	6	0	6	2	5	0	7	36
Grand Total	7	24	0	31	2	6	6	14	2	26	1	29	3	11	2	16	90
Apprch %	22.6	77.4	0		14.3	42.9	42.9		6.9	89.7	3.4		18.8	68.8	12.5		
Total %	7.8	26.7	0	34.4	2.2	6.7	6.7	15.6	2.2	28.9	1.1	32.2	3.3	12.2	2.2	17.8	

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	1	0	4	0	0	0	0	0	0	0	0	0	0	1	1	5
07:45 AM	1	1	0	2	1	1	1	3	0	6	0	6	0	1	0	1	12
08:00 AM	0	6	0	6	1	1	0	2	0	3	0	3	1	1	0	2	13
08:15 AM	0	3	0	3	0	1	1	2	0	2	0	2	0	1	0	1	8
Total Volume	4	11	0	15	2	3	2	7	0	11	0	11	1	3	1	5	38
% App. Total	26.7	73.3	0		28.6	42.9	28.6		0	100	0		20	60	20		
PHF	.333	.458	.000	.625	.500	.750	.500	.583	.000	.458	.000	.458	.250	.750	.250	.625	.731

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	3	1	0	4	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	1	1	0	2	1	1	1	3	0	6	0	6	0	1	0	1
+30 mins.	0	6	0	6	1	1	0	2	0	3	0	3	1	1	0	2
+45 mins.	0	3	0	3	0	1	1	2	0	2	0	2	0	1	0	1
Total Volume	4	11	0	15	2	3	2	7	0	11	0	11	1	3	1	5
% App. Total	26.7	73.3	0		28.6	42.9	28.6		0	100	0		20	60	20	
PHF	.333	.458	.000	.625	.500	.750	.500	.583	.000	.458	.000	.458	.250	.750	.250	.625

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

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 Site Code : 99919787
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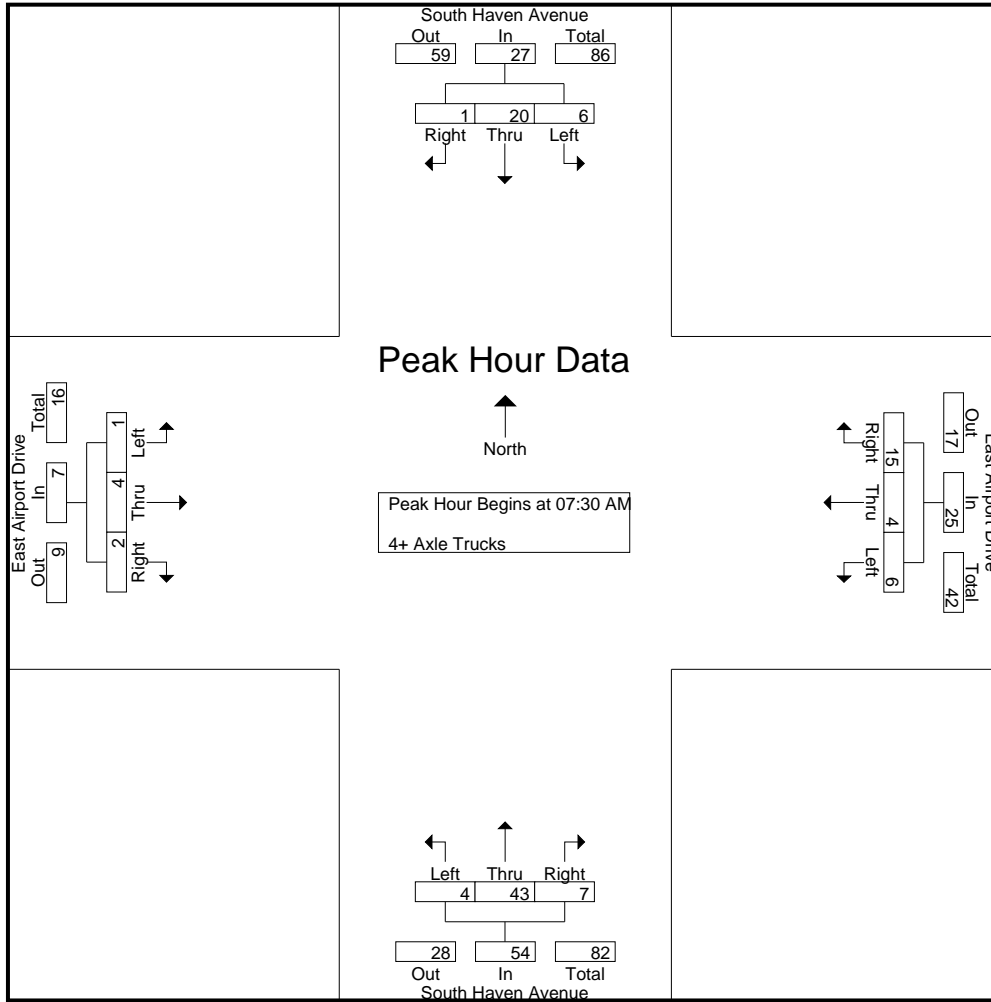
Groups Printed- 4+ Axle Trucks

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	1	9	0	10	2	0	2	4	0	9	2	11	0	0	0	0	25
06:15 AM	2	6	1	9	0	1	4	5	0	13	2	15	0	1	0	1	30
06:30 AM	0	10	1	11	1	0	3	4	1	7	1	9	1	0	0	1	25
06:45 AM	3	5	0	8	0	1	3	4	0	8	0	8	0	0	1	1	21
Total	6	30	2	38	3	2	12	17	1	37	5	43	1	1	1	3	101
07:00 AM	1	5	0	6	1	1	1	3	0	11	0	11	0	0	0	0	20
07:15 AM	1	6	0	7	1	1	1	3	0	9	0	9	0	0	1	1	20
07:30 AM	2	2	0	4	3	2	6	11	3	13	1	17	0	0	1	1	33
07:45 AM	2	3	0	5	2	2	4	8	1	7	3	11	1	1	0	2	26
Total	6	16	0	22	7	6	12	25	4	40	4	48	1	1	2	4	99
08:00 AM	1	8	1	10	1	0	2	3	0	9	1	10	0	3	1	4	27
08:15 AM	1	7	0	8	0	0	3	3	0	14	2	16	0	0	0	0	27
08:30 AM	0	11	0	11	3	0	4	7	1	8	3	12	0	3	1	4	34
08:45 AM	2	7	0	9	1	4	3	8	0	11	2	13	0	1	0	1	31
Total	4	33	1	38	5	4	12	21	1	42	8	51	0	7	2	9	119
Grand Total	16	79	3	98	15	12	36	63	6	119	17	142	2	9	5	16	319
Apprch %	16.3	80.6	3.1		23.8	19	57.1		4.2	83.8	12		12.5	56.2	31.2		
Total %	5	24.8	0.9	30.7	4.7	3.8	11.3	19.7	1.9	37.3	5.3	44.5	0.6	2.8	1.6	5	

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	2	0	4	3	2	6	11	3	13	1	17	0	0	1	1	33
07:45 AM	2	3	0	5	2	2	4	8	1	7	3	11	1	1	0	2	26
08:00 AM	1	8	1	10	1	0	2	3	0	9	1	10	0	3	1	4	27
08:15 AM	1	7	0	8	0	0	3	3	0	14	2	16	0	0	0	0	27
Total Volume	6	20	1	27	6	4	15	25	4	43	7	54	1	4	2	7	113
% App. Total	22.2	74.1	3.7		24	16	60		7.4	79.6	13		14.3	57.1	28.6		
PHF	.750	.625	.250	.675	.500	.500	.625	.568	.333	.768	.583	.794	.250	.333	.500	.438	.856

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	2	0	4	3	2	6	11	3	13	1	17	0	0	1	1
+15 mins.	2	3	0	5	2	2	4	8	1	7	3	11	1	1	0	2
+30 mins.	1	8	1	10	1	0	2	3	0	9	1	10	0	3	1	4
+45 mins.	1	7	0	8	0	0	3	3	0	14	2	16	0	0	0	0
Total Volume	6	20	1	27	6	4	15	25	4	43	7	54	1	4	2	7
% App. Total	22.2	74.1	3.7		24	16	60		7.4	79.6	13		14.3	57.1	28.6	
PHF	.750	.625	.250	.675	.500	.500	.625	.568	.333	.768	.583	.794	.250	.333	.500	.438

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport PM
 Site Code : 99919787
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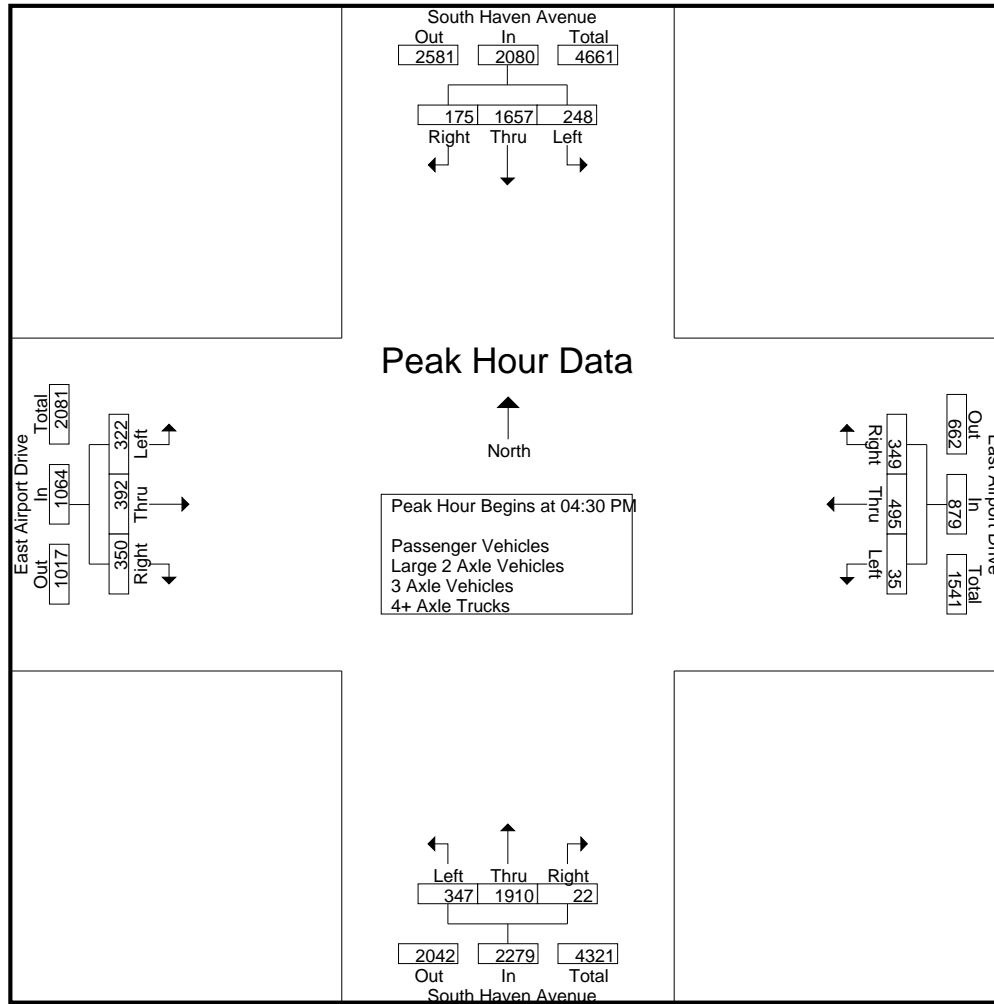
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	40	357	37	434	24	106	95	225	88	546	10	644	76	95	52	223	1526
04:15 PM	52	339	37	428	4	99	73	176	91	508	15	614	61	88	103	252	1470
04:30 PM	55	386	45	486	8	120	97	225	77	511	2	590	79	92	63	234	1535
04:45 PM	53	413	31	497	7	121	76	204	82	497	4	583	71	98	91	260	1544
Total	200	1495	150	1845	43	446	341	830	338	2062	31	2431	287	373	309	969	6075
05:00 PM	75	389	49	513	5	125	91	221	101	452	7	560	71	87	97	255	1549
05:15 PM	65	469	50	584	15	129	85	229	87	450	9	546	101	115	99	315	1674
05:30 PM	36	355	45	436	16	115	56	187	87	522	7	616	55	126	109	290	1529
05:45 PM	42	340	42	424	18	91	63	172	65	390	1	456	84	101	63	248	1300
Total	218	1553	186	1957	54	460	295	809	340	1814	24	2178	311	429	368	1108	6052
Grand Total	418	3048	336	3802	97	906	636	1639	678	3876	55	4609	598	802	677	2077	12127
Apprch %	11	80.2	8.8		5.9	55.3	38.8		14.7	84.1	1.2		28.8	38.6	32.6		
Total %	3.4	25.1	2.8	31.4	0.8	7.5	5.2	13.5	5.6	32	0.5	38	4.9	6.6	5.6	17.1	
Passenger Vehicles	390	2878	328	3596	85	863	613	1561	658	3721	42	4421	585	722	648	1955	11533
% Passenger Vehicles	93.3	94.4	97.6	94.6	87.6	95.3	96.4	95.2	97.1	96	76.4	95.9	97.8	90	95.7	94.1	95.1
Large 2 Axle Vehicles	10	78	4	92	6	22	4	32	10	47	3	60	9	45	19	73	257
% Large 2 Axle Vehicles	2.4	2.6	1.2	2.4	6.2	2.4	0.6	2	1.5	1.2	5.5	1.3	1.5	5.6	2.8	3.5	2.1
3 Axle Vehicles	6	14	2	22	2	6	2	10	5	21	2	28	0	18	4	22	82
% 3 Axle Vehicles	1.4	0.5	0.6	0.6	2.1	0.7	0.3	0.6	0.7	0.5	3.6	0.6	0	2.2	0.6	1.1	0.7
4+ Axle Trucks	12	78	2	92	4	15	17	36	5	87	8	100	4	17	6	27	255
% 4+ Axle Trucks	2.9	2.6	0.6	2.4	4.1	1.7	2.7	2.2	0.7	2.2	14.5	2.2	0.7	2.1	0.9	1.3	2.1

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	55	386	45	486	8	120	97	225	77	511	2	590	79	92	63	234	1535
04:45 PM	53	413	31	497	7	121	76	204	82	497	4	583	71	98	91	260	1544
05:00 PM	75	389	49	513	5	125	91	221	101	452	7	560	71	87	97	255	1549
05:15 PM	65	469	50	584	15	129	85	229	87	450	9	546	101	115	99	315	1674
Total Volume	248	1657	175	2080	35	495	349	879	347	1910	22	2279	322	392	350	1064	6302
% App. Total	11.9	79.7	8.4		4	56.3	39.7		15.2	83.8	1		30.3	36.8	32.9		
PHF	.827	.883	.875	.890	.583	.959	.899	.960	.859	.934	.611	.966	.797	.852	.884	.844	.941

City of Ontario
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	55	386	45	486	8	120	97	225	88	546	10	644	71	98	91	260
+15 mins.	53	413	31	497	7	121	76	204	91	508	15	614	71	87	97	255
+30 mins.	75	389	49	513	5	125	91	221	77	511	2	590	101	115	99	315
+45 mins.	65	469	50	584	15	129	85	229	82	497	4	583	55	126	109	290
Total Volume	248	1657	175	2080	35	495	349	879	338	2062	31	2431	298	426	396	1120
% App. Total	11.9	79.7	8.4		4	56.3	39.7		13.9	84.8	1.3		26.6	38	35.4	
PHF	.827	.883	.875	.890	.583	.959	.899	.960	.929	.944	.517	.944	.738	.845	.908	.889

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport PM
 Site Code : 99919787
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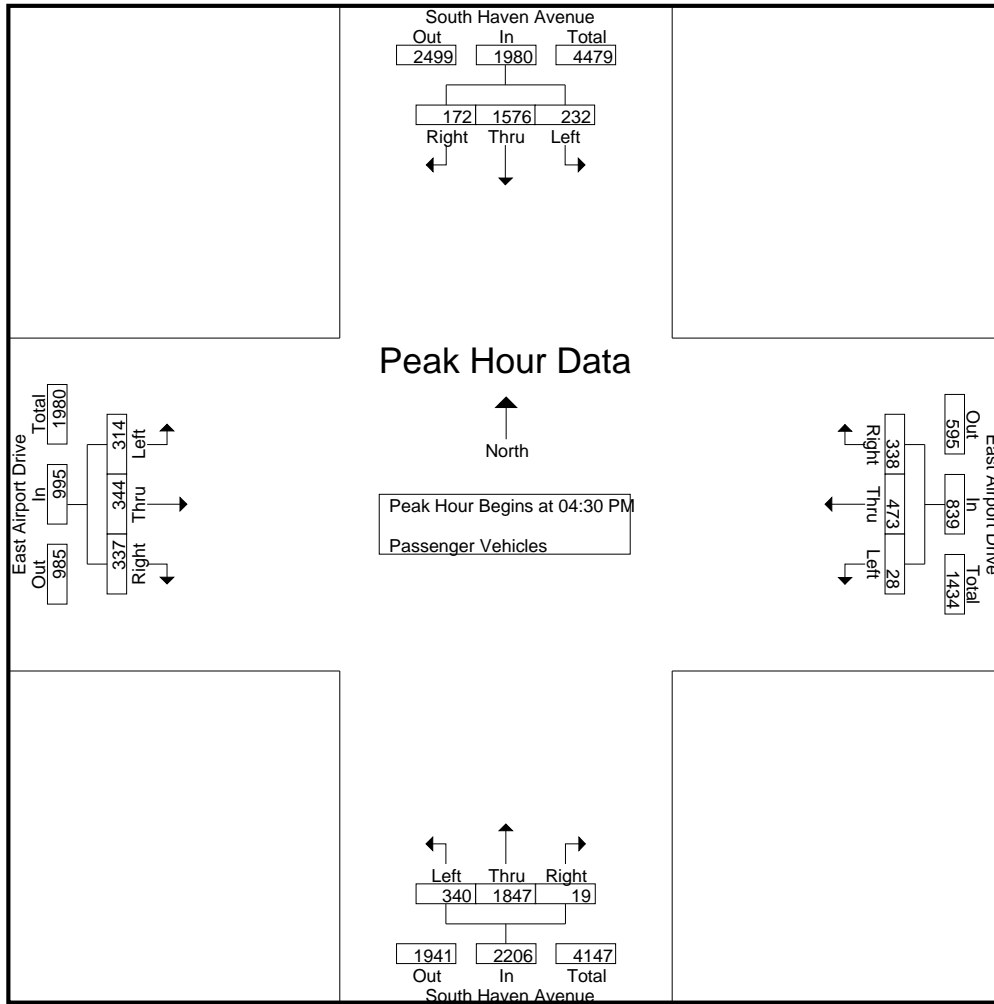
Groups Printed- Passenger Vehicles

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	40	341	36	417	24	100	93	217	86	520	4	610	72	87	51	210	1454
04:15 PM	45	318	35	398	4	94	71	169	83	481	12	576	61	82	100	243	1386
04:30 PM	49	369	44	462	7	114	92	213	75	496	2	573	75	83	62	220	1468
04:45 PM	50	387	30	467	5	114	73	192	80	489	4	573	71	89	88	248	1480
Total	184	1415	145	1744	40	422	329	791	324	1986	22	2332	279	341	301	921	5788
05:00 PM	73	369	48	490	5	121	89	215	100	432	5	537	68	74	93	235	1477
05:15 PM	60	451	50	561	11	124	84	219	85	430	8	523	100	98	94	292	1595
05:30 PM	35	330	44	409	15	110	51	176	84	500	6	590	54	117	103	274	1449
05:45 PM	38	313	41	392	14	86	60	160	65	373	1	439	84	92	57	233	1224
Total	206	1463	183	1852	45	441	284	770	334	1735	20	2089	306	381	347	1034	5745
Grand Total	390	2878	328	3596	85	863	613	1561	658	3721	42	4421	585	722	648	1955	11533
Apprch %	10.8	80	9.1		5.4	55.3	39.3		14.9	84.2	1		29.9	36.9	33.1		
Total %	3.4	25	2.8	31.2	0.7	7.5	5.3	13.5	5.7	32.3	0.4	38.3	5.1	6.3	5.6	17	

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	49	369	44	462	7	114	92	213	75	496	2	573	75	83	62	220	1468
04:45 PM	50	387	30	467	5	114	73	192	80	489	4	573	71	89	88	248	1480
05:00 PM	73	369	48	490	5	121	89	215	100	432	5	537	68	74	93	235	1477
05:15 PM	60	451	50	561	11	124	84	219	85	430	8	523	100	98	94	292	1595
Total Volume	232	1576	172	1980	28	473	338	839	340	1847	19	2206	314	344	337	995	6020
% App. Total	11.7	79.6	8.7		3.3	56.4	40.3		15.4	83.7	0.9		31.6	34.6	33.9		
PHF	.795	.874	.860	.882	.636	.954	.918	.958	.850	.931	.594	.962	.785	.878	.896	.852	.944

City of Ontario
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	49	369	44	462	7	114	92	213	75	496	2	573	75	83	62	220
+15 mins.	50	387	30	467	5	114	73	192	80	489	4	573	71	89	88	248
+30 mins.	73	369	48	490	5	121	89	215	100	432	5	537	68	74	93	235
+45 mins.	60	451	50	561	11	124	84	219	85	430	8	523	100	98	94	292
Total Volume	232	1576	172	1980	28	473	338	839	340	1847	19	2206	314	344	337	995
% App. Total	11.7	79.6	8.7		3.3	56.4	40.3		15.4	83.7	0.9		31.6	34.6	33.9	
PHF	.795	.874	.860	.882	.636	.954	.918	.958	.850	.931	.594	.962	.785	.878	.896	.852

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport PM
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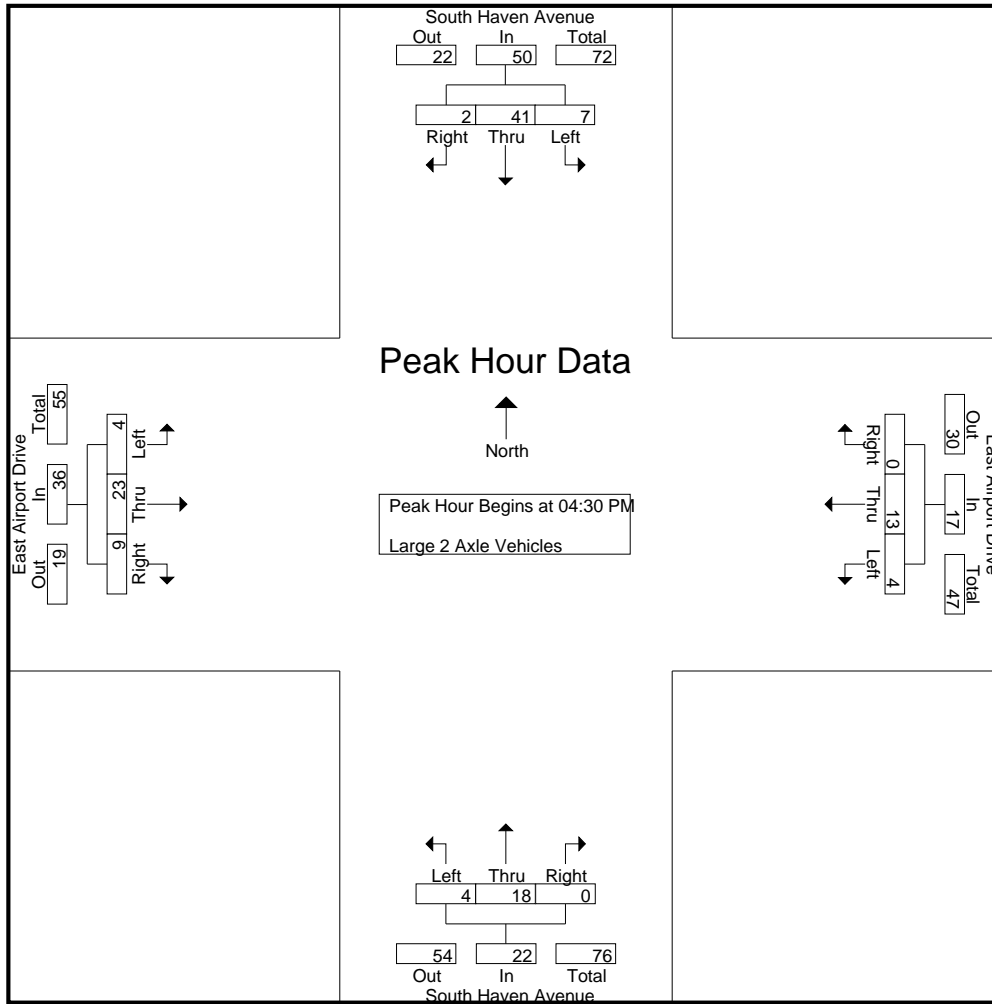
Groups Printed- Large 2 Axle Vehicles

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	0	4	0	2	1	3	1	8	3	12	4	5	1	10	29
04:15 PM	3	6	0	9	0	3	0	3	4	8	0	12	0	5	0	5	29
04:30 PM	3	8	1	12	1	4	0	5	1	4	0	5	1	5	0	6	28
04:45 PM	1	9	0	10	2	4	0	6	2	5	0	7	0	4	3	7	30
Total	7	27	1	35	3	13	1	17	8	25	3	36	5	19	4	28	116
05:00 PM	0	15	1	16	0	2	0	2	0	2	0	2	2	9	2	13	33
05:15 PM	3	9	0	12	1	3	0	4	1	7	0	8	1	5	4	10	34
05:30 PM	0	13	1	14	1	2	1	4	1	5	0	6	1	5	6	12	36
05:45 PM	0	14	1	15	1	2	2	5	0	8	0	8	0	7	3	10	38
Total	3	51	3	57	3	9	3	15	2	22	0	24	4	26	15	45	141
Grand Total	10	78	4	92	6	22	4	32	10	47	3	60	9	45	19	73	257
Apprch %	10.9	84.8	4.3		18.8	68.8	12.5		16.7	78.3	5		12.3	61.6	26		
Total %	3.9	30.4	1.6	35.8	2.3	8.6	1.6	12.5	3.9	18.3	1.2	23.3	3.5	17.5	7.4	28.4	

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	8	1	12	1	4	0	5	1	4	0	5	1	5	0	6	28
04:45 PM	1	9	0	10	2	4	0	6	2	5	0	7	0	4	3	7	30
05:00 PM	0	15	1	16	0	2	0	2	0	2	0	2	2	9	2	13	33
05:15 PM	3	9	0	12	1	3	0	4	1	7	0	8	1	5	4	10	34
Total Volume	7	41	2	50	4	13	0	17	4	18	0	22	4	23	9	36	125
% App. Total	14	82	4		23.5	76.5	0		18.2	81.8	0		11.1	63.9	25		
PHF	.583	.683	.500	.781	.500	.813	.000	.708	.500	.643	.000	.688	.500	.639	.563	.692	.919

City of Ontario
 N/S: South Haven Avenue
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 Weather: Clear

File Name : 12_ONT_S Haven_Airport PM
 Site Code : 99919787
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	3	8	1	12	1	4	0	5	1	4	0	5	1	5	0	6
+15 mins.	1	9	0	10	2	4	0	6	2	5	0	7	0	4	3	7
+30 mins.	0	15	1	16	0	2	0	2	0	2	0	2	2	9	2	13
+45 mins.	3	9	0	12	1	3	0	4	1	7	0	8	1	5	4	10
Total Volume	7	41	2	50	4	13	0	17	4	18	0	22	4	23	9	36
% App. Total	14	82	4		23.5	76.5	0		18.2	81.8	0		11.1	63.9	25	
PHF	.583	.683	.500	.781	.500	.813	.000	.708	.500	.643	.000	.688	.500	.639	.563	.692

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport PM
 Site Code : 99919787
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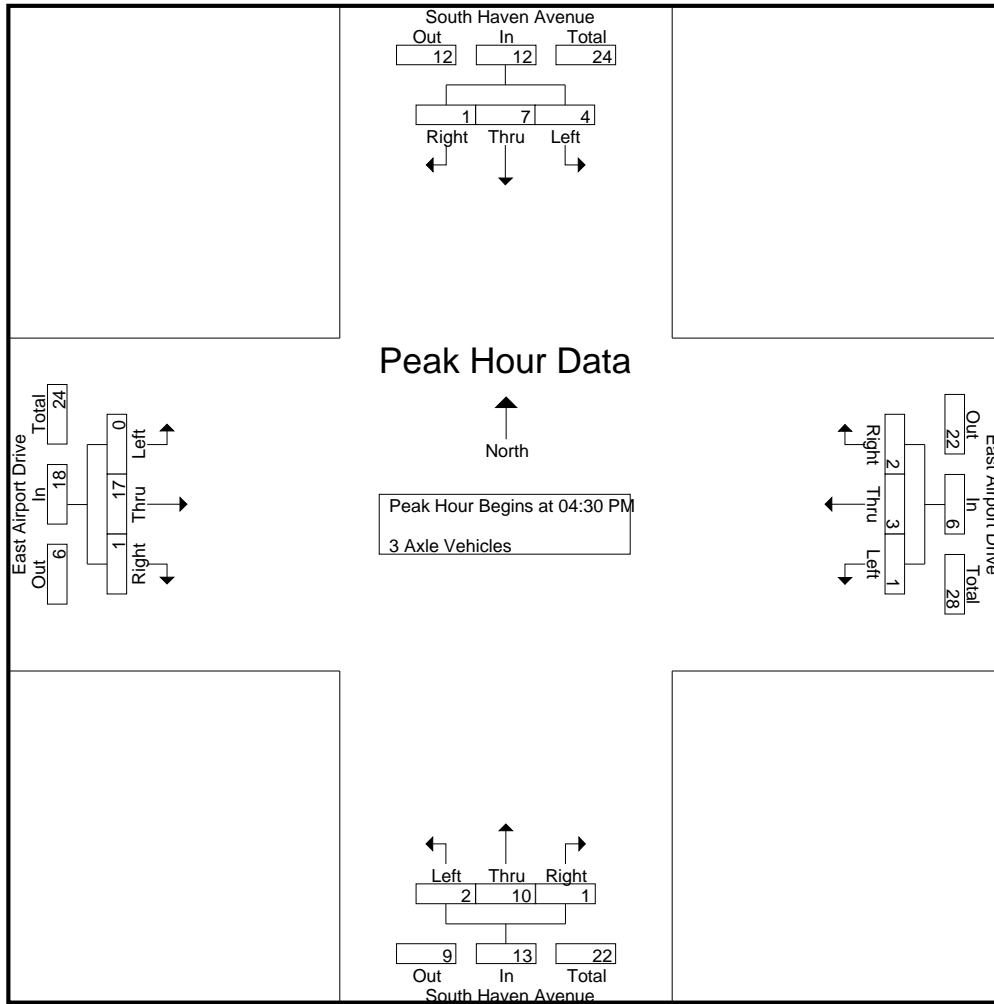
Groups Printed- 3 Axle Vehicles

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	2	0	2	1	5	0	6	0	1	0	1	10
04:15 PM	2	1	1	4	0	0	0	0	2	0	1	3	0	0	1	1	8
04:30 PM	1	2	0	3	0	2	1	3	1	3	0	4	0	2	0	2	12
04:45 PM	2	3	1	6	0	0	0	0	0	0	0	0	0	2	0	2	8
Total	5	7	2	14	0	4	1	5	4	8	1	13	0	5	1	6	38
05:00 PM	1	0	0	1	0	0	1	1	1	4	1	6	0	2	1	3	11
05:15 PM	0	2	0	2	1	1	0	2	0	3	0	3	0	11	0	11	18
05:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
05:45 PM	0	5	0	5	1	1	0	2	0	0	0	0	0	0	2	2	9
Total	1	7	0	8	2	2	1	5	1	13	1	15	0	13	3	16	44
Grand Total	6	14	2	22	2	6	2	10	5	21	2	28	0	18	4	22	82
Apprch %	27.3	63.6	9.1		20	60	20		17.9	75	7.1		0	81.8	18.2		
Total %	7.3	17.1	2.4	26.8	2.4	7.3	2.4	12.2	6.1	25.6	2.4	34.1	0	22	4.9	26.8	

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	2	0	3	0	2	1	3	1	3	0	4	0	2	0	2	12
04:45 PM	2	3	1	6	0	0	0	0	0	0	0	0	0	2	0	2	8
05:00 PM	1	0	0	1	0	0	1	1	1	4	1	6	0	2	1	3	11
05:15 PM	0	2	0	2	1	1	0	2	0	3	0	3	0	11	0	11	18
Total Volume	4	7	1	12	1	3	2	6	2	10	1	13	0	17	1	18	49
% App. Total	33.3	58.3	8.3		16.7	50	33.3		15.4	76.9	7.7		0	94.4	5.6		
PHF	.500	.583	.250	.500	.250	.375	.500	.500	.500	.625	.250	.542	.000	.386	.250	.409	.681

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport PM
 Site Code : 99919787
 Start Date : 11/7/2019
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	2	0	3	0	2	1	3	1	3	0	4	0	2	0	2
+15 mins.	2	3	1	6	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	1	0	0	1	0	0	1	1	1	4	1	6	0	2	1	3
+45 mins.	0	2	0	2	1	1	0	2	0	3	0	3	0	11	0	11
Total Volume	4	7	1	12	1	3	2	6	2	10	1	13	0	17	1	18
% App. Total	33.3	58.3	8.3		16.7	50	33.3		15.4	76.9	7.7		0	94.4	5.6	
PHF	.500	.583	.250	.500	.250	.375	.500	.500	.500	.625	.250	.542	.000	.386	.250	.409

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport PM
 Site Code : 99919787
 Start Date : 11/7/2019
 Page No : 1

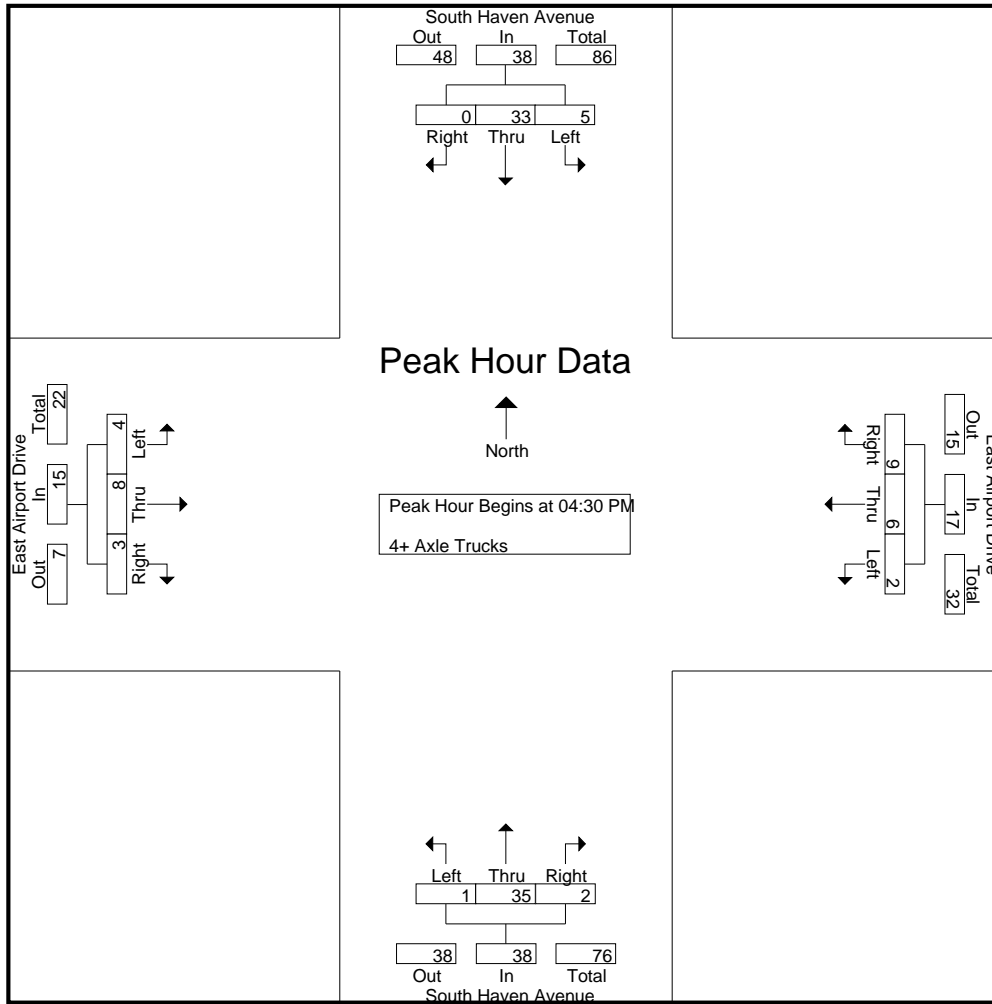
Groups Printed- 4+ Axle Trucks

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	11	1	12	0	2	1	3	0	13	3	16	0	2	0	2	33
04:15 PM	2	14	1	17	0	2	2	4	2	19	2	23	0	1	2	3	47
04:30 PM	2	7	0	9	0	0	4	4	0	8	0	8	3	2	1	6	27
04:45 PM	0	14	0	14	0	3	3	6	0	3	0	3	0	3	0	3	26
Total	4	46	2	52	0	7	10	17	2	43	5	50	3	8	3	14	133
05:00 PM	1	5	0	6	0	2	1	3	0	14	1	15	1	2	1	4	28
05:15 PM	2	7	0	9	2	1	1	4	1	10	1	12	0	1	1	2	27
05:30 PM	1	12	0	13	0	3	4	7	2	11	1	14	0	4	0	4	38
05:45 PM	4	8	0	12	2	2	1	5	0	9	0	9	0	2	1	3	29
Total	8	32	0	40	4	8	7	19	3	44	3	50	1	9	3	13	122
Grand Total	12	78	2	92	4	15	17	36	5	87	8	100	4	17	6	27	255
Apprch %	13	84.8	2.2		11.1	41.7	47.2		5	87	8		14.8	63	22.2		
Total %	4.7	30.6	0.8	36.1	1.6	5.9	6.7	14.1	2	34.1	3.1	39.2	1.6	6.7	2.4	10.6	

Start Time	South Haven Avenue Southbound				East Airport Drive Westbound				South Haven Avenue Northbound				East Airport Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	7	0	9	0	0	4	4	0	8	0	8	3	2	1	6	27
04:45 PM	0	14	0	14	0	3	3	6	0	3	0	3	0	3	0	3	26
05:00 PM	1	5	0	6	0	2	1	3	0	14	1	15	1	2	1	4	28
05:15 PM	2	7	0	9	2	1	1	4	1	10	1	12	0	1	1	2	27
Total Volume	5	33	0	38	2	6	9	17	1	35	2	38	4	8	3	15	108
% App. Total	13.2	86.8	0		11.8	35.3	52.9		2.6	92.1	5.3		26.7	53.3	20		
PHF	.625	.589	.000	.679	.250	.500	.563	.708	.250	.625	.500	.633	.333	.667	.750	.625	.964

City of Ontario
 N/S: South Haven Avenue
 E/W: East Airport Drive
 Weather: Clear

File Name : 12_ONT_S Haven_Airport PM
 Site Code : 99919787
 Start Date : 11/7/2019
 Page No : 2




































Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:


































	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	7	0	9	0	0	4	4	0	8	0	8	3	2	1	6
+15 mins.	0	14	0	14	0	3	3	6	0	3	0	3	0	3	0	3
+30 mins.	1	5	0	6	0	2	1	3	0	14	1	15	1	2	1	4
+45 mins.	2	7	0	9	2	1	1	4	1	10	1	12	0	1	1	2
Total Volume	5	33	0	38	2	6	9	17	1	35	2	38	4	8	3	15
% App. Total	13.2	86.8	0		11.8	35.3	52.9		2.6	92.1	5.3		26.7	53.3	20	
PHF	.625	.589	.000	.679	.250	.500	.563	.708	.250	.625	.500	.633	.333	.667	.750	.625

HCM ANALYSIS WORKSHEETS

3555 E Airport Drive Focused Traffic Analysis Project Opening Year AM Peak Hour Conditions
 1: Haven Ave & Airport Dr HCM 6th Signalized Intersection Summary


































												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  		 	  	
Traffic Volume (veh/h)	229	285	259	63	259	186	407	2051	53	269	1364	192
Future Volume (veh/h)	229	285	259	63	259	186	407	2051	53	269	1364	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	246	306	278	68	278	200	438	2205	57	289	1467	206
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	333	403	357	164	629	281	428	2843	700	305	2616	644
Arrive On Green	0.09	0.22	0.22	0.05	0.17	0.17	0.12	0.43	0.43	0.09	0.40	0.40
Sat Flow, veh/h	3510	1811	1605	3510	3610	1610	3510	6536	1610	3510	6536	1610
Grp Volume(v), veh/h	246	305	279	68	278	200	438	2205	57	289	1467	206
Grp Sat Flow(s),veh/h/ln	1755	1805	1611	1755	1805	1610	1755	1634	1610	1755	1634	1610
Q Serve(g_s), s	5.9	13.6	14.0	1.6	5.9	10.1	10.5	24.8	1.8	7.1	15.0	7.6
Cycle Q Clear(g_c), s	5.9	13.6	14.0	1.6	5.9	10.1	10.5	24.8	1.8	7.1	15.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	402	359	164	629	281	428	2843	700	305	2616	644
V/C Ratio(X)	0.74	0.76	0.78	0.42	0.44	0.71	1.02	0.78	0.08	0.95	0.56	0.32
Avail Cap(c_a), veh/h	517	775	691	204	1227	547	428	2843	700	305	2616	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	31.3	31.5	40.0	31.8	33.6	37.9	20.8	14.3	39.2	20.0	17.8
Incr Delay (d2), s/veh	3.2	3.0	3.7	1.7	0.5	3.4	49.9	2.1	0.2	37.4	0.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.8	5.4	0.7	2.5	4.0	7.1	8.4	0.6	4.5	5.3	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	34.3	35.2	41.6	32.3	36.9	87.7	22.9	14.5	76.5	20.9	19.1
LnGrp LOS	D	C	D	D	C	D	F	C	B	E	C	B
Approach Vol, veh/h		830			546			2700			1962	
Approach Delay, s/veh		36.6			35.2			33.2			28.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	42.0	8.5	23.7	15.0	39.0	12.7	19.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	37.5	5.0	37.0	10.5	34.5	12.7	29.3				
Max Q Clear Time (g_c+I1), s	9.1	26.8	3.6	16.0	12.5	17.0	7.9	12.1				
Green Ext Time (p_c), s	0.0	8.8	0.0	3.2	0.0	9.9	0.3	2.1				
Intersection Summary												
HCM 6th Ctrl Delay				32.5								
HCM 6th LOS				C								

3555 E Airport Drive Focused Traffic Analysis Project Opening Year PM Peak Hour Conditions
 1: Haven Ave & Airport Dr HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  		 	  	
Traffic Volume (veh/h)	355	488	389	59	565	410	378	2136	34	294	1884	190
Future Volume (veh/h)	355	488	389	59	565	410	378	2136	34	294	1884	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	378	519	414	63	601	436	402	2272	36	313	2004	202
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	445	673	536	142	960	428	403	2362	582	254	2085	514
Arrive On Green	0.13	0.35	0.35	0.04	0.27	0.27	0.11	0.36	0.36	0.07	0.32	0.32
Sat Flow, veh/h	3510	1909	1522	3510	3610	1610	3510	6536	1610	3510	6536	1610
Grp Volume(v), veh/h	378	491	442	63	601	436	402	2272	36	313	2004	202
Grp Sat Flow(s),veh/h/ln	1755	1805	1626	1755	1805	1610	1755	1634	1610	1755	1634	1610
Q Serve(g_s), s	10.9	25.1	25.1	1.8	15.2	27.6	11.9	35.3	1.5	7.5	31.2	10.1
Cycle Q Clear(g_c), s	10.9	25.1	25.1	1.8	15.2	27.6	11.9	35.3	1.5	7.5	31.2	10.1
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	445	636	573	142	960	428	403	2362	582	254	2085	514
V/C Ratio(X)	0.85	0.77	0.77	0.44	0.63	1.02	1.00	0.96	0.06	1.23	0.96	0.39
Avail Cap(c_a), veh/h	487	644	580	169	960	428	403	2362	582	254	2085	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	29.9	29.9	48.6	33.5	38.1	45.9	32.4	21.6	48.1	34.7	27.5
Incr Delay (d2), s/veh	12.5	5.7	6.3	2.2	1.3	48.1	44.4	11.5	0.2	134.3	12.5	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	11.0	10.0	0.8	6.5	16.0	7.4	14.4	0.6	7.9	13.4	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	35.6	36.2	50.8	34.8	86.1	90.3	43.9	21.8	182.5	47.1	29.8
LnGrp LOS	E	D	D	D	C	F	F	D	C	F	D	C
Approach Vol, veh/h		1311			1100			2710			2519	
Approach Delay, s/veh		41.9			56.1			50.5			62.6	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	42.0	8.7	41.1	16.4	37.6	17.6	32.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	37.5	5.0	37.0	11.9	33.1	14.4	27.6				
Max Q Clear Time (g_c+I1), s	9.5	37.3	3.8	27.1	13.9	33.2	12.9	29.6				
Green Ext Time (p_c), s	0.0	0.2	0.0	3.9	0.0	0.0	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			53.8									
HCM 6th LOS			D									































3555 E Airport Drive Focused Traffic Analysis
1: Haven Ave & Airport Dr

HCM 6th Signalized Intersection Summary
Project Opening Year AM Peak Hour Conditions (2WBR)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 	 	 	  	 	  		
Traffic Volume (veh/h)	229	285	259	63	259	186	407	2051	53	269	1364	192
Future Volume (veh/h)	229	285	259	63	259	186	407	2051	53	269	1364	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	246	306	278	68	278	200	438	2205	57	289	1467	206
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	333	403	357	164	629	740	428	2843	700	305	2616	644
Arrive On Green	0.09	0.22	0.22	0.05	0.17	0.17	0.12	0.43	0.43	0.09	0.40	0.40
Sat Flow, veh/h	3510	1811	1605	3510	3610	2834	3510	6536	1610	3510	6536	1610
Grp Volume(v), veh/h	246	305	279	68	278	200	438	2205	57	289	1467	206
Grp Sat Flow(s),veh/h/ln	1755	1805	1611	1755	1805	1417	1755	1634	1610	1755	1634	1610
Q Serve(g_s), s	5.9	13.6	14.0	1.6	5.9	4.8	10.5	24.8	1.8	7.1	15.0	7.6
Cycle Q Clear(g_c), s	5.9	13.6	14.0	1.6	5.9	4.8	10.5	24.8	1.8	7.1	15.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	402	359	164	629	740	428	2843	700	305	2616	644
V/C Ratio(X)	0.74	0.76	0.78	0.42	0.44	0.27	1.02	0.78	0.08	0.95	0.56	0.32
Avail Cap(c_a), veh/h	517	775	691	204	1227	1210	428	2843	700	305	2616	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	31.3	31.5	40.0	31.8	25.3	37.9	20.8	14.3	39.2	20.0	17.8
Incr Delay (d2), s/veh	3.2	3.0	3.7	1.7	0.5	0.2	49.9	2.1	0.2	37.4	0.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.8	5.4	0.7	2.5	1.5	7.1	8.4	0.6	4.5	5.3	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	34.3	35.2	41.6	32.3	25.5	87.7	22.9	14.5	76.5	20.9	19.1
LnGrp LOS	D	C	D	D	C	C	F	C	B	E	C	B
Approach Vol, veh/h		830			546			2700			1962	
Approach Delay, s/veh		36.6			31.0			33.2			28.9	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	42.0	8.5	23.7	15.0	39.0	12.7	19.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	37.5	5.0	37.0	10.5	34.5	12.7	29.3				
Max Q Clear Time (g_c+I1), s	9.1	26.8	3.6	16.0	12.5	17.0	7.9	7.9				
Green Ext Time (p_c), s	0.0	8.8	0.0	3.2	0.0	9.9	0.3	2.3				
Intersection Summary												
HCM 6th Ctrl Delay				32.1								
HCM 6th LOS				C								





































3555 E Airport Drive Focused Traffic Analysis
1: Haven Ave & Airport Dr

HCM 6th Signalized Intersection Summary
Project Opening Year PM Peak Hour Conditions (2WBR)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 	 	 	  		 		
Traffic Volume (veh/h)	355	488	389	59	565	410	378	2136	34	294	1884	190
Future Volume (veh/h)	355	488	389	59	565	410	378	2136	34	294	1884	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	378	519	414	63	601	436	402	2272	36	313	2004	202
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	451	602	480	147	826	648	426	2500	616	269	2207	544
Arrive On Green	0.13	0.32	0.32	0.04	0.23	0.23	0.12	0.38	0.38	0.08	0.34	0.34
Sat Flow, veh/h	3510	1909	1522	3510	3610	2834	3510	6536	1610	3510	6536	1610
Grp Volume(v), veh/h	378	491	442	63	601	436	402	2272	36	313	2004	202
Grp Sat Flow(s),veh/h/ln	1755	1805	1626	1755	1805	1417	1755	1634	1610	1755	1634	1610
Q Serve(g_s), s	10.3	25.1	25.1	1.7	15.1	13.7	11.1	32.3	1.4	7.5	28.7	9.3
Cycle Q Clear(g_c), s	10.3	25.1	25.1	1.7	15.1	13.7	11.1	32.3	1.4	7.5	28.7	9.3
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	451	570	513	147	826	648	426	2500	616	269	2207	544
V/C Ratio(X)	0.84	0.86	0.86	0.43	0.73	0.67	0.94	0.91	0.06	1.17	0.91	0.37
Avail Cap(c_a), veh/h	516	681	614	179	1016	798	426	2500	616	269	2207	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	31.5	31.5	45.8	35.0	34.5	42.7	28.6	19.1	45.3	31.0	24.6
Incr Delay (d2), s/veh	10.5	9.6	10.5	2.0	2.1	1.6	29.6	6.2	0.2	107.2	6.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	11.5	10.5	0.8	6.5	4.6	6.3	12.2	0.5	7.1	11.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	41.1	42.1	47.8	37.0	36.1	72.4	34.9	19.3	152.5	37.9	26.5
LnGrp LOS	D	D	D	D	D	D	E	C	B	F	D	C
Approach Vol, veh/h		1311			1100			2710			2519	
Approach Delay, s/veh		44.6			37.3			40.2			51.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	42.0	8.6	35.4	16.4	37.6	17.1	26.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	37.5	5.0	37.0	11.9	33.1	14.4	27.6				
Max Q Clear Time (g_c+I1), s	9.5	34.3	3.7	27.1	13.1	30.7	12.3	17.1				
Green Ext Time (p_c), s	0.0	3.0	0.0	3.9	0.0	2.2	0.3	4.0				
Intersection Summary												
HCM 6th Ctrl Delay			44.2									
HCM 6th LOS			D									




































3555 E Airport Drive Focused Traffic Analysis
1: Haven Ave & Airport Dr

Buildout Year AM Peak Hour Conditions
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	327	404	370	89	369	264	581	2929	71	377	1948	275
Future Volume (veh/h)	327	404	370	89	369	264	581	2929	71	377	1948	275
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	327	404	370	89	369	264	581	2929	71	377	1948	275
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	394	1246	684	138	868	449	648	3018	744	391	2539	625
Arrive On Green	0.11	0.24	0.24	0.04	0.17	0.17	0.18	0.46	0.46	0.11	0.39	0.39
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	6536	1610	3510	6536	1610
Grp Volume(v), veh/h	327	404	370	89	369	264	581	2929	71	377	1948	275
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1634	1610	1755	1634	1610
Q Serve(g_s), s	11.1	7.8	21.0	3.1	7.8	17.3	19.8	53.4	3.0	13.1	31.7	15.4
Cycle Q Clear(g_c), s	11.1	7.8	21.0	3.1	7.8	17.3	19.8	53.4	3.0	13.1	31.7	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	394	1246	684	138	868	449	648	3018	744	391	2539	625
V/C Ratio(X)	0.83	0.32	0.54	0.64	0.42	0.59	0.90	0.97	0.10	0.96	0.77	0.44
Avail Cap(c_a), veh/h	543	1571	785	144	981	484	730	3018	744	391	2539	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	38.2	26.2	57.8	45.6	38.0	48.7	32.1	18.5	54.0	32.5	27.5
Incr Delay (d2), s/veh	7.7	0.1	0.7	9.0	0.3	1.6	12.8	10.8	0.3	36.2	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	3.2	7.8	1.5	3.3	6.8	9.4	21.2	1.1	7.6	12.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	38.4	26.9	66.8	45.9	39.6	61.5	42.9	18.8	90.2	34.8	29.8
LnGrp LOS	E	D	C	E	D	D	E	D	B	F	C	C
Approach Vol, veh/h		1101			722			3581			2600	
Approach Delay, s/veh		41.2			46.2			45.4			42.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	60.9	9.3	33.8	27.1	51.9	18.2	24.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.6	56.4	5.0	37.0	25.4	44.6	18.9	23.1				
Max Q Clear Time (g_c+I1), s	15.1	55.4	5.1	23.0	21.8	33.7	13.1	19.3				
Green Ext Time (p_c), s	0.0	1.0	0.0	3.2	0.8	8.8	0.6	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			43.9									
HCM 6th LOS			D									
Notes												
User approved changes to right turn type.												


































3555 E Airport Drive Focused Traffic Analysis
1: Haven Ave & Airport Dr

Buildout Year PM Peak Hour Conditions
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	507	695	556	79	803	578	539	3051	47	417	2691	272
Future Volume (veh/h)	507	695	556	79	803	578	539	3051	47	417	2691	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	507	695	556	79	803	578	539	3051	47	417	2691	272
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	510	1432	682	123	861	459	517	2852	703	419	2668	657
Arrive On Green	0.15	0.28	0.28	0.04	0.17	0.17	0.15	0.44	0.44	0.12	0.41	0.41
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	6536	1610	3510	6536	1610
Grp Volume(v), veh/h	507	695	556	79	803	578	539	3051	47	417	2691	272
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1634	1610	1755	1634	1610
Q Serve(g_s), s	19.5	15.1	37.3	3.0	20.6	22.4	19.9	58.9	2.3	16.0	55.1	16.2
Cycle Q Clear(g_c), s	19.5	15.1	37.3	3.0	20.6	22.4	19.9	58.9	2.3	16.0	55.1	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	510	1432	682	123	861	459	517	2852	703	419	2668	657
V/C Ratio(X)	0.99	0.49	0.82	0.64	0.93	1.26	1.04	1.07	0.07	1.00	1.01	0.41
Avail Cap(c_a), veh/h	510	1432	682	130	861	459	517	2852	703	419	2668	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	40.9	34.3	64.3	55.6	48.2	57.5	38.0	22.1	59.4	40.0	28.5
Incr Delay (d2), s/veh	38.4	0.3	7.6	9.5	16.8	133.1	50.8	39.2	0.2	42.9	19.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	6.3	16.8	1.5	10.1	31.9	12.1	29.4	0.9	9.5	24.6	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.1	41.1	41.9	73.8	72.3	181.4	108.4	77.3	22.3	102.3	59.5	30.4
LnGrp LOS	F	D	D	E	E	F	F	F	C	F	F	C
Approach Vol, veh/h		1758			1460			3637			3380	
Approach Delay, s/veh		57.2			115.6			81.2			62.5	
Approach LOS		E			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.6	63.4	9.2	41.8	24.4	59.6	24.1	26.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.1	58.9	5.0	37.0	19.9	55.1	19.6	22.4				
Max Q Clear Time (g_c+I1), s	18.0	60.9	5.0	39.3	21.9	57.1	21.5	24.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			75.8									
HCM 6th LOS			E									






































3555 E Airport Drive Focused Traffic Analysis
1: Haven Ave & Airport Dr

HCM 6th Signalized Intersection Summary
Buildout Year AM Peak Hour Conditions (2 WBR)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  	 	 	  		 		
Traffic Volume (veh/h)	327	404	370	89	369	264	581	2929	71	377	1948	275
Future Volume (veh/h)	327	404	370	89	369	264	581	2929	71	377	1948	275
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	327	404	370	89	369	264	581	2929	71	377	1948	275
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	396	1143	654	140	765	742	652	3099	763	401	2632	648
Arrive On Green	0.11	0.22	0.22	0.04	0.15	0.15	0.19	0.47	0.47	0.11	0.40	0.40
Sat Flow, veh/h	3510	5187	1610	3510	5187	2834	3510	6536	1610	3510	6536	1610
Grp Volume(v), veh/h	327	404	370	89	369	264	581	2929	71	377	1948	275
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1417	1755	1634	1610	1755	1634	1610
Q Serve(g_s), s	10.8	7.8	21.1	3.0	7.8	9.0	19.2	50.8	2.9	12.7	30.2	14.6
Cycle Q Clear(g_c), s	10.8	7.8	21.1	3.0	7.8	9.0	19.2	50.8	2.9	12.7	30.2	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	1143	654	140	765	742	652	3099	763	401	2632	648
V/C Ratio(X)	0.83	0.35	0.57	0.64	0.48	0.36	0.89	0.95	0.09	0.94	0.74	0.42
Avail Cap(c_a), veh/h	558	1613	800	148	1007	874	750	3099	763	401	2632	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	39.2	27.2	56.3	46.5	35.7	47.3	29.8	17.2	52.3	30.2	25.6
Incr Delay (d2), s/veh	7.0	0.2	0.8	8.1	0.5	0.3	11.8	7.6	0.2	30.0	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	3.2	7.9	1.4	3.3	3.1	9.0	19.4	1.1	7.1	11.6	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	39.4	28.0	64.4	47.0	36.0	59.0	37.5	17.4	82.2	32.2	27.6
LnGrp LOS	E	D	C	E	D	D	E	D	B	F	C	C
Approach Vol, veh/h		1101			722			3581			2600	
Approach Delay, s/veh		41.3			45.1			40.6			38.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	60.9	9.2	30.7	26.6	52.4	17.9	22.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.6	56.4	5.0	37.0	25.4	44.6	18.9	23.1				
Max Q Clear Time (g_c+I1), s	14.7	52.8	5.0	23.1	21.2	32.2	12.8	11.0				
Green Ext Time (p_c), s	0.0	3.5	0.0	3.1	0.9	9.8	0.6	2.6				
Intersection Summary												
HCM 6th Ctrl Delay			40.5									
HCM 6th LOS			D									

3555 E Airport Drive Focused Traffic Analysis
1: Haven Ave & Airport Dr

HCM 6th Signalized Intersection Summary
Buildout Year PM Peak Hour Conditions (2 WBR)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  	 	 	  		 	  	
Traffic Volume (veh/h)	507	695	556	79	803	578	539	3051	47	417	2691	272
Future Volume (veh/h)	507	695	556	79	803	578	539	3051	47	417	2691	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	507	695	556	79	803	578	539	3051	47	417	2691	272
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	510	1432	682	123	861	796	517	2881	710	403	2668	657
Arrive On Green	0.15	0.28	0.28	0.04	0.17	0.17	0.15	0.44	0.44	0.11	0.41	0.41
Sat Flow, veh/h	3510	5187	1610	3510	5187	2834	3510	6536	1610	3510	6536	1610
Grp Volume(v), veh/h	507	695	556	79	803	578	539	3051	47	417	2691	272
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1417	1755	1634	1610	1755	1634	1610
Q Serve(g_s), s	19.5	15.1	37.3	3.0	20.6	22.4	19.9	59.5	2.3	15.5	55.1	16.2
Cycle Q Clear(g_c), s	19.5	15.1	37.3	3.0	20.6	22.4	19.9	59.5	2.3	15.5	55.1	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	510	1432	682	123	861	796	517	2881	710	403	2668	657
V/C Ratio(X)	0.99	0.49	0.82	0.64	0.93	0.73	1.04	1.06	0.07	1.03	1.01	0.41
Avail Cap(c_a), veh/h	510	1432	682	130	861	796	517	2881	710	403	2668	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	40.9	34.3	64.3	55.6	43.9	57.5	37.7	21.7	59.7	40.0	28.5
Incr Delay (d2), s/veh	38.4	0.3	7.6	9.5	16.8	3.3	50.8	35.1	0.2	54.0	19.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	6.3	16.8	1.5	10.1	8.9	12.1	28.8	0.9	9.8	24.6	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.1	41.1	41.9	73.8	72.3	47.2	108.4	72.8	21.9	113.8	59.5	30.4
LnGrp LOS	F	D	D	E	E	D	F	F	C	F	F	C
Approach Vol, veh/h		1758			1460			3637			3380	
Approach Delay, s/veh		57.2			62.5			77.4			63.9	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	64.0	9.2	41.8	24.4	59.6	24.1	26.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	59.5	5.0	37.0	19.9	55.1	19.6	22.4				
Max Q Clear Time (g_c+I1), s	17.5	61.5	5.0	39.3	21.9	57.1	21.5	24.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			67.4									
HCM 6th LOS			E									



Development Advisory Board Decision

May 17, 2021

DECISION NO.: [insert #]

FILE NO.: PDEV20-008

DESCRIPTION: A Development Plan to construct a 200,291-square foot industrial building on 10.64 acres of land located at the northeast corner of Haven Avenue and Airport Drive, within the proposed Light Industrial land use district of the California Commerce Center Specific Plan; (APN: 0211-222-66) **submitted by Vogel Properties, Inc. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

VOGEL PROPERTIES, INC., (herein after referred to as "Applicant") has filed an application requesting Development Plan approval, File No. PDEV20-008, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 10.64 acres of land located at the northeast corner of Haven Avenue and Airport Drive, and is depicted in Exhibit A—Aerial Photograph, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Land Use
Site:	Parking Lot	Industrial	California Commerce Specific Plan	Proposed Light Industrial
North:	Retail (Costco and Starbucks)	Office/Commercial	Ontario Gateway Specific Plan	Mixed Use and Office
South:	Vacant	Industrial	California Commerce Specific Plan	Light Industrial
East:	Industrial Warehouse	Industrial	California Commerce Specific Plan	Rail Industrial
West:	Vacant	Airport	ONT – Ontario International Airport	N/A

(2) **Project Description:**

(a) **Background** — The project site was developed in 1999 as a privately-owned long-term parking lot to accommodate customers from Ontario International Airport. The site is presently developed with two structures totaling 1,500 square feet that consist of a toll booth and modular office building. The Applicant will no longer operate the site as a parking lot and submitted a Development Plan Application on March 27, 2020, requesting to develop the project site with an industrial warehouse building in conjunction with an amendment to the California Commerce Center Specific Plan (File No. PSPA20-003) to change the land use designation of the project site from Commercial/Food/Hotel to Light Industrial, to be consistent with The Ontario Plan Policy Plan (General Plan) Industrial (0.55 FAR) land use designation.

(b) Site Design/Building Layout — The applicant is proposing to construct a 200,291-square foot industrial building with a floor area ratio (“FAR”) of 0.43. The rectangular-shaped building is located along the northern portion of the site, with the front of the building and office entry located at the southwest corner of the building, and oriented to the west, facing Haven Avenue. The building is setback approximately 95 feet from the north (rear) property line, approximately 140 feet from the south (Airport Drive) property line, 73 feet from the west (Haven Avenue) property line, and 3 feet from the east (interior) property line. The project will provide off-street parking along the northern, western, and southern portions of the site, in addition to a smaller parking area located at the southeast corner of the site to serve warehouse employees (see Exhibit B—Site Plan, attached).

A yard area designed for tractor-trailer parking, truck maneuvering, loading activities, and outdoor staging, is centrally located on the project site immediately south of the proposed building. The yard area will be screened from view of public streets by a combination of landscaping and 14-foot-high tilt-up screen walls with view-obstructing gates that have been designed to match the architecture and color scheme of the proposed building (see Exhibit C—Elevations – Industrial Warehouse Building, attached). An outdoor employee patio area has been provided on-site, located adjacent to the western office entry of the building.

(c) Site Access/Circulation — The Project has two points of vehicular access along Airport Drive, including a 30-foot wide driveway located near the southwest corner of the site and a 50-foot wide driveway located near the southeast corner of the site, which will be shared by both standard vehicles and tractor-trailers accessing the yard area and parking lot. A 24-foot wide drive-aisle is proposed along the western, northern, and southern portions of the site, connecting the two points of street access and two emergency access drives located on the northeast and southeast portions of the site. The emergency access drives will be gated and will connect to the adjoining property’s north-south running drive aisle. To provide access to the emergency drive aisle from the adjoining property, the project has been conditioned to provide a reciprocal access agreement between the two property owners (see Exhibit B—Site Plan, attached).

(d) Parking — The Project has provided off-street parking pursuant to the “Warehouse and Distribution” parking standards specified in the Development Code. The industrial building requires a total of 111 off-street parking spaces, and 140 spaces have been provided. In addition, a minimum of one tractor-trailer parking space for each 4 dock-high loading spaces is required to be provided. There are 25 dock-high loading doors proposed, requiring 7 tractor-trailer parking spaces. Twenty-two tractor-trailer parking spaces have been provided, exceeding the minimum requirement.

(e) Architecture — The proposed industrial warehouse building will be of concrete tilt-up construction. Architecturally, the building incorporates smooth-painted concrete, horizontal reveals, color blocking, clerestory windows with clear anodized aluminum mullions and blue glazing, and steel canopies over the main office entries and first story windows (see Exhibit C—Elevations, attached). The mechanical equipment will be roof-mounted and obscured from public view by parapet walls and equipment screens, if necessary, which will be incorporated into the design of the building architecture. Staff believes that the proposed project illustrates the type of high-quality architecture that is promoted by the Development Code. This is exemplified through the use of:

- Articulation in the building footprint, incorporating a combination of recessed and popped-out wall areas;
- Articulation in the building parapet/roof line, which serves to accentuate the building’s entries and breaks up large expanses of building wall;
- A mix of exterior materials, finishes and fixtures;
- Base and top treatments defined by changes in color, materials, and recessed wall areas; and
- An architectural design that ensures that the building’s massing, proportion, color palette, and architectural detailing are consistent throughout all four building elevations.

(f) Landscaping — The project provides landscaping along the Haven Avenue and Airport Drive frontages, around the project perimeter, and tractor-trailer yard area. The Development Code requires that the project provide a minimum 15 percent landscape coverage, which has been provided. Moreover, a combination of 24-inch, 36-inch, and 48-inch box accent and shade trees will be provided throughout the project site, in addition to a variety of shrubs and groundcovers that are low water usage and drought tolerant. The proposed on-site and off-site landscape improvements will assist towards creating a walkable, safe area for pedestrians to access the project site (see Exhibit D—Landscape Plan, attached).

(g) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (“PWQMP”), which establishes the project’s compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (“LID”) best management practices (“BMPs”), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes on-site run-off will be collected by a catch basin and conveyed to an underground infiltration system located within the tractor-trailer courtyard area. Any overflow drainage will be conveyed to 30-inch on-site storm drain that connects to a 60-inch storm drain located within Airport Drive.

(h) Environmental Review — Staff has prepared an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140). The Addendum concluded that the Project (Development Plan) introduces no new significant environmental impacts. The scope of the Addendum also encompasses an amendment (File No. PSPA20-003) to the California Commerce Specific Plan.

Part II—RECITALS

WHEREAS, 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; 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, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (hereinafter referred to as “DAB”) the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; 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, as the first action on the Project, on May 17, 2021, the DAB issued a Decision recommending the Planning Commission 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 May 17, 2021, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

SECTION 1: Environmental Determination and Findings. As the recommending body for the Project, the DAB 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 DAB, the DAB 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) was certified 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 DAB, and the specific findings set forth in Section 1, above, the DAB 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

(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: *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 DAB 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 4: *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, 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 recommending body for the Project, the DAB 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 DAB, 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 DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the determinations set forth in Sections 1 and 2, above, the DAB 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 land use district of the Policy Plan Land Use Map, and the proposed Light Industrial land use district of the California Commerce Center 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 proposed Light Industrial land use district of the California Commerce Center Specific Plan zoning district, including standards relative to the particular land use proposed (industrial), 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 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 California Commerce Center 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 California Commerce Center Specific Plan; 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 California Commerce Center 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 (industrial). 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 California Commerce Center Specific Plan.

SECTION 6: *Development Advisory Board Action.* Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, 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. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 17th day of May 2021.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP

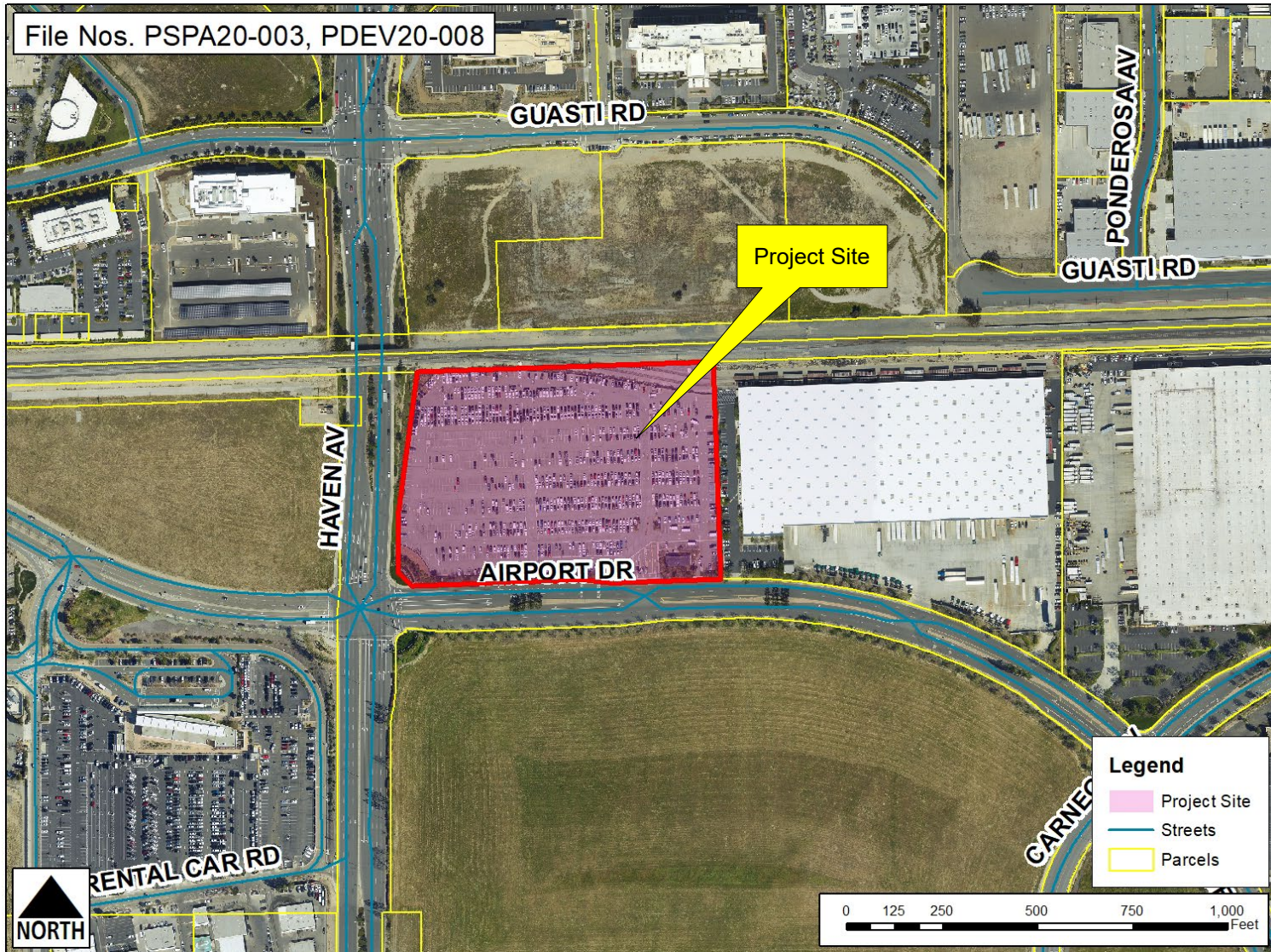


Exhibit B—SITE PLAN

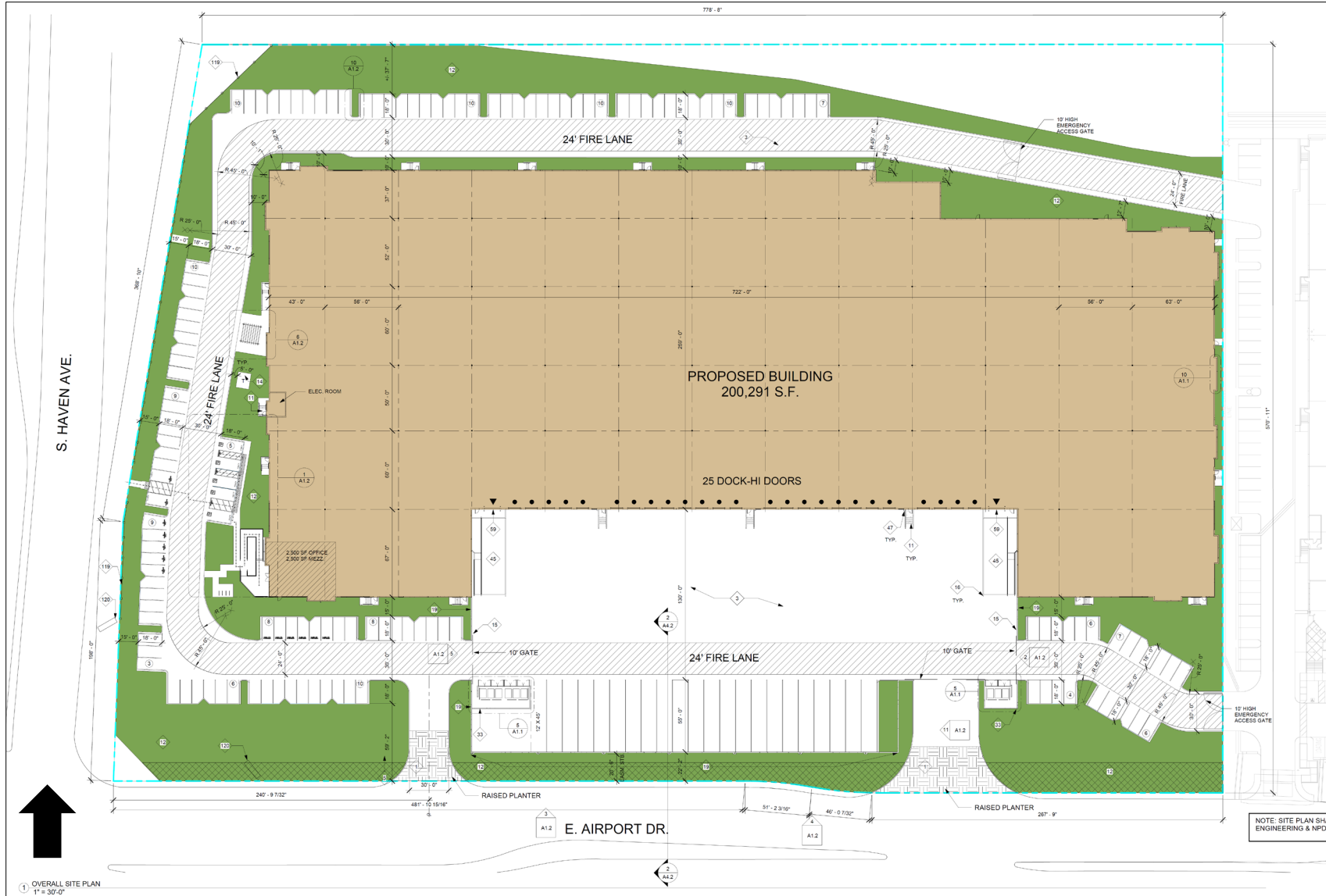


Exhibit C—EXTERIOR ELEVATIONS



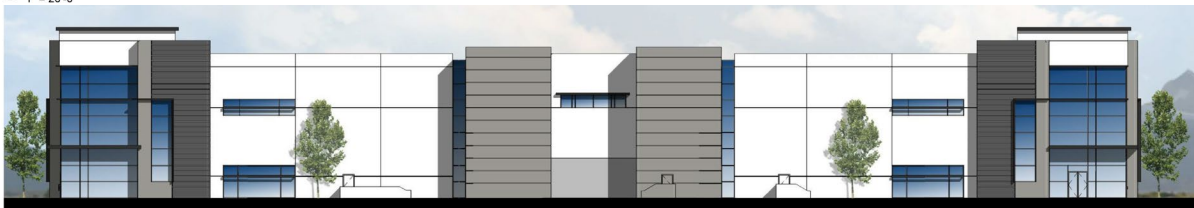
1 NORTH ELEVATION - COLORED
1" = 20'-0"



2 SOUTH ELEVATION - COLORED
1" = 20'-0"



3 EAST ELEVATION - COLORED
1" = 20'-0"



4 WEST ELEVATION - COLORED
1" = 20'-0"

Exhibit D—LANDSCAPE PLAN



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: May 17, 2021

File No: PDEV20-008

Related Files: PSPA20-003

Project Description: A Development Plan to construct a 200,291-square foot industrial building on 10.64 acres of land located at the northeast corner of Haven Avenue and Airport Drive, within the proposed Light Industrial land use district of the California Commerce Center Specific Plan. (APN: 0211-222-66); **submitted by Vogel Properties, Inc.**

Prepared By: Jeanie Irene Aguilo, Associate Planner
Phone: 909.395.2418 (direct)
Email: jaguilo@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. 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) 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.

(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 Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(c) Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

(d) Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

(i) Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

(ii) Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

(e) The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

<i>Screen Wall Height</i>	<i>Minimum Gate Height</i>
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

2.7 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.

2.8 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.

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

2.10 Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.0 (Sign Regulations).

2.11 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).

2.12 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) Reciprocal Easement Agreement shall ensure reciprocal access between the project site and the adjacent parcel.

(b) Reciprocal Easement Agreement shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

2.13 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with an **Addendum to The Ontario Plan Environmental Impact Report**, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval, and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.14 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 Tribal Consultation Conditions.

(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 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.

(b) 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.

2.17 Additional Requirements.

(a) The approval of File No. PDEV20-008 shall be final and conclusive upon the approval of File No. PSPA20-003 by the City Council.



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: May 17, 2021

File No: PDEV20-008

Related Files: PSPA20-003

Project Description: A Development Plan to construct a 200,291-square foot industrial building on 10.64 acres of land located at the northeast corner of Haven Avenue and Airport Drive, within the proposed Light Industrial land use district of the California Commerce Center Specific Plan; (APN: 0211-222-66) **submitted by Vogel Properties, Inc.**

Prepared By: Jeanie Irene Aguilo, Associate Planner
Phone: 909.395.2418 (direct)
Email: jaguilo@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. 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) 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.

(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 Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(c) Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

(d) Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

(i) Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

(ii) Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

(e) The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

Screen Wall Height	Minimum Gate Height
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

2.7 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.

2.8 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.

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

2.10 Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.0 (Sign Regulations).

2.11 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).

2.12 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) Reciprocal Easement Agreement shall ensure reciprocal access between the project site and the adjacent parcel.

(b) Reciprocal Easement Agreement shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

2.13 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.14 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 Tribal Consultation Conditions.

(a) The project developer shall retain a Native American Monitor of Gabrieleño Ancestry (the "Tribe" or the "Consulting Tribe" who 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 Gabrieleño 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 Gabrieleño Ancestry (the "Tribe" or the "Consulting Tribe" who 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 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 Gabrieleño 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 Gabrieleño 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's burial policy (treatment plan) will be utilized for individual discoveries. 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 human remains recovered.

2.17 Additional Requirements.

(a) The approval of File No. PDEV20-008 shall be final and conclusive upon the approval of File No. PSPA20-003 by the City Council.



**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"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. <u>PDEV20-008</u> RELATED FILE NO(S). _____	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: <u> </u> / <u> </u> / <u> </u>	

CITY PROJECT ENGINEER & PHONE NO: Eric Woosley, PE (909) 395-2134 *EW*

CITY PROJECT PLANNER & PHONE NO: Jeanie Aguilo (909) 395-2418

DAB MEETING DATE: May 17, 2021

PROJECT NAME / DESCRIPTION: PDEV20-008 a Development Plan to construct a 237,398-square feet industrial building on 10.64 acres of land within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan

LOCATION: Northeast corner of Haven Avenue and Airport Drive

APPLICANT: Vogel Haven

REVIEWED BY: Raymond Lee 5/6/21
 Raymond Lee, P.E. Date
 Assistant City Engineer

APPROVED BY: Khoi Do 5-6-21
 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 _____
and _____.
- 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.
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.
(1) _____
(2) _____
- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.



- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 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/Tract Map No. _____ 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 Parcel Map No. 15162 in Map Book 185, Pages 84-85.**
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____:
- 2.05 Apply for a: Certificate of Compliance with a Record of Survey; Lot Line Adjustment
 Make a Dedication of Easement.
- 2.06 **Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.**



- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 **Submit a soils/geology report.**
- 2.09 **Other Agency Permit/Approval: Submit a copy of the approved permit, non-interference letter 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)
 - Utility Companies (Southern California Gas, etc.) for any easements within the limits of the subject project.**
- 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):**
 1. **A 20' Public Utilities Easement (PUE) for the existing 18" water main along the northern portion of the property.**
 2. **A 20' PUE for the existing public sewer main along the northerly property limits.**

Each easement shall follow the alignment of the utility with reference to the centerline.
- 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. Storm Drain Development Impact Fee, approximately \$238,229.60, shall be paid 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	Haven Avenue	Airport Drive	Street 3	Street 4
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" 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 checked="" 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 checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" 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 checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input 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 checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" 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 checked="" 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
Fiber Optics (see Sec. 2.K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	_____	_____	_____

Specific notes for improvements listed in item no. 2.17, above: _____

- 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 **An 8-inch sewer main is available for connection by this project in Airport Drive.**
(Ref: Sewer plan bar code: S13223)
- 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. **The proposed sewer monitoring manhole shall be located on private property immediately behind the property line in place of the proposed sewer cleanout.**
 - 2. **The Occupant/Applicant shall apply for a Wastewater Discharge Permit for their Establishment, and shall comply will all the requirements of the Wastewater Discharge Permit (https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/industrial_wastewater_permit_application.pdf). Requirements of the Wastewater Discharge Permit may include, but not limited to: Installation of wastewater pretreatment equipment, such as clarifiers. For wastewater permit application questions, please contact:
Michael Birmelin, Environmental Programs Manager
omucenvironmental@ontarioca.gov
Phone: (909) 395-2661**
 - 3. **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 **A 16-inch water main is available for connection by this project in Airport Drive.**
(Ref: Water plan bar code: W10280)
- 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. **Upgrade the existing two fire hydrants to current city standard with breakaway check valves on Airport Drive.**
 - 2. **Construct one new fire hydrant near the intersection of Haven Avenue and Airport Drive on Airport Drive.**
 - 3. **The proposed fire hydrant, east of the proposed easterly driveway of the project, must be connected the directly to the public water main in the street and cannot be attached to the downstream of the proposed DCDA.**
 - 4. **Construct two new fire hydrants along Haven Avenue.**



E. RECYCLED WATER

- 2.30 **No recycled water main is available for connection by this project in Airport Drive or Haven Avenue.**
(Ref: Recycled Water plan bar code: N/A)
 - 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 construct concrete approach for all lanes in the westbound direction along Airport Drive since Airport Drive is a truck route in accordance with the City of Ontario Standard Drawing No. 1207.**
 2. **The Applicant/Developer shall pay an in-lieu fee, approximately \$51,168, for the construction of one-fourth of the concrete intersection of Haven Avenue and Airport Drive.**
 3. **The Applicant/Developer shall be responsible to design and construct a bus turnout on the east side of Haven Avenue north of Airport Drive for the existing bus stop to the satisfaction of the City Engineer and Omnitrans. The design shall be in accordance with Omnitrans' Bus Stop Design Guidelines.**
 4. **The Applicant/Developer shall be responsible to replace any existing streetlight fixtures along the property frontages of Haven Avenue, including the median and Airport Drive with the current City-approved LED equivalent fixture. Please refer to the Traffic and Transportation Design Guidelines Section 1.4-Street Light Plans.**



G. DRAINAGE / HYDROLOGY

- 2.38 **A 72-inch storm drain main is available to accept flows from this project in Airport Drive. (Ref: Storm Drain plan bar code: D10145)**
- 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.
- 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. **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.
 2. **Trash Enclosures (TE):** Per the proposed building square footage, this site is required to construct three TEs. Each TE to accommodate three 4-cy yard bins. Each bin is 5'x7' in dimensions.
 3. **Integrated Waste Management Report (IWMR):** Prior to approval of the Precise Grading Plan, submit to OMUC for review and approval, an Integrated Waste Management Report (IWMR) that complies with the IWMR Requirements.



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) 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 include a completed Acceptance and Bond Release Checklist, 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: PDEV20-008

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: _____



UTILITIES SYSTEMS MAP (USM) REQUIREMENTS:

The USM shall meet, at a minimum, the following requirements:

1. **USM Content and Format:** The Utilities Systems Maps shall show 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. This plan should include:
 - a. **Format:** The Utilities Systems plan at a minimum 1:100 scale (or large engineering scale as appropriate to show needed details) that clearly shows each existing and proposed utility and its relative location. This includes property lines, right-of-way, public utility easements, but should not include underlying existing topography, just proposed general grades. Use appropriate colors for each Utility type: blue for Potable Water; purple for Recycled Water; green for Sanitary Sewer; yellow-brown for storm Drain.
 - b. **Services and Laterals:** All Proposed Utility Service laterals for each parcel (potable water domestic, recycled water irrigation, potable/recycled water for process water, and sewer) and any associated appurtenances.
 - i. **Meter and Backflow Device Locations:** Show all proposed meters and required backflow devices located per City Standards (Water Services and Meters; Backflow Devices). Meters should be located in public rights-of-way or PUEs; either at the R/W (or PUE) line for curb adjacent sidewalks or at back of curb for all other cases. All water connections that serve more than one residential unit are required to have a backflow device installed behind the meter.
 - c. **Cross Sections (if applicable, for project construction new public mains):** Scaled cross sections showing the utility layout on the Utility Systems Map (Utility Plan) for each public street, private street and Public Utility Easement (PUE). The cross sections shall show the location and size of each utility and 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).
 - d. **Points of Connections:** The locations of the points of connections to the existing utility systems, which can include breaks between the map area and the connection points with descriptions of the pipe size, type, use (pressure zone for water), and distance. An inset map can be used in addition to this to help provide clarity.
 - e. **Water Demand Table (if applicable, for projects within Ontario Ranch/NMC):** Add a Water Demand Table to the Utility Systems Map (Utility Plan) that calculates the project's domestic water use based on land use category (residential, commercial, and OS-R/Parks) and the number of units. The table shall state demand in terms of Average Daily Demand (ADD from Table 4-8 of the Water Master Plan) and Water Demand Equivalents (WDE / Net MDD from Exhibit C-2R of the NMC Construction Agreement; WDEs only if NMC). It should also identify the quantity of units in each category and the specific lots that are included in that category. Please Note that master planned lines are designed using gross acreage densities for all projected water use from residential categories.
 - i. See Attached Sheet for WDT Example.
 - f. **Phasing Plan (if applicable):** As separate exhibits, provide a proposed phasing plan showing the phasing of the infrastructure and the number and type (TOP land use category) of units in each phase.
 - i. All phases must have: a connection to public sewer; a two separate looped connections to the potable water system, where no one closing of a main segment results in any part of any of any phase being without potable water.



- ii. For public water mains in all phases, dead-end water lines (temporary or permanent) are limited to serving 28 dwelling units or a maximum of 600 linear feet, whichever comes first. Otherwise a looped water system with at least two (2) points of connection to the primary public system is required.

- g. Private Onsite Systems versus Public Systems within PUEs for Residential Tract Map Project *if applicable*: the following requirements apply when delineating between Private and Public Systems:
 - i. Current Standard Drawing No. 1304 remains applicable and minimum health separation must be met.
 - ii. Public water mains will be accepted in longer alleys when it serves more than 6 meters.
 - iii. Public sewer mains will be accepted in alleys where the water is public.
 - iv. Public dead-end water mains will require a blow-off at the end and the alley should be designed to accommodate runoff from required water main flushing operations.
 - v. Public sewer mains in alleys will require a manhole at both ends of the main.
 - vi. Public meters serving more than one single family residential unit are considered as multifamily service with master meter and require: a backflow device after the meter, private HOA sub-metering for each unit, and a separate Fire Service with DCDA to provide private onsite fire service.



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

DAB CONDITIONS OF APPROVAL

Sign Off

	02/24/2021
Jamie Richardson, Sr. Landscape Planner	Date

Reviewer's Name: Jamie Richardson, Sr. Landscape Planner	Phone: (909) 395-2615
--	---------------------------------

D.A.B. File No.: PDEV20-008	Case Planner: Jeanie Aguilo
--------------------------------	--------------------------------

Project Name and Location:
Vogel Industrial Bldg.
NEC Haven Ave and Airport Drive

Applicant/Representative:
Herdman Architecture and Design, Inc.
16201 Scientific Way
Irvine, CA 92618

<input checked="" type="checkbox"/>	A Preliminary Landscape Plan (dated 02/09/2021) 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.
<input type="checkbox"/>	A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.
Landscape construction plans with plan check number may be emailed landscapeplancheck@ontarioca.gov
DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
 - a. New 15 gallon trees min 1" diameter trunk, in addition to trees required.
 - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required.
 - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
 - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items.
2. ~~Increase the landscape planter along the east.~~ There are adjacent trees within 15' of this building and will be impacted by construction. **Include these trees in the inventory. Identify mitigation/protection measures. Landscape, trees and irrigation will be required to be replaced and repaired along the eastern property line. Parking lot trees will be required to be installed on adjacent property if removed.**

Landscape Plans

3. Do not encircle or box in the backflow devices, show as masses and duplicate masses in other locations on regular intervals.
4. Dimension all planters to have a minimum 5' wide inside dimension with 6" curbs and 12" wide

curbs where parking spaces are adjacent to planters.

5. Provide additional trees throughout the landscape planter along the northern property line.
6. Locate trees 50% of canopy width from walls, buildings, and existing trees.
7. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis etc.) in appropriate 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

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Jeanie Irene Aguilo
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 3, 2020
SUBJECT: PDEV20-008

-
- The plan **does** adequately address the departmental concerns at this time.
 No comments
 Report below.

Conditions of Approval

1. Project Address will be 3525 E Airport Dr.
2. Standard Conditions of Approval apply.

KS:lr



CITY OF ONTARIO

MEMORANDUM

TO: Jeanie Irene Aguilo, Associate Planner
Planning Department

FROM: Paul Ehrman, Deputy Fire Chief/Fire Marshal
Fire Department

DATE: April 8, 2020

SUBJECT: PDEV20-008 – A Development Plan to construct a 237,398-square foot industrial building on 10.64 acres of land located at the northeast corner Haven Avenue and Airport Drive, within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan (APN: 0211-222-66). Related File: PSPA20-003.

-
- 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: III B
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): 237,398 Sq. Ft.
- D. Number of Stories: 1 with Mezzanine
- E. Total Square Footage: 237,398 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): S

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, 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 4000 gallons per minute (g.p.m.) for 4 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.
- 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.
- 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.
- 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and Fire Department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. 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.

- ☒ 4.7 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.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.
- ☒ 5.7 Placards shall be installed in acceptable locations on buildings that store, use or handle hazardous materials in excess of the quantities specified in the CFC. Placards shall meet the requirements of National Fire Protection Association (NFPA) Standard 704.

6.0 OTHER SPECIAL USES

- ☒ 6.1 The storage, use, dispensing, or handling of any hazardous materials shall be approved by the Fire Department, and adequate fire protection features shall be required. If hazardous materials are proposed, a Fire Department Hazardous Materials Information Packet, including Disclosure Form and Information Worksheet, shall be completed and submitted with Material Safety Data Sheets to the Fire Department along with building construction plans.
- ☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve (12') feet in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.
- ☒ 6.3 Underground fuel tanks, their associated piping and dispensers shall be reviewed, approved, and permitted by Ontario Building Department, Ontario Fire Department, and San Bernardino County Fire Department Hazardous Materials Division. In fueling facilities, an exterior emergency pump shut-off switch shall be provided.



CITY OF ONTARIO

MEMORANDUM

TO: Jeanie Irene Aguilo, Associate Planner

FROM: Officer Emily Hernandez, Police Department

DATE: April 6, 2020

SUBJECT: PDEV20-008- A DEVELOPMENT PLAN TO CONSRUCT ONE INDUSTRIAL BUILDING TOTALING 237,398 SQUARE FEET LOCATED AT THE NORTHEAST CORNER OF HAVEN AVENUE AND AIRPORT DRIVE.

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 below.

- Required lighting for all walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 6 feet tall and 2 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. Associated letters shall also be included.
- First floor common stairwells shall be constructed to either allow for visibility through the stairwell risers or to prohibit public access to the areas behind stairwells.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to contact Officer Emily Hernandez at (909) 408-1755 with any questions or concerns regarding these conditions.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PSPA20-003 & PDEV20-008

Address: Northeast Corner of Haven Avenue & Airport Drive

APN: 0211-222-66

Existing Land Use: Parking Lot

Proposed Land Use: An SPA to change the Commercial/Food/Hotel land use to Industrial and Dev. Plan to construct 1 industrial building totaling 237, 398 SF

Site Acreage: 10.64 Proposed Structure Height: 50 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Jeanie Aguilo

Date: 12/23/2020

CD No.: 2020-021

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 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 checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="radio"/> Zone 3	<input checked="" type="checkbox"/> 60 - 65 dB CNEL	<input checked="" type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: <u>120 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.

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2020-021

PALU No.: _____

PROJECT CONDITIONS

1. The maximum height limit for the project site is 120 feet and as such, any construction equipment such as cranes or any other equipment exceeding 120 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.



Development Advisory Board Decision

May 17, 2021

DECISION NO.:

FILE NOS.: PMTT21-004 and PDEV21-008

DESCRIPTION: An Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) for a Tentative Parcel Map (File No. PMTT21-004/TPM 20339) to consolidate 4 lots and the vacation of an adjoining section of Fern Avenue, for a total of 1.71 acres of land, in conjunction with a Development Plan (File No. PDEV21-008) to construct 50 multiple-family affordable dwelling units, generally located at the northwest and southwest corners of Emporia Street and Palm Avenue, within LUA2-N (Arts District- North) and LUA-3 (Holt Boulevard District) of the MU-1 (Downtown Mixed-Use) zoning district; (APNs: 1049-054-02, 1049-054-03, 1049-054-04, 1049-054-06, 1049-059-06, and 1049-059-07) **submitted by The Related Companies of California, LLC. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

THE RELATED COMPANIES OF CALIFORNIA, LLC., (herein after referred to as "Applicant") has filed an application requesting approval for a Tentative Tract Map (File No. PMTT21-004) and a Development Plan (File No. PDEV21-008), as described in the Description of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of approximately 2.15 acres of land generally bordered by Transit Street to the north, Emporia Avenue and the Southern Pacific Railroad Corridor to the south, Fern Avenue to the west and Palm Avenue to the east. Existing land uses and General Plan and zoning designations on and surrounding the Project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>
<i>Site</i>	Office, Commercial, Assembly, and Undeveloped	Mixed Use	LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)
<i>North</i>	Retail and Undeveloped	Mixed Use	LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)
<i>South</i>	Wholesale Machinery and Undeveloped	Mixed Use	LUA2-N (Arts District- North) of MU-1 (Downtown Mixed-Use)
<i>East</i>	Parking Lot and Undeveloped	Mixed Use	LUA2-N (Arts District- North) of MU-1 (Downtown Mixed-Use)
<i>West</i>	Multiple-Family Residential	Mixed Use	LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)

(2) **Project Description:** The Project applications analyzed under the Addendum to The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140 (hereinafter referred to as "Certified EIR"), consists of a Tentative Parcel Map (File No. PMTT21-004/ TPM 20339) to consolidate 4 lots and the vacation of an adjoining section of Fern Avenue, for a total of 1.71 acres of land, in conjunction with a Development Plan (File No. PDEV21-008) to construct 50 multiple-family affordable housing dwelling

units on the subject site, along with the improvement of a 0.44-acre off-site parking facility, for a total project area of 2.15 acres.

The Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) and an Initial Study/Addendum has been prepared to determine possible environmental impacts. Although the proposed project could have a significant effect on the environment, because all potentially significant effects have been analyzed adequately in an earlier Certified EIR, and have been avoided or mitigated pursuant to that earlier Certified EIR, including revisions or mitigation measures that are imposed on the proposed project, nothing further is required. The Project will introduce no new significant environmental impacts beyond those previously analyzed in the Certified EIR, and all mitigation measures previously adopted by the Environmental Impact Report, are a condition of project approval and are incorporated in the Initial Study/Addendum (see Attachment 1—Initial Study/Addendum, attached).

Part II—RECITALS

WHEREAS, The Ontario Plan Environmental Impact Report Environmental Impact Report (State Clearinghouse No. 2008101140) was certified by City Council on January 27, 2010, 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 Development Advisory Board (hereinafter referred to as “DAB”) is the recommending authority for the requested approval to construct and otherwise undertake the Project; and

WHEREAS, the DAB has reviewed and considered the EIR Addendum and related documents 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 EIR Addendum and related documents are on file in the City of Ontario Planning Department, located at 303 East B Street, Ontario, CA 91764, and are available for inspection by any interested person at that location and are, by this reference, incorporated into this Decision as if fully set forth herein; and

WHEREAS, City of Ontario Development Code Table 2.02-1 (Review Matrix) grants the DAB the responsibility and authority to review and act, or make recommendation to the Planning Commission on the subject Application; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which the public notification of environmental actions shall be provided and hearing procedures to be followed, and all such notifications and procedures have been accomplished pursuant to Development Code requirements; and

WHEREAS, on May 17, 2021, the DAB of the City of Ontario conducted a hearing on the Project, and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the hearing and adoption of this Decision have occurred.

Part III—THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

SECTION 1: *Environmental Determination and Findings.* As the recommending body for the Project, the DAB 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 DAB, the DAB 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 DAB, and the specific findings set forth in Section 1, above, the DAB 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

(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: *Development Advisory Board Action.* The DAB 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 constitute substantial changes to the Certified EIR, and does hereby recommend Planning Commission APPROVE the adoption of the EIR Addendum to the Certified EIR, included as Attachment 1 of this Decision.

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 EIR Addendum and all other 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. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 17th day of May 2021.

Development Advisory Board Chairman

Attachment 1—Addendum to The Ontario Plan Environmental Impact Report

(EIR Addendum 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 Addendum to The Ontario Plan Environmental Impact Report

Project Title/File Nos.: PUD21-001, PHP21-003, PMTT21-004 and PDEV21-008

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

Contact Person: Diane Ayala, Senior Planner, (909) 395-2428

Project Sponsor: The Related Companies of California, LLC., c/o Randy Mai, 18201 Von Karmen Ave, Suite 900, Irvine, CA 92612; Phone: 510-421-2999; Email: Randy.Mai@related.com

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 generally located at the northwest corner of Emporia Street and Palm Avenue on Assessor Parcel Numbers ("APNs"): 1049-051-04, 1049-054-02, 1049-054-03, 1049-054-04, 1049-054-06, 1049-059-06, and 1049-059-07.

Figure 1: REGIONAL LOCATION MAP

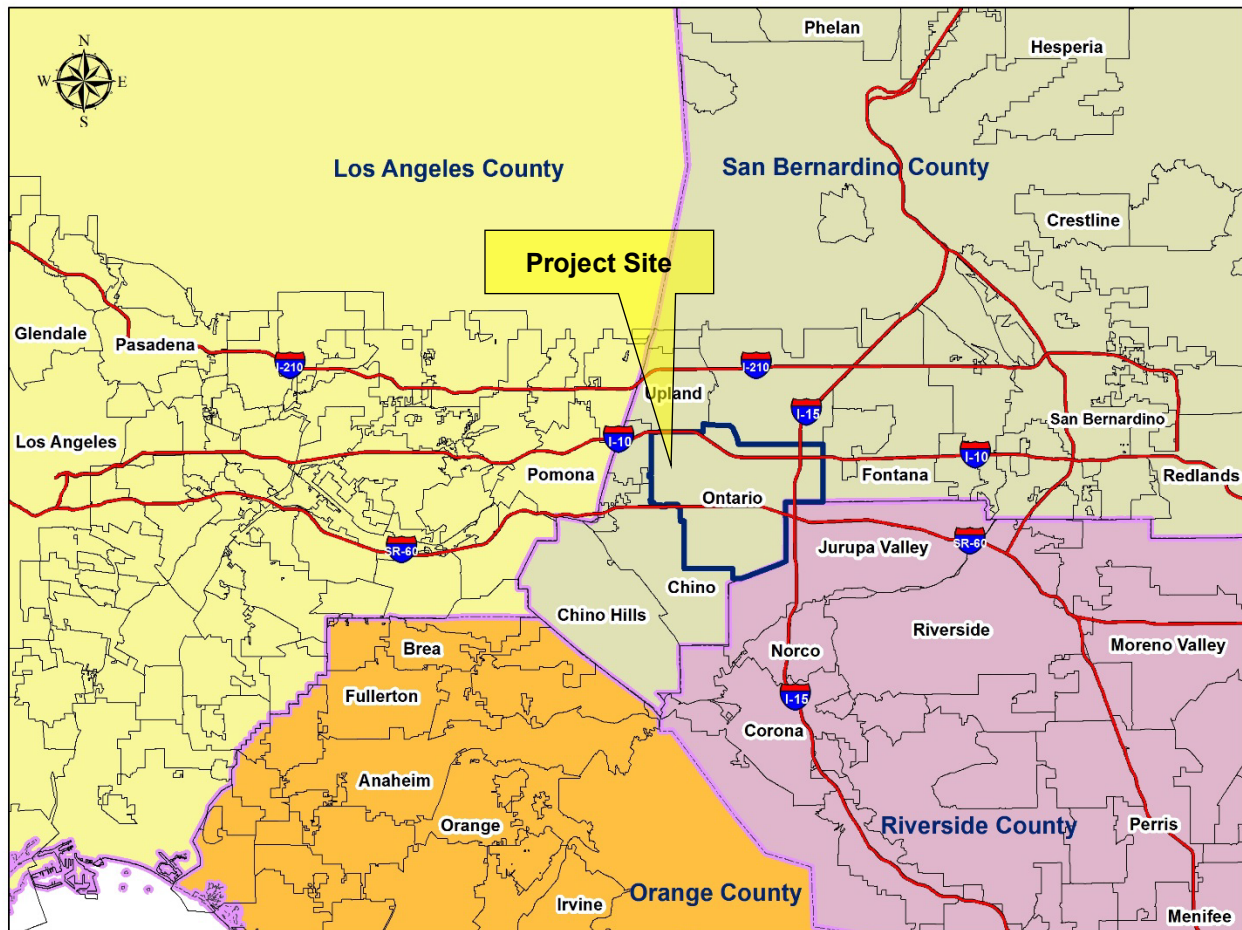


Figure 2: VICINITY MAP

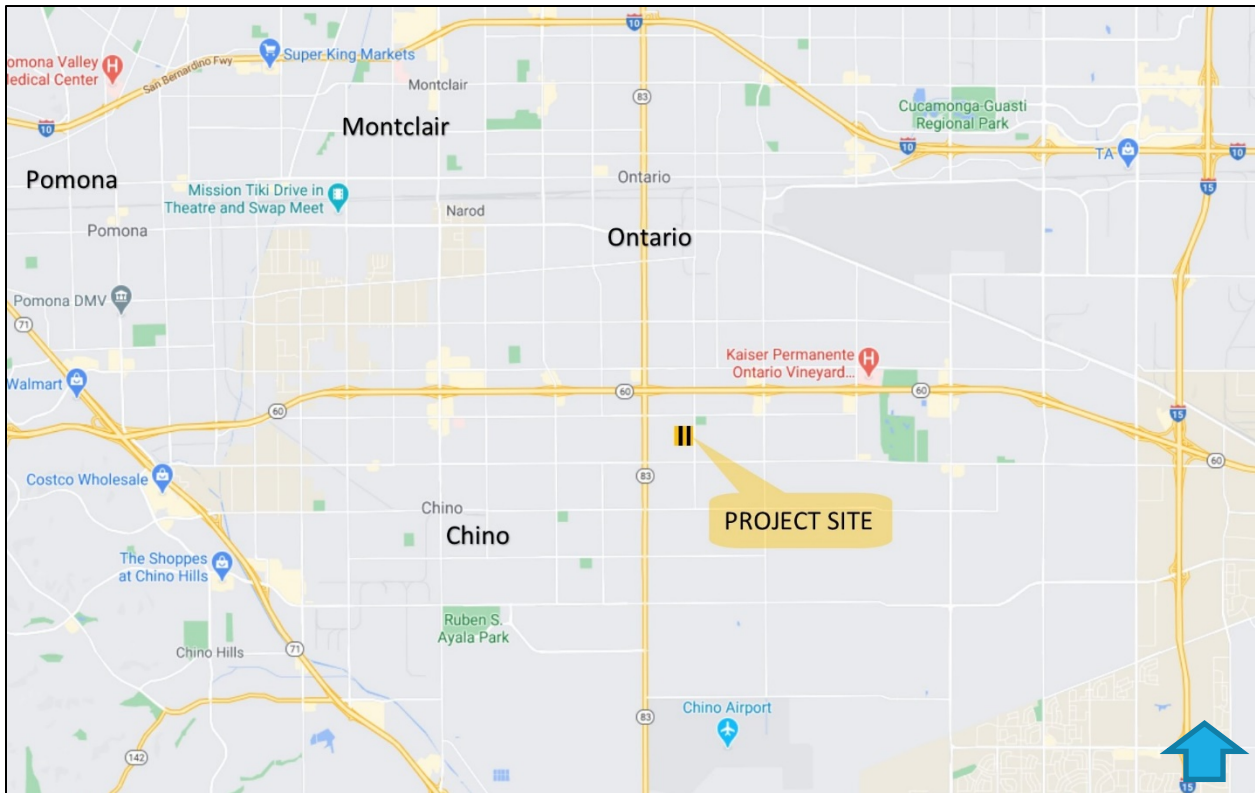


Figure 3: AERIAL PHOTOGRAPH



General Plan Designation: Mixed Use

Zoning: LUA2-N (Arts District- North) and LUA-3 (Holt Boulevard District) of the MU-1 (Downtown Mixed-Use) zoning district.

Description of Project: A request for approval of certain entitlements to facilitate the construction of an affordable multiple-family residential development project (Ontario Emporia Family Housing Project- Phase 2). The project is proposed on approximately 2.15 acres of land within the Downtown Mixed Use District. Requested entitlements include the following:

1. An **Amendment to the Emporia Family Housing Planned Unit Development** (File No. PUD21-001) to expand the project boundary area from approximately 2.80 acres of land to 4.95 acres of land, establish minimum building setbacks, modify minimum parking requirements, allow on-street loading, and update the planting palette.
2. A **Certificate of Appropriateness** (File No. PHP21-003) to demolish 2 historic Tier III buildings located within the project site.
3. A **Tentative Parcel Map** (File No. PMTT21-004/ TPM 20339) to consolidate 4 lots and the vacation of an adjoining section of Fern Avenue, for a total of 1.71 acres of land.
4. A **Development Plan** (File No. PDEV21-008) to allow for the construction of 50 multiple-family affordable dwelling units on 2.15 acres of land, which includes the Tentative Parcel Map property in conjunction with an adjacent 0.44-acre property designated for off-street parking, located across Emporia Street, for a total project area of 2.15 acres of land.
5. A **Demolition Permit** to allow for the demolition of buildings located at 201 to 215 South Fern Avenue and 310 West Emporia Street, and determine appropriate hazardous materials (if any) and construction waste reduction measures; and
6. A **Street Vacation** to allow for the vacation of a segment of Fern Avenue, between Transit Street on the north and Emporia Street on the south , and a 30-foot wide storm drain easement will be established to allow an existing public storm drain in Fern Avenue to remain in place.
7. A **Disposition and Development Agreement (DDA)** with the Related Companies (Developer) for the development of this site as an affordable housing project. It is the intention of the parties that the Authority will sell the site to the Developer to develop a multifamily affordable rental housing project containing a total of the 50 dwelling units comprised of 6 one-bedroom units, 29 two-bedroom units, and 15 three-bedroom units. The units will be restricted to extremely low-income, very low-income, and low-income families, and will have a 55-year covenant recorded against the property to ensure the affordability and maintenance of the development.

Discretionary and Nondiscretionary Approvals Associated with Project: CEQA Guidelines Section 15124 states in pertinent part that if . . . “a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed . . .” Discretionary actions necessary to realize the project include, but are not limited to the following:

1. Planned Unit Development approval consistent with the requirements of The Ontario Plan and the Ontario Development Code;
2. Approval of a Development Plan subject to the requirements of the Development Code;
3. Approval of a Tentative and Final Parcel Map subject to the requirements of the Ontario Development Code;
4. Approval of a Certificate of Appropriateness Map subject to the requirements of the Ontario Development Code;

5. Approval of Demolition Permits;
6. Approval of rough and final grading plans;
7. Approval of infrastructure improvement plans, including but not limited to, roads, sewer, water, and storm water management systems;
8. Approval of architectural and structural building plans; and
9. Approval of landscape and irrigation plans.

Project Setting: The project site encompasses a one-block area within the Mixed-Use Land Use District of the Policy Plan (General Plan) and the MU-1 (Downtown Mixed Use) zoning district. The project site is comprised of approximately 2.15 acres of land generally bordered by Transit Street to the north, Emporia Avenue, and the Southern Pacific Railroad Corridor to the south, Fern Avenue to the west and Palm Avenue to the east.

Existing land uses on the project site includes unimproved land and two single-story commercial buildings that have been determined to be Tier III historic resources and are listed on the local register of historic properties. The existing land uses south of Emporia within the project site are unimproved.

Land uses surrounding the project site are characterized by a mixture of legal nonconforming residential uses, light industrial, and commercial uses across Emporia Street to the south; retail, light industrial uses, and vacant property across Transit Street to the north; parking lot and unimproved land across Palm Avenue to the east; and a 75-unit affordable housing development (known as “Emporia Family Housing Phase 1”) to the west. The surrounding existing land uses, Policy Plan (General Plan), and zoning information are summarized below.

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>
<i>Site</i>	<i>Office, Commercial, Assembly, and Undeveloped</i>	<i>Mixed Use</i>	<i>LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)</i>
<i>North</i>	<i>Retail and Undeveloped</i>	<i>Mixed Use</i>	<i>LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)</i>
<i>South</i>	<i>Wholesale Machinery and Undeveloped</i>	<i>Mixed Use</i>	<i>LUA2-N (Arts District- North) of MU-1 (Downtown Mixed-Use)</i>
<i>East</i>	<i>Parking Lot and Undeveloped</i>	<i>Mixed Use</i>	<i>LUA2-N (Arts District- North) of MU-1 (Downtown Mixed-Use)</i>
<i>West</i>	<i>Multiple-Family Residential</i>	<i>Mixed Use</i>	<i>LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)</i>

Cultural Resources Regulatory Setting: The City of Ontario Historic Preservation Ordinance addresses the alteration of historic resources under the “Certificate of Appropriateness” guidelines that regulate the proposed “demolition, in whole or part” of any historic building. Development Code Section 4.02.040 (Historic Preservation – Local Historic Landmark and Local District Designations, Historic Resource Tiering, and Architectural Conservation Areas) ranks historic properties under a three-tiered system to determine their significance.

1. Tier I properties should not be demolished or significantly altered under any circumstances. Tier I properties are considered Ontario’s most significant historical or cultural resources. In order for a property to be considered a Tier I it must meet the following criteria, [1] be listed as a local Eligible Historical Resource, [2] meet at least one of the criterion in the architecture category and three criteria in the historical category, or [3] be a contributor to a district and meet at least one architecture criterion and three historical criterion.

2. Demolition of Tier II properties should be avoided. In order for a property to be considered a Tier II resource, the property must meet the following criteria, (1) be listed, or determined to be eligible for listing,

in the National Register of Historic Places, or (2) be listed in the City's List of Eligible Historic Resources and determined to be eligible for listing in the California Register of Historic Places, or (3) be listed in the City's List of Eligible Historic Resources and meet at least two of the criterion in either architecture or history categories; and (4) be a contributing structure in a Eligible Historic District where the district meets at least two criterion on either the architecture or historic categories.

3. Tier III properties consist of [a] Designated Historic Landmarks; [b] contributing structures in Designated Historic Districts; or [c] historic resources listed in the Ontario Register, as defined in Development Code Section 4.02.045 (Historic Preservation – Rescind or Amend the Status of a Historic Resource). Demolition of these properties should be avoided where possible but may be appropriate under certain circumstances.

4. The City of Ontario Historic Preservation Commission makes recommendations to the Historic Preservation Subcommittee regarding the Tiers assigned to eligible historic properties. Pursuant to Development Code Section 4.02.040 (Historic Preservation – Local Historic Landmark and Local District Designations, Historic Resource Tiering, and Architectural Conservation Areas), the historic resource tiering criteria for individual properties is as follows:

a. Architecture/Form:

(i) The resource is prototypical, or one of the finest examples, of a period style, architectural movement, or construction in the City of a particular style of architecture, building type, or historical or archeological object. Only preeminent examples should be considered. Good representative examples of a style, period or method of construction are not appropriate; or

(ii) The resource is the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer of major importance to the City, State or Nation.

b. History:

(i) The resource is the location of a historic event(s) that has significantly contributed to the history of the City, State, or Nation;

(ii) The resource is associated with a business, company, or individual that has made a significant cultural, social, or scientific contribution to the City, State, or Nation;

(iii) The resource is identified with a person(s) who has exerted a major influence on the heritage or history of the City, State, or Nation;

(iv) The resource embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers;

(v) The resource has a direct relationship to one of the principal historic contexts in the City's history, including the "Model Colony," (includes the Chaffey Brothers, the Ontario Land and Improvement Company, or the citrus industry), the Guasti Winery or the wine industry, or the Dairy Preserve or the dairy industry;

(vi) The resource is related with a business, company, or individual significant in the agricultural history of the City; or

(vii) The resource is related to the archeological past of the region.

On August 10, 2010, the Historic Preservation Subcommittee approved a Tier III Determination (File No. PHP10-004) for the 4,000 square foot, one-story commercial building, a historic resource, located at 201-215 South Fern Avenue, within the Project site. On January 11, 2011, the Historic Preservation Subcommittee approved a Tier III Determination (File No. PHP10-011) for the 10,000 square foot, one-story commercial building, a historic resource, located at 310 West Emporia Street, also within the Project site.

Background: On January 27, 2010, the Ontario City Council adopted The Ontario Plan ("TOP"). TOP serves as the framework for the City's business plan and provides a foundation for the City to operate as a municipal corporation that consists of six (6) distinct components: 1) Vision; 2) Governance Manual; 3) Policy Plan; 4) Council Priorities; 5) Implementation; and 6) Tracking and Feedback. The Policy Plan component of TOP meets the function. On January 27, 2010, the Ontario City Council adopted The Ontario

Plan (TOP). TOP serves as the framework for the City's business plan and provides a foundation for the City to operate as a municipal corporation that consists of six (6) distinct components: 1) Vision; 2) Governance Manual; 3) Policy Plan; 4) Council Priorities; 5) Implementation; and 6) Tracking and Feedback. The Policy Plan component of TOP meets the functional and legal mandate of a General Plan and contains nine elements: Land Use, Housing, Parks and Recreation, Environmental Resources, Community Economics, Safety, Mobility, Community Design and Social Resources.

An Environmental Impact Report ("EIR") was prepared for TOP (State Clearinghouse No. 2008101140) and certified by the City Council on January 27, 2010, that included Mitigation Findings and a Statement of Overriding Considerations pursuant to CEQA. The Certified TOP EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan, in the Policy Plan and impacts resultant of population and employment growth in the City. The significant unavoidable adverse impacts that were identified in the EIR included agriculture resources, air quality, cultural resources, greenhouse gas emissions, noise, and transportation/traffic.

Analysis: According to the California Environmental Quality Act Guidelines Section 15164, an Addendum to a previously Certified EIR may be used if some changes or additions are necessary, but none of the conditions described in Section 15162 requiring the preparation of a subsequent Negative Declaration or EIR have occurred. The CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR or Negative Declaration are needed for further discretionary approval. These findings are described below:

1. *Required Finding: Substantial changes are not proposed for the project that will require major revisions of the previous EIR due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified effects.*

Substantial changes are not proposed by the Project and Project implementation will not require revisions to the Certified TOP EIR. The Certified TOP EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan. In addition, all previously adopted mitigation measures are a condition of Project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

2. *Required Finding: Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, that would require major revisions of the previous Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

Substantial changes have not occurred with respect to the circumstances under which the Project was undertaken, that would not require major revisions to the Certified TOP EIR in that the proposed changes would be in keeping with the surrounding area. Therefore, no proposed changes or revisions to the EIR are required.

In addition, all previously adopted mitigation measures of the Certified TOP EIR are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

3. *Required Finding: No new information has been provided that would indicate that the proposed project would result in one or more significant effects not discussed in the previous EIR.*

No new information has been provided that would indicate the proposed Project would result in any new significant effects not previously discussed in the Certified TOP EIR. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures of the Certified TOP EIR are incorporated herein by reference. The attached Initial Study provides an analysis of the Project

and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

CEQA Requirements for an Addendum: If changes to a Project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency may: (1) prepare a subsequent EIR if the criteria of State CEQA Guidelines Section 15162(a) are met, (2) prepare a subsequent negative declaration, (3) prepare an addendum, or (4) prepare no further documentation. (State CEQA Guidelines Section 15162(b)). When only minor technical changes or additions to the negative declaration are necessary and none of the conditions described in section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred, CEQA allows the lead agency to prepare and adopt an addendum. (State CEQA Guidelines Section 15164(b).)

Under Section 15162, a subsequent EIR or negative declaration is required only when:

1) Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of the following:

a) The project will have one or more significant effects not discussed in the previous negative declaration;

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

c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Thus, if the Project does not result in any of the circumstances listed in Section 15162 (i.e., no new or substantially greater significant impacts), the City may properly adopt an addendum to the Certified TOP EIR.

Conclusion: The Ontario Plan Environmental Impact Report (TOP EIR), certified by City Council on January 27, 2010, was prepared as a Program EIR in accordance with CEQA, the State CEQA Guidelines, and the City's Rules for the Implementation of CEQA and in accordance with Section 15121(a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). The Certified TOP EIR considered the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the Ontario Plan. Subsequent activities within the TOP Program EIR have been evaluated to determine whether an additional CEQA documents needs to be prepared.

Accordingly, and based on the findings and information contained in the Certified TOP EIR, the analysis above, the attached Initial Study, and CEQA statute and State CEQA Guidelines, including Sections 15164 and 15162, the Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified TOP EIR analyses are necessary, nor is there a need for any additional mitigation measures; therefore,

pursuant to State CEQA Guidelines Section 15164, the Ontario City Council hereby adopts this Addendum to the Certified EIR.

Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement): Permitting may be required by/through the Regional Water Quality Control Board (RWQCB) pursuant to requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit; Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented within the Project area; and Various construction, grading, and encroachment permits allowing implementation of the Project.

Tribal Consultation: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? Yes No

If "yes," has consultation begun? Yes No Completed

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Energy |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project; and (c) a Statement of Overriding Consideration was adopted for demolition of Tier III historic resources finding that the

demolition of Tier III historic resources results in significant and unavoidable impacts that cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible mitigation measures identified in the EIR, and nothing further is required.

Signature	_____	May13, 2021	_____
		Date	
Diane Ayala, Senior Planner	_____	City of Ontario	_____
Printed Name and Title		For	

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

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

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

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

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

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

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

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

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

- a. The significance criteria or threshold, if any, used to evaluate each question; and
- b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. RECREATION. Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is				

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
<p>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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>19. UTILITIES AND SERVICE SYSTEMS. Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</p>				
<p>a. Substantially impair an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	Impacts Previously Analyzed in TOP EIR
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Note: Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09.

Reference: Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

EXPLANATION OF ISSUES

1. AESTHETICS. Would the project:

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

Discussion of Effects: 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 is not located adjacent to any major north-south arterial streets, as identified in the Functional Roadway Classification Plan (Figure M-2) of the Mobility Element within the Policy Plan. Consequently, the Project will not result in any new or substantially different aesthetic impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east–west direction. I-15 traverses the northeastern portion of the City in a north–south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation. In addition, there are no historic buildings, or any scenic resources identified on or in the vicinity of the Project site. Therefore, it will not result in adverse environmental impacts.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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 located in an area that is characterized by a mix of residential and commercial land uses and is surrounded by urban land uses.

The Project will substantially improve the visual quality of the area through development of the site with a high density residential development, which will be consistent with the policies of the Community Design Element of the Policy Plan (General Plan) and zoning designations on the property, as well as with the residential and commercial development in the surrounding area. Consequently, the Project will not result in any new or substantially different aesthetic impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

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 proposed project. Pursuant to the requirements of the City’s Development Code and the Emporia Family Housing PUD, the project’s 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, the Project will not result in any new or substantially different aesthetic impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

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:

c. 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 is presently improved with 2 commercial buildings and unimproved land and does not contain any agricultural uses. Furthermore, the site is identified as “Urban and Built-Up Land” on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program. Consequently, the Project will not result in any new or substantially different agriculture or forest resources impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

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

Discussion of Effects: The Project site is not zoned for agricultural use. Furthermore, there are no Williamson Act contracts in effect on the subject site. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with Williamson Act contracts.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

e. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Discussion of Effects: The Project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production because such land use designations do not exist within the City of Ontario. The Project site is zoned for Medium Density Residential development. The proposed project is consistent with the Land Use Element (Figure LU-6) of the Policy Plan (General Plan) and the development standards and allowed land uses of the MDR-18 (Medium Density Residential) zone. Therefore, no impacts to forest or timberland are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

f. 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.

g. 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 MU-1 (Downtown Mixed-Use) and is not designated as Farmland. The Project site is currently vacant and there are no agricultural uses occurring onsite. As a result, to the extent that the Project would result in changes to the existing environment those changes would not result in loss of Farmland to non-agriculture use.

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

Mitigation Required: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

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

Discussion of Effects: The Project will not conflict with or obstruct implementation of any air quality plan. As noted in The Ontario Plan FEIR (Section 5.3), pollutant levels in the Ontario area already exceed Federal and State standards. To reduce pollutant levels, the City of Ontario is actively participating in efforts to enhance air quality by implementing Control Measures in the Air Quality Management Plan for local jurisdictions within the South Coast Air Basin.

The proposed Project is consistent with The Ontario Plan, for which the EIR was prepared and impacts evaluated. Furthermore, the Project is consistent with the City's participation in the Air Quality Management Plan and will not conflict with or obstruct implementation of the plan. Mitigation (Mitigation Measure 5.3-2) has been adopted by the City that requires fugitive dust control measures pursuant to SCAQMD's Rule 403, use of Tier 3 construction equipment, proper service and maintenance of construction equipment, limiting nonessential idling of construction equipment, and use of Super-Compliant VOC paints for coating and architectural surfaces. As a condition of approval, the project will comply with Mitigation Measure 5.3-2. No new impacts beyond those identified in the Certified TOP EIR that would result from Project implementation.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under an applicable federal or state ambient air quality because of the limited size and scope of the Project. Although no impacts are anticipated, the Project will still comply with the air quality standards of the TOP FEIR and the SCAQMD resulting in impacts that are less than significant [please refer to Sections 3(a) and 3(b)].

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child-care centers, and athletic facilities. According to the SCAQMD, projects have the potential to create significant impacts if they are located within one-quarter mile of sensitive receptors and would emit toxic air contaminants identified in SCAQMD Rule 1401.

The project proposes the construction of residential units, a sensitive receptor. There are not, however, any known hot spots or heavy concentrations of pollutants in the area that would expose residents to potential adverse impacts. Therefore, the project will not result in any new or substantially different air quality impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The subject site was previously analyzed by TOP EIR as Mixed-Use (Downtown Mixed Use District). The residential use proposed on the subject site do not create objectionable

odors. Further, the Project shall comply with the policies of the Ontario Municipal Code and the Policy Plan (General Plan). Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

4. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Discussion of Effects: The project site is located within an area that has not been identified as containing species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. Therefore, the project will not result in any new or substantially different biological resources impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Discussion of Effects: The subject site was previously analyzed by the Certified TOP EIR as residential uses. The site does not contain any riparian habitat or other sensitive natural community identified by the Department of Fish & Game or Fish & Wildlife Service. Therefore, no adverse environmental impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Discussion of Effects: The site is part of a larger urbanized, mixed use area, and there are no wildlife corridors connecting this site to other areas. Therefore, the project will not result in any new or substantially different biological resources impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The City of Ontario does not have any ordinances protecting biological resources; however, the project site contains a number of mature trees necessitating the need for preservation consistent with the City's Tree Preservation Ordinance. Therefore, the project will not result in any new or substantially different biological resources impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

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

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

5. CULTURAL RESOURCES. Would the project:

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

Discussion of Effects: On January 27, 2010, The Ontario Plan (TOP), File No. PGPA06-001 for which an Environmental Impact Report (State Clearinghouse No. 2008101140) was adopted and certified by City Council, determining that demolition of Tier III historic resources results in significant and unavoidable impacts that cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible mitigation measures identified in the EIR for which a Statement of Overriding Consideration was adopted. Two Tier III historic resources are located within the Project site:

(i) Office Building located at 201-215 South Fern Avenue: The building is a wide one-part commercial block building in the Art/Streamline Moderne architectural style and is approximately 4,000 square feet. The style is indicated by a flat roof, smooth wall surfaces, the use of glass-block windows, and a thin cantilevered roof running the entire length of the building which curves around the north-east corner. The building is situated in a rectangular building plan with a zero front setback and consists of eight commercial units. The original building addresses were 201 through 207 South Fern Avenue. It appears that there was a later addition constructed in the same style which added units in 1963 and 1978. The wall surfaces are made of concrete block covered by stucco and the entryways are recessed.

The 2003 Downtown intensive level survey suggests that the original portion of this commercial building appeared to be Eligible as a Contributor to a potential historic district stating that "the location, setting and design of the original building contributes to a historical record of the development of commerce in the City of Ontario." The design of the building preserves a sense of the historic character of the commercial core of the city of Ontario.

On August 10, 2010, the Historic Preservation Subcommittee approved a Tier III Determination (File No. PHP10-004) for this 4,000 square foot, one-story commercial building, a historic resource, located at 201-215 South Fern Avenue.

(ii) American Legion Building located at 310 West Emporia Street: Constructed in 1953, the American Legion Building is approximately 10,000 square feet and has a T-shape plan. The roof line is broken into two parts. The first portion is slightly angled and covered with composition. There is a window band under the eave that separates the two roof sections. The second portion of the roof is flat and intersects the wall just below the window band. The front façade has two vertical divisions. The wall, under the angled roof, is a band of aluminum windows that increase in height towards the middle of the building. The wall below the window is covered with batten board and has vertical lines. The main entry door is centrally located and is under the flat roof section. There is a band of aluminum awning windows that sit

below the eave and wrap the corner of the building. The building is constructed of hollow pumice concrete brick. This Modern Mid-Century building was designed by Jay Dewey Harnish of Harnish, Morgan and Causey (now referred to as HMC Architects, Inc.). HMC Architects is a nationally recognized firm with their main headquarters located in Ontario.

The American Legion is considered one of the Nation's most influential patriotic organizations. The American Legion was chartered by Congress in 1919 as a patriotic Veterans organization. Focusing on service to veterans, service members and communities, the Legion currently has about 2.4 million members in 14,000 posts worldwide. These posts are organized into 55 departments: one each for the 50 states, the District of Columbia, Puerto Rico, France, Mexico, and the Philippines.

The American Legion's national headquarters is in Indianapolis, with an office in Washington, D.C. The national organization has a full-time staff of about 300 employees. The Legion has several standing national commissions and committees that work with department, district, and post leadership to develop programs, increase membership, and recruit volunteers. Associated organizations are the American Legion Auxiliary and Sons of The American Legion. Over the years, The American Legion has founded many programs for children and youth, including American Legion Baseball and Boys Nation.

In 1919, a group of local veterans assembled in Archie Mitchell's office and formed the West End Service Men's club called "Cher- Ami". Archie Mitchell was an instrumental member in establishing the Ontario Municipal Airport. Later in 1920, the men's club was instituted as American Legion Post No. 112 with Dr. J.H. Titus serving as the first Commander. During the early 1920s, the Legion held regular meetings at the Hotpoint Clubhouse. During the late 1920s, John S. Armstrong donated the Armstrong residence to the Legion to be used as a new clubhouse. The residence was relocated from Euclid Avenue to 113 West E Street and was used as the clubhouse until 1953 when the new clubhouse was erected at the present location on Emporia Avenue. The Legion received top honors in 1929 for registering the highest percentage of voters in San Bernardino County. That same year the Legion Post took option on original thirty acres of the Ontario Airport. The Ontario Post has created and participated in several programs dedicated to promoting Americanism with the principals of justice, freedom, loyalty, and democracy. Aiding the veterans of all wars and their families is the foremost program as Ontario post works for a betterment of the community.

On January 11, 2011, the Historic Preservation Subcommittee approved a Tier III Determination (File No. PHP10-011) for the 10,000 square foot, one-story commercial building, a historic resource, located at 310 West Emporia Street. The following TOP mitigation measures are required Conditions of Approval for the Project:

(i) Prior to issuance of demolition building permit, every effort shall be made to relocate buildings. The buildings shall be offered at no cost for those who can relocate off site. Advertisements notifying the public of the opportunity to relocate the buildings shall be placed for a minimum of 45 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). Applicant shall notify a minimum of 5 non-profit heritage organizations in writing of the building. A social media campaign including a dedicated web page (or post) with the building's information (description, square footage, photographs) and contact information should be incorporated into the building's advertisement.

(ii) Full documentation, including but not limited to as-built drawing, historical narrative and HABS photographs, of the historic resource pursuant to Historic American Building Survey (HABS) Level 3 standards shall be submitted to the Planning Department for review and approval and subsequent release to the Ovitt Family Community Library, Model Colony History Room prior to issuance of demolition building permit.

(iii) A mitigation fee pursuant to Section 7.01.030 of the Ontario Development Code shall be paid to the Planning Department prior to issuance of building permit for demolition. For Tier III structures, this mitigation fee is equal to 10 percent of the price per square foot construction cost as established in the most current ICC Building Valuation Data. The fee amount will be provided by the Planning Department at the time of payment.

(iv) A determination whether items within or on the resource should be salvaged shall be made by the Planning Department. The applicant shall be responsible for the removal, relocation and donation of such items selected for salvaging. An inventory of salvaged items shall be provided by the applicant to the Planning Department prior to be to issuance of demolition permit.

Therefore, the project will not result in any new or substantially different cultural resources impacts than were previously addressed in the EIR, and no changes or additions to the EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Ontario Plan FEIR (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. While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature, standard conditions have been imposed on the project that in the event of unanticipated archeological discoveries, construction activities will not continue or will moved to other parts of the project site and a qualified archaeologist shall be contacted to determine significance of these resources. If the find is discovered to be historical or unique archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented. Therefore, the project will not result in any new or substantially different cultural resources impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The proposed Project is in an area that has been previously disturbed by human activity. No known religious or sacred sites exist within the Project area. Thus, human remains are not expected to be encountered during any construction activities. However, in the unlikely event that human remains are discovered, existing regulations, including the California Public Resources Code Section 5097.98, would afford protection for human remains discovered during development activities. Furthermore, standard conditions have been imposed on the Project that in the event of unanticipated discoveries of human remains are identified during excavation, construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and/or Native American consultation has been completed, if deemed applicable.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

6. ENERGY Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

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

Discussion of Effects: Energy was not analyzed in the Certified TOP EIR but has been included as part of the 2019 revisions to the State CEQA Guidelines. Implementation of the Project would not substantially increase the demand for electricity and natural gas at the Project site and gasoline consumption in the region during construction and operation. Implementation of the Project will require compliance with CALGreen Building Code (CCR Title 24, Part11). Moreover, the Project includes a sample Greenhouse Gas Reduction Measure Screening Table for Residential and Commercial Development. The Screening Table includes measures energy efficient development, indoor space efficiency measures, building efficiency measures, renewable energy measures, and water conservation measures. Measures

that would reduce electricity consumption include, but are not limited to: greatly enhanced window insulation, an enhanced cool-roof, an improved efficiency heating, ventilation, and air conditioning (“HVAC”) system, blower doors HERS verified Envelope leakage or equivalent, enhanced duct insulation, Energy Star commercial appliances, water efficient landscaping and irrigation systems, and water-efficient toilets and faucets.

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

7. GEOLOGY & SOILS. Would the project:

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

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

Discussion of Effects: There are no active faults known on the site and the Project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Certified TOP EIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. Given that the closest fault zone is located more than ten miles from the Project site, fault rupture within the Project area is not likely. All development will comply with the Uniform Building Code seismic design standards to reduce geologic hazard susceptibility. Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

ii. Strong seismic ground shaking?

Discussion of Effects: There are no active faults known on the site and the Project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Certified TOP EIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. The closest fault zone is located more than ten miles from the Project site. The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. All construction will comply with the California Building Code, the Ontario Municipal Code, The Ontario Plan, and all other ordinances adopted by the City related to construction and safety. Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iii. Seismic-related ground failure, including liquefaction?

Discussion of Effects: As identified in the Certified TOP EIR (Section 5.7), groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility. Depth to ground water at the Project site during the winter months is estimated to be between 250 to 450 feet below ground surface. Therefore, the liquefaction potential within the Project area is minimal. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iv. Landslides?

Discussion of Effects: The Project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving landslides because the relatively flat topography of the project site (less than 2 percent slope across the City) makes the chance of landslides remote. The allowed residential use will not create greater landslide potential impacts than were identified in the Certified

TOP EIR. Implementation of TOP EIR strategies, Uniform Building Code and Ontario Municipal Code would reduce impacts to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: Implementation of the Project will not create greater erosion impacts than were identified in the Certified TOP EIR. Impacts will be less than significant with mitigation. The Project will not result in significant soil erosion or loss of topsoil because of the previously disturbed nature of the Project site and the limited size and scope of the Project. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the California Building Code and review of grading plans by the City Engineer will ensure no significant impacts will occur. In addition, the City requires an erosion/dust control plan for Projects located within this area. Implementation of a NPDES program, the Environmental Resource Element of the Policy Plan (General Plan) strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: Implementation of Project will not create greater landslide potential impacts than were identified in the Certified TOP EIR. Therefore, no adverse impacts are anticipated. In addition, the associated Project would not result in the location of development on a geologic unit or soil that is unstable, or that would become unstable because as previously discussed, the potential for liquefaction and landslides associated with the Project is less than significant. Certified TOP EIR (Section 5.7) indicates that subsidence is generally associated with large decreases or withdrawals of water from the aquifer. The Project would not withdraw water from the existing aquifer. Further, implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal Code would reduce impacts to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Discussion of Effects: The majority of Ontario, including the Project site, is located on alluvial and eolian soil deposits. These types of soils are not considered to be expansive. Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Discussion of Effects: The area is served by the local sewer system and the use of alternative systems is not necessary. There will be no impact to the sewage system.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The City of Ontario is underlain by deposits of Quaternary and Upper-Pleistocene sediments deposited during the Pliocene and early Pleistocene time, Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are, therefore, considered to have high sensitivity at depths of 10 feet or more below ground surface. In addition, the Certified TOP EIR (Section 5.5) indicates that one paleontological resource has been discovered in the City. While no adverse impacts are anticipated, standard conditions have been imposed on the Project that in the event of unanticipated paleontological resources are identified during excavation, construction activities will not continue or will be moved to other parts of the Project site and a qualified paleontologist shall be contacted to determine significance of these resources. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR and TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

8. GREENHOUSE GAS EMISSIONS. Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Discussion of Effects: The Project site was previously analyzed by the Certified TOP EIR as a residential/commercial Mixed-Use that may have an impact on the environment at buildout of The Ontario Plan due to the emission of greenhouse gases ("GHGs"). According to the TOP EIR, this impact would be significant and unavoidable (Re-circulated Portions of the Ontario Plan Draft Environmental Impact Report, p. 2-118.) The TOP EIR was certified by the City on January 27, 2010, at which time a statement of overriding considerations was also adopted for The Ontario Plan's significant and unavoidable impacts, including that concerning the emission of greenhouse gases.

Implementation of Project will not create significantly greater impacts than were identified in the Certified TOP EIR. The Project includes a sample GHG Reduction Measures Screening Threshold Table, which provides guidance in measuring the reduction of greenhouse gas ("GHG") emissions attributable to certain design and construction measures incorporated into development projects. The analysis, methodology, and significance determination (thresholds) are based upon the City's Climate Action Plan ("CAP"), which includes GHG emission inventories (2008 and 2020 forecasts), a year 2020 emission reduction target, the goals and policies to reach the target, together with the Addendum prepared for the CAP. The Screening Table assigns points for each option incorporated into a project as mitigation or a project design feature (collectively referred to as "feature"). The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. The point levels are based upon improvements compared to 2008 emission levels of efficiency. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CAP. As such, those projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. As shown in the Project GHG Reduction Measures Screening Table, the Project garners a total of 103 points, and is therefore consistent with the reduction quantities anticipated in the City's CAP. Therefore, quantification of Project-specific GHG emissions is not required.

Additionally, pursuant to Public Resources Code Section 21083.3, this impact need not be analyzed further, because (1) the proposed project would result in an impact that was previously analyzed in the Certified TOP EIR; (2) the proposed project would not result in any greenhouse gas impacts that were not addressed in the Certified EIR; (3) the proposed project is consistent with The Ontario Plan. The proposed impacts of the project were already analyzed in the Certified EIR and the project will be built to current energy efficient standards. Potential impacts of project implementation will be less than significant with mitigation already required under the Certified TOP EIR and, CAP Screening Tables, and current energy efficiency standards. No changes or additions to the Certified TOP EIR analyses are necessary.

Mitigation Required: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to Certified TOP EIR analyses are necessary. The mitigation measures adopted as part of Certified TOP EIR adequately address any potential significant impacts and there is no need for any additional mitigation measures. The City has reviewed the emission reduction measures and concepts in The Ontario Plan EIR's MM 6-2 and 6-3, and has determined that the following actions apply and shall be undertaken by the applicant in connection with the project: energy efficient design, efficient irrigation systems, and compliance with Title 24 of the California Code of Regulations.

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

Discussion of Effects: The Project site was previously analyzed by the Certified TOP EIR as a residential/commercial mixed-use land use. The proposed Project is consistent with The Ontario Plan Goal ER 4 of improving air quality by, among other things, implementation of Policy ER4-3, regarding the reduction of greenhouse gas emissions in accordance with regional, State, and federal regulations. In addition, the proposed Project is consistent with the policies outlined in Section 5.6.4 of the TOP EIR, which aims to reduce the City's contribution of greenhouse gas emissions at build-out by fifteen (15 percent), because the project is upholding the applicable City's adopted mitigation measures as represented in 6-1 through 6-6 and energy efficient design, efficient irrigation systems, electric vehicle charging stations, and compliance with Title 24 of the California Code of Regulations. The Project is consistent with the City's Climate Action Plan. Therefore, the proposed Project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Mitigation Required: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

9. HAZARDS & HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Discussion of Effects: The Project site was previously analyzed by the TOP EIR for residential/commercial mixed-use land uses. The Project is not anticipated to involve the transport, use or disposal of hazardous materials during either construction or project implementation. Therefore, no adverse impacts are anticipated. However, in the unlikely event of an accident, implementation of the strategies included in The Ontario Plan will decrease the potential for health and safety risks from hazardous materials to a less than significant impact.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Discussion of Effects: The Project site was previously analyzed by the Certified TOP EIR for residential/commercial mixed-use land uses. The proposed Project does not include the use of hazardous materials or volatile fuels. In addition, there are no known stationary commercial or industrial land uses within close proximity to the subject site, which use/store hazardous materials to the extent that they would pose a significant hazard to visitors/occupants to the subject site, in the event of an upset condition resulting in the release of a hazardous material.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?

Discussion of Effects: The Project does not include the use, emissions or handling of hazardous or acutely hazardous materials, substances, or waste. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Discussion of Effects: The Project site is not listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5. Therefore, the Project would not create a hazard to the public or the environment and no impact is anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

e. For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?

Discussion of Effects: The 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 will not result in a safety hazard for people working or residing in the project area because it will not obstruct aircraft maneuvering because of the project's low elevation and the architectural style of the project. Additionally, the Land Use Compatibility Guidelines for Noise Impacts (Table LU-08) shows the proposed use as normally accepted in the 65 CNEL. The proposed use will comply with standards for mitigating noise. Therefore, the project will not result in any new or substantially different hazards and hazardous materials impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The City's Safety Element, as contained within The Ontario Plan, includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from every day and disaster emergencies. In addition, the Project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the Project is required to comply with all applicable City codes, any impacts would be reduced to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The project site is not located in or near wildlands. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

10. HYDROLOGY & WATER QUALITY. Would the project:

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

Discussion of Effects: The Project site is served by City water and sewer service and will not affect water quality standards or waste discharge requirements. Discharge of storm water pollutants from areas of materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing, waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor Fand grease, organic compounds, pesticides, nutrients, heavy metals and bacteria pathogens in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide National Pollutant Discharge Elimination System (“NPDES”) General Industrial Activities Stormwater Permit, the San Bernardino County Area-Wide Urban Runoff Permit (MS4 permit) and the City of Ontario’s Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System). This would reduce any impacts to below a level of significance. Furthermore, the applicant for the subject site has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes the subject sites’ compliance with storm water discharge and water quality management requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment and evapotranspiration. The PWQMP proposes the use of an underground stormwater infiltration system for the subject sites. Any overflow drainage will be conveyed to the public street by way of parkway culverts.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Discussion of Effects: The Project site was previously analyzed by the Certified TOP EIR for residential/commercial mixed-use land uses. The water use associated with the proposed use of the property will be negligible, and the proposed Project will not deplete groundwater supplies, nor will it interfere with recharge. The water use associated with the proposed use of the property was included in the Certified TOP EIR analysis. The development of the site will require the grading of the site and excavation is expected to be less than three feet and would not affect the existing aquifer, estimated to be about 230 to 250 feet below the ground surface. No adverse impacts are anticipated.

Mitigation: No additional mitigation required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Discussion of Effects: It is not anticipated that the Project would alter the drainage pattern of the site or area, in a manner that would result in erosion, siltation or flooding on-or-off site, nor will the proposed Project increase the erosion of the subject site or surrounding areas. The existing drainage pattern of the site will not be altered, and it will have no significant impact on downstream hydrology. Stormwater generated by the Project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan developed in compliance with the General Construction Activities Permit requirements, the Best Management Practices included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance. No streams or streambeds are present on the site. No changes in erosion off-site are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

ii. Substantially increase the rate or amount of surface runoff water in a manner which would result in flooding on- or off-site?

Discussion of Effects: The Project is not anticipated to increase the flow velocity or volume of storm water runoff to cause environmental harm from the site and will not create a burden on existing infrastructure. Furthermore, with the implementation of an approved Water Quality Management Plan

developed for the site, in compliance with the San Bernardino County MS4 Permit requirements, stormwater runoff volume shall be reduced to below a level of significance.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: It is not anticipated that the Project would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create or contribute stormwater runoff pollutants during construction and/or post-construction activity. Pursuant to the requirements of The Ontario Plan, the City's Development Code, and the San Bernardino County MS4 Permit's Water Quality Management Plan ("WQMP"), individual developments must provide site drainage and WQMP plans according to guidelines established by the City's Engineering Department. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iv. Impede or redirect flood flows?

Discussion of Effects: Urbanization in the areas surrounding the Project site have resulted in increased responsiveness of the basin to rainfall. The increase in impervious surfaces such as roofs, roads, and parking lots has resulted in a decrease in groundwater infiltration and larger storm surges. The Project site is not impacted by offsite flows. The Project site is not located in a FEMA Firm Panel designated Flood Zone Risk, and according to the United States Fish and Wildlife Service National Wetlands Inventory ("NWI") no wetlands exist on the property. An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. However, the Project will be conditioned to design and construct a storm water detention facility on site so that the 100-year post-development peak flow does not exceed 80 percent of pre-development peak flows.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: Impacts associated with flooding are primarily related to the construction or placement of structures in areas prone to flooding including within an unprotected 100-year flood zone, and in areas susceptible to high tides, tsunamis, seiches, mudflows or sea level rise. Specifically, structures placed in flood prone areas, if flooded, would be damaged, and could subject people to injury or death. The National Flood Insurance Act of 1968 requires the identification of floodplain areas and establishment of flood-risk zones within those areas. FEMA administers the programs and coordinates with communities to establish effective floodplain management standards. According to FEMA, the Project is not located in a known floodplain. Furthermore, this area is not known to flood and is not typically subjected to flooding. The Project site is not located in a floodplain as shown in Figure S-2 of TOP. The Project site is in an urbanized area that is developed residential dwelling units. No wetlands have been mapped on the Project site according to the NWI. According to the FEMA, the Project is not located in an area that is subject to flood hazard, tsunami, or seiche zones. The Project site is located over 60 miles east of the Pacific Ocean and is not located in a mapped tsunami zone. Therefore, the Project would not have a significant risk of flood hazard, tsunami, seiche zones, release of pollutants due to Project inundation.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Regional Water Quality Control Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs to protect all waters in the region. The Project adheres to requirements of the water quality control plan, including all existing regulation and permitting requirements. This includes the incorporation of best management practices ("BMPs") to protect water quality during construction and operational periods. Development of the Project is subject to all existing water quality regulations and programs, as described in the regulatory section above, including all applicable construction permits. Existing General Plan policies related to water quality are also applicable to the Project. Implementation of these policies, in conjunction with compliance with existing regulatory programs, ensures that water quality impacts related to the Project are less than significant.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

11. LAND USE & PLANNING. Would the project:

a. Physically divide an established community?

Discussion of Effects: The Project site is in an area that is developed with urban land uses. The Project will be of similar design and size to surrounding development. The project will become a part of the larger mixed-use community. Therefore, the project will not result in any new or substantially different land use and planning impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Discussion of Effects: The subject site was previously analyzed by the Certified TOP EIR residential/commercial mixed-use land uses. Implementation of Project will not create greater impacts than were identified in the Certified TOP EIR. The proposed Project does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

12. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Discussion of Effects: The project site is located within a mostly developed area surrounded by urban land uses. There are no known mineral resources in the area; therefore, the project will not result in any new or substantially different mineral resources impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Discussion of Effects: There are no known mineral resources in the area. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

13. NOISE. Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Discussion of Effects: The Project site was previously analyzed by the Certified TOP EIR for residential/commercial mixed-use land uses. The Project will not expose people to or generate noise levels in excess of standards as established in The Ontario Plan FEIR (Section 5.12); therefore, the project will not result in any new or substantially different noise impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: Implementation of the Project will not create greater impacts than were identified in the Certified TOP EIR. The uses associated with this proposed Project are required to comply with the environmental standards contained in the City of Ontario Development Code and as such, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. For a project located within the vicinity of a private airstrip or the noise impact zones of the airport land use compatibility plan for ONT and Chino Airports, would the project expose people residing or working in the project area to excessive noise levels?

Discussion of Effects: The Project was reviewed and found to be located within the Airport Influence Area of Ontario International Airport ("ONT") and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan ("ALUCP") for ONT. According to the Safety Element, the project is located outside of the 65CNEL noise contour; therefore, the project will not result in any new or substantially different noise impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary. 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 Project site was previously analyzed by the Certified TOP EIR for residential/commercial mixed-use land uses and is consistent with General Plan land use designations and would not induce significant population growth. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project site does not contain existing housing. Implementation of the Project will result in the addition of 50 residential dwelling units.

Mitigation: No additional mitigation required. No changes or additions to the Certified TOP EIR analyses are necessary.

15. PUBLIC SERVICES. Would the project:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Discussion of Effects: The Project site is in a developed area currently served by the Ontario Fire Department. The Project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

ii. Police protection?

Discussion of Effects: The Project site is in a developed area, currently served by the Ontario Police Department. The Project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iii. Schools?

Discussion of Effects: Upon development, the Project proponent will be required to pay school fees as prescribed by state law prior to the issuance of building permits. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iv. Parks?

Discussion of Effects: The Project site is in a developed area, currently served by the City of Ontario. The Project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

v. Other public facilities?

Discussion of Effects: The Project site is in a developed area, currently served by the City of Ontario. The Project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

16. RECREATION. Would the project:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Discussion of Effects: This Project is not proposing a significant number of new housing units that would result in the substantial physical deterioration of nearby existing parks. Implementation of the Project would result in the construction of 12,356 square feet of private recreational amenities on-site to include a pool, pool house and children's play area as required by the PUD for the development of 50 residential units. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: This Project is not proposing a significant number of new housing units or large employment generator that would require the construction of neighborhood parks or other recreational facilities. Furthermore, Implementation of the Project includes construction of a recreational area and swimming pool for private use of residents. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

17. TRANSPORTATION. Would the project:

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Discussion of Effects: The project is in an area that is mostly developed with all street improvements existing. The number of vehicle trips per day is not expected to be increased significantly. Therefore, the project will not create a substantial increase in the number of vehicle trips, traffic volume or congestion at intersections. Consequently, the project will not result in any new or substantially different transportation/traffic impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: CEQA Guidelines Section 15064.3 subdivision (b) has been included in the 2018 CEQA Guidelines as part of the implementation of SB 743 which requires local jurisdictions to use Vehicle Miles Travelled (VMT) instead of Level of Service (LOS) methodologies for the purpose of determining the significance of traffic impacts under CEQA. Also, as part of the implementation of SB 743 local jurisdictions are required to develop and implement thresholds of significance criteria and methodologies for evaluating VMT. The City of Ontario has adopted and established a VMT analysis threshold or analysis methodology based on our Policy Plan (General Plan) baseline. However, the Project was submitted prior to the adoption of the threshold and therefore not subject to the adopted thresholds. Subsequently, The Ontario Plan EIR analyzed VMT, as part of the GHG analysis. The Ontario Plan (TOP) is consistent with the RTP/SCS for the Southern California region. The SBTAM model has incorporated TOP buildout which was then incorporated into the SCAG model in developing the RTP/SCS for the region. The thresholds used in these models can be found in the tool created for SBCTA that analyzes the various threshold options. TOP established VMT thresholds as such this option has already been found to be consistent with the RTP/SCS and these land use assumptions have been incorporated into the SBTAM and SCAG's regional models. The screening tool created for use in San Bernardino County can be utilized for locations within Ontario where additional analysis is not required, and the City thresholds be used for Projects to determine if additional analysis is required. If mitigation measures are included for the Project and the VMT brought down below the established threshold (City average), then the Project can be

determined to have less than a significant impact on transportation (in terms of CEQA). Therefore, impacts with respect to CEQA Guidelines Section 15064.3(b) are less than significant.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Discussion of Effects: The Project is in an area that is mostly developed, and street improvements are complete. The Project will not create a substantial increase in hazards due to a design feature. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

d. Result in inadequate emergency access?

Discussion of Effects: Development of the Project will be designed to provide access for all emergency vehicles and will therefore not create an inadequate emergency access. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

e. Result in inadequate parking capacity?

Discussion of Effects: The Project proposes to reduce the required parking standards that are established by the Emporia Family Housing PUD. The Project is proposing an average of 1.88 parking spaces per dwelling unit for a total of 94 parking spaces. On November 29, 2018, the California Department of Housing and Community Development (“HCD”) released the guidelines for the Streamlined Ministerial Approval Process created by Senate Bill No. 35 (SB 35 Guidelines). SB 35 provides a streamline ministerial approval process for eligible affordable housing projects. SB 35 allows for local jurisdiction to reduce parking requirements for eligible projects to a maximum of one space per dwelling unit or waive all parking requirements for Project sites located within ½ mile of public transit. Located within the ½ mile of Project site is OmniTrans Bus Route 61 on Holt Boulevard. Therefore, the Project will not create an inadequate parking capacity. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

18. TRIBAL CULTURAL RESOURCES. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Discussion of Effects: The Project site has been highly disturbed by residential and commercial development since the early 1890s. Surrounding properties and area are highly urbanized. It is highly unlikely that tribal resources would be discovered at the Project site; therefore, it is concluded that the proposed Project will not impact Tribal Cultural Resources or Native America artifacts relating to TCRs and as such, no mitigation measures are recommended.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Discussion of Effects: The Project is served by the City of Ontario sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 or RP-5 treatment plant. The project is required to meet the requirements of the Ontario Engineering Department regarding wastewater. Therefore, the project will not result in any new or substantially different utilities and service systems impacts than were previously addressed in The Ontario Plan EIR, and no changes or additions to The Ontario Plan EIR analyses are necessary. As discussed in the energy section above, the Project will have no anticipated impacts with regards to electric power and natural gas. In addition, the Project will not have an impact on telecommunications facilities.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).

Discussion of Effects: The Project site is served by the City of Ontario water system. There is currently sufficient water supply available to the City of Ontario to serve this Project as per the findings of the Certified TOP EIR. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Discussion of Effects: The Project site is served by the City of Ontario water system. There is currently sufficient water supply available to the City of Ontario to serve this Project as per the findings of Certified TOP EIR. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Discussion of Effects: City of Ontario serves the Project site. Currently, the City of Ontario contracts with a waste disposal company that transports trash to a landfill with sufficient capacity to handle the City's solid waste disposal needs. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to analyses are necessary.

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

Discussion of Effects: This Project complies with federal, state, and local statutes and regulations regarding solid waste. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Discussion of Effects: The Project site is not located in or near a state responsibility area nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Discussion of Effects: The Project site is not located in or near a state responsibility area nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Discussion of Effects: The Project site is not located in or near a state responsibility area nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Discussion of Effects: The Project site is not located in or near a state responsibility area nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Discussion of Effects: The proposed Project does not have the potential to reduce wildlife habitat and threaten a wildlife species; therefore, no environmental impacts resulting from the Project are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

Discussion of Effects: The Project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project does not have impacts that are cumulatively considerable.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

EARLIER ANALYSES

(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D)):

- 1) **Earlier Analyses Used.** Identify earlier analyses used and state where they are available for review.
 - a) The Ontario Plan Final EIR
 - b) The Ontario Plan (TOP)
 - c) City of Ontario Official Zoning Map
 - d) City of Ontario Development Code
 - e) Ontario International Airport Land Use Compatibility Plan
 - f) Ontario International Airport Land Use Compatibility Plan Negative Declaration (SCH 2011011081)

All documents listed above are on file with the City of Ontario Planning Department, 303 East "B" Street, Ontario, California 91764, (909) 395-2036.

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

MITIGATION MEASURES

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

The Mitigation Measures contained in the Certified TOP EIR adequately mitigate the impacts of the proposed Project. These mitigation measures are contained in the attached Mitigation Monitoring Program.

No additional mitigation beyond that previously imposed is required.

Mitigation Monitoring Program for The Ontario Plan Environmental Impact Report

1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in The Ontario Plan Environmental Impact Report (EIR), State Clearinghouse No. 2008101140. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Ontario Monitoring Requirements. Section 21081.6 states:

(a) When making the findings required by paragraph (1) of subdivision subsection (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

(c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

1.2 PROJECT SUMMARY

The proposed project is the preparation of The Ontario Plan, which consists of a Vision, Governance Manual, Policy Plan, City Council Priorities, Implementation Plans, and Tracking and

Feedback. The Ontario Plan integrates components of city governance documents into a single guidance system that shapes the community 20 years or more into the future.

(a) The Ontario **Vision** describes the future community of Ontario. Its basic purpose is to improve the quality of life for the people of Ontario. It is the rationale and motivation for everything the City does.

(b) The **Governance Manual** describes the foundation for conducting the public's business on behalf of the present and future people of Ontario. It explains how The Ontario Plan is a tool for decision-making and communication.

(c) **City Council Priorities** define the short-term direction in City actions and initiatives. They are the primary means for exercising leadership in carrying out The Plan and realizing the Vision.

(d) The **Policy Plan** connects intent with action through the broad range of Goals and Policies that would guide the long-term growth and development required for the City to achieve its Vision. It also satisfies the California Government Code requirement for a general plan. Figure 3-6, *Proposed Land Use Plan*, shows the proposed General Plan land use designations that guide and regulate land use patterns, distributions, densities and intensities in the City of Ontario, including residential employment, retail, recreation, and public uses.

(e) **Implementation** consists of actions taken to carry out Plan policies. This includes initiatives by the City and decisions on public and private development projects.

(f) **Tracking and Feedback** allows the City to learn from experience and redirect efforts.

Pursuant to CEQA Guidelines Section 15064(d), the EIR considers the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by The Ontario Plan. Consequently, the EIR focuses on impacts from changes to land use associated with buildout of the Proposed Land Use Plan, within the Policy Plan, and impacts from the resultant population and employment growth in the City. The Ontario Plan Proposed Land Use Plan for the ultimate development of the City is not linked to a timeline. However, for the purpose of this environmental analysis, buildout of the Proposed Land Use Plan is forecast for the year 2035.

1.3 PROJECT LOCATION

The City of Ontario is in the southwestern corner of San Bernardino County and is surrounded by the Cities of Chino and Montclair, and unincorporated areas of San Bernardino County to the west; the Cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated land in San Bernardino County to the east; and unincorporated Riverside County land to the south. The City is in the central part of the Upper Santa Ana River Valley. This portion of the valley is bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east.

The City comprises approximately 50 square miles (31,958 acres), which includes the 8,200-acre New Model Colony (NMC) in the southern portion of the City (formerly the City's Sphere of Influence). The northern urbanized portion of the City is known as the Original Model Colony (OMC). The City is generally bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south. Regional circulation to and through the City is provided by I-10 and State Route 60 (SR-60) east-west, and by I-15 and SR-83 (Euclid Avenue) north-south.

1.4 ENVIRONMENTAL IMPACTS

The environmental document for this project is a “program EIR” as defined by State CEQA Guidelines (Section 15161, California Code of Regulations, Title 14, Division 6, Chapter 3). As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project that are related either 1) geographically; 2) as logical parts of a chain of contemplated events; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and have generally similar environmental effects that can be mitigated in similar ways.

Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program’s effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][1]). If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the EIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

1.4.1 Impacts Considered Less Than Significant

Ten environmental categories are identified as having less than significant impacts that do not require mitigation. These categories are:

- Aesthetics
- Biological Resources
- Geology/Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use & Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The following have been identified as potentially resulting in significant adverse impacts that can be mitigated, avoided, or substantially lessened:

- Cultural Resources: Mitigation Measures 5-2 through 5-4 would reduce archeological and prehistoric cultural resource impacts to less than significant.
- Noise: Mitigation Measure 12-3 would ensure that any new vibration-sensitive structures near the Union Pacific Railroad or Southern California Regional Rail Authority right-of-way would be constructed so that train-related vibration would not be perceptible and operational vibration impacts would be less than significant.
- Utilities and Service Systems: Mitigation Measures 17-1 through 17-4 would reduce impacts on water supply and demand from buildout of The Ontario Plan to less than significant.

1.4.3 Unavoidable Significant Adverse Impacts

There are six environmental categories considered to have impacts that would be significant and unavoidable and would not be lessened through mitigation.

Agricultural Resources

Buildout of The Ontario Plan would convert 3,269.3 acres of California Resource Agency designated Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to residential, commercial, mixed-use, and industrial land uses. Consequently, impacts to Farmland would remain significant and unavoidable.

There are a number of Williamson Act contracts within the City that have yet to expire. Buildout of The Ontario Plan would most likely require the cancellation or nonrenewal of these contracts. The current use of these contracts would slow the rate of conversion from agricultural to nonagricultural land, but it would not impede the conversion. Since there are some Williamson Act contracts still active in the New Model Colony, implementation of the proposed land use plan for The Ontario Plan would conflict with these contracts and cause a significant impact. Consequently, impacts to Williamson Act contracts would remain significant and unavoidable.

Development of the City in accordance with The Ontario Plan would increase the amount of nonagricultural land uses. When nonagricultural land uses are placed near agricultural uses, the odors, noises, and other hazards related to agriculture conflict with the activities and the quality of life of the people living and working in the surrounding areas. Consequently, conversion of agricultural uses in the city may cause farms and agricultural land uses outside the City to be converted to nonagricultural uses because of the nuisances related to agriculture and impacts would remain significant and unavoidable.

Air Quality

The project would not be consistent with the Air Quality Management Plan (AQMP) because air pollutant emissions associated with buildout of the City of Ontario would cumulatively contribute to the nonattainment designations in the South Coast Air Basin (SoCAB). Furthermore, buildout of the Proposed Land Use Plan would exceed current estimates of population, employment, and vehicle miles traveled for Ontario and therefore these emissions are not included in the current regional emissions inventory for the SoCAB. As both criteria must be met in order for a project to be considered consistent with the AQMP, the project would be considered inconsistent with the AQMP. Consequently, this impact would remain significant and unavoidable.

Construction activities associated with buildout of The Ontario Plan would generate short-term emissions that exceed the South Coast Air Quality Management District's (SCAQMD) regional significance thresholds; cumulatively contribute to the SoCAB's nonattainment designations for ozone (O₃), coarse inhalable particulate matter (PM₁₀), and fine inhalable particulate matter (PM_{2.5}); and potentially elevate concentrations of air pollutants at sensitive receptors. Mitigation Measure 3-1 would reduce The Ontario Plan's short-term construction-related volatile organic compounds (VOC), carbon monoxide (CO), oxides of nitrogen (NO_x), PM₁₀, and PM_{2.5} emissions but they would not be reduced to levels below the SCAQMD's regional thresholds and they would not reduce these impacts to less than significant. Consequently, construction air pollutant emissions generated by buildout of The Ontario Plan would remain significant and unavoidable.

Buildout of The Ontario Plan would generate long-term emissions that would exceed SCAQMD'S regional significance thresholds and cumulatively contribute to the SoCAB nonattainment designations for O₃, PM₁₀, and PM_{2.5}. Mitigation Measure 3-2 would reduce long-term operational emissions of VOC, CO, NO_x, PM₁₀, and PM_{2.5} related to the buildout of The Ontario Plan but they would not reduce these emissions to levels below the SCAQMD's regional significance thresholds and impacts would not be less than significant. Consequently, operational impacts from buildout of The Ontario Plan would remain significant and unavoidable.

Approval of residential and other sensitive land uses within 500 feet of Interstate-10, Interstate-15, or State Route-60 would result in exposure of persons to substantial concentrations of diesel particulate matter. Mitigation Measure 3-3 would reduce impacts related to the exposure of sensitive receptors (residential and other sensitive land uses) to diesel particulate matter because of their placement near freeways within the City. However, it would not reduce this impact to be less than significant.

Conversion of agricultural land to nonagricultural uses would temporarily expose residents to objectionable odors and impacts would remain significant and unavoidable.

Cultural Resources

Although protective regulations are in place and preservation policies are included in The Ontario Plan, implementation of the Proposed Land Use Plan, especially within growth focus areas, has the potential to impact Tier III historic resources. Mitigation Measure 5-1 would require a historical evaluation for properties within historic resources in the Focus Areas under the City's ordinance. However, the ordinance does not provide a high level of protection for Tier III resources. As a result, demolition of historical resources categorized under the Ordinance as Tier III could potentially be impacted with implementation of the Proposed Land Use Plan. Consequently, Tier III historic resource impacts would remain significant and unavoidable.

Global Climate Change

Buildout of the City of Ontario would generate greenhouse gas emissions that would significantly contribute to global climate change impacts in California. Greenhouse gas (GHG) emissions generated in the City would significantly contribute to climate change impacts in California as a result of the growth in population and employment in the City and scale of development activity associated with buildout of the Proposed Land Use Plan. Mitigation Measures 6-1 through 6-6 would act to reduce the contributions of The Ontario Plan to global climate change but they would not reduce the impacts to less than significant.

Noise

Buildout of the Proposed Land Use Plan would result in an increase in traffic on local roadways in the City of Ontario, which would substantially increase noise levels. Consequently, impacts would remain significant and unavoidable.

Noise-sensitive uses could be exposed to elevated noise levels from transportation sources. Any siting of new sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion would result in a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. Mitigation Measure 12-1 would decrease the exposure of sensitive receptors to excessive noise levels within 65 dBA CNEL contours, whether near Los Angeles/Ontario International Airport (LAONT) or other noise-producing areas such as freeways and railroads, but it would not reduce these impacts to less than significant.

Construction activities associated with buildout of the individual land uses associated with the Proposed Land Use Plan would expose sensitive uses to strong levels of groundborne vibration. Mitigation Measure 12-2 would reduce the impacts caused by construction-related vibrations on sensitive receptors but it would not reduce the impact to less than significant.

Impact 5.12-5. Significant. Construction activities associated with buildout of the individual land uses associated with the Proposed Land Use Plan would substantially elevate noise levels in the vicinity of sensitive land uses. Mitigation Measure 12-4 calls for the use of noise-reducing techniques during construction projects that would impact nearby sensitive receptors, such as the use of temporary sound walls and reduced unnecessary truck idling. However, these impacts would not be reduced to levels considered less than significant.

Noise-sensitive land uses within the 65 dBA CNEL contour of the Los Angeles/Ontario International Airport would be exposed to substantial levels of airport-related noise. Consequently, impacts would remain significant and unavoidable.

Transportation and Traffic

The increased development and population growth associated with the buildout of the Proposed Land Use Plan would cause deficient levels of service at area intersections without implementation of the recommended lane geometry improvements. In addition, buildout of the Proposed Land Use Plan would also cumulatively contribute to the cumulatively significant freeway level of service impact that is already projected to occur in the future. Mitigation Measure 16-1 would require the buildout of The Ontario Plan to be consistent with the traffic study prepared by Kimley-Horn and Associates. This traffic study indicates the appropriate lane geometry for area intersections. This would allow for intersections to have LOS values of E or above, but it would not improve the cumulative freeway LOS standards to appropriate levels. The City has no jurisdiction over Caltrans projects, such as freeway improvements. Therefore, the impacts related to cumulative LOS deficiencies on freeways would not be reduced to levels considered less than significant.

2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Environmental Impact Report, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring Program (MMP). In order to effectively track and document the status of mitigation measures, a mitigation matrix has been prepared and includes:

- Responsibility for implementation
- Timing
- Responsibility for monitoring
- Monitor

Mitigation measure timing of verification has been apportioned into several specific timing increments. Of these, the most common are:

- Prior to project approval
- Prior to issuance of grading permit(s)
- During construction

Information pertaining to compliance with mitigation measures or any necessary modifications or refinements will be documented in the comments portion of the matrix.

2.2 MITIGATION MONITORING PROCEDURES

The City of Ontario Planning Department is the designated lead agency for the Mitigation Monitoring and Reporting Program. The City of Ontario includes the Mitigation Measures within the Special Conditions of Approval. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Planning Department shall designate a Project Mitigation Monitor for the proposed project.

2.2.1 In-Field Monitoring

The Responsible Monitoring Party shall exercise caution and professional practices at all times when monitoring construction. Protective wear (hard hats, glasses, etc.) shall be worn at all times in construction areas. Injuries shall be reported immediately to the Project Mitigation Monitor.

2.2.2 Coordination with Contractors

The construction manager/superintendent is responsible for coordination of contractors and for contractor completion of required measures in accordance with the provisions of this program.

2.2.3 Recognized Experts

The use of recognized experts as a component of the monitoring team is required to ensure compliance with scientific and engineering mitigation measures. While the recognized experts assess compliance with required mitigation measures, consultation with the City of Ontario planning staff shall take place in the event of a dispute.

2.2.4 Enforcement

Agencies may enforce conditions of approval through their existing police power, using stop-work orders, fines, infraction citations, loss of entitlements, refusal to issue building permits or certificates of use and occupancy or, in some cases, notice of violation for tax purposes. Criminal misdemeanor sanctions could be available where the agency has adopted an ordinance requiring compliance with the monitoring program, similar to the provision in many zoning ordinances that affirm the enforcement power to bring suit against violators of the ordinances.

3. Mitigation Monitoring Requirements

3.1 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 3-1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

3.2 IN-FIELD MONITORING

Project monitors and technical subconsultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (e.g., hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the mitigation monitoring committee.

3.3 DATABASE MANAGEMENT

All mitigation monitoring reports, letters, and memos shall be prepared using Microsoft Word software on IBM-compatible PCs and processed according to the City's Environmental Compliance Program.

3.4 COORDINATION WITH CONTRACTORS

The construction manager is responsible for coordination of contractors and for contractor completion of required mitigation measures.

3.5 LONG-TERM MONITORING

Long-term monitoring related to several mitigation measures will be required, including fire safety inspections. Post-construction fire inspections are conducted on a routine basis by the Ontario Fire Department.

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.3 AIR QUALITY				
<p>3-1 The City of Ontario Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:</p> <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: <ul style="list-style-type: none"> ○ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ○ Applying water every four hours to active soil-disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: 	<p>City of Ontario Building Department in coordination with the landowner/project applicant's construction contractor</p>	<p>During construction</p>	<p>City of Ontario Building and Department and Developer/Contractor</p>	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
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).	City of Ontario Planning/Engineering Department in coordination with the landowner/project applicant	Prior to individual project approvals	City of Ontario Planning Department	
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 <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.	City of Ontario Planning Department in coordination with the landowner/project applicant	Prior to individual project approvals	City of Ontario Planning Department	
5.5 CULTURAL RESOURCES				
5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals.	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	
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	City of Ontario Planning Department in coordination with the Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>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:</p> <ul style="list-style-type: none"> • Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. • Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. • Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional 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. 				
<p>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</p>	<p>City of Ontario Planning Department</p>	<p>Prior to individual project approvals</p>	<p>City of Ontario Planning Department</p>	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
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.	City of Ontario Planning Department in coordination with the Landowner/Project Applicant	Prior to issuance of grading permit(s)	City of Ontario Planning Department	
5.6 Global Climate Change				
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: <ul style="list-style-type: none"> • Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or 	City of Ontario	Within 18 months of adopting The Ontario Plan	City of Ontario Planning Department/ Municipal Utilities Agency (MUA)	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on-schedule to achieve the GHG reduction targets, additional measured shall be implemented, as identified in the CAP.</p> <ul style="list-style-type: none"> ○ 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. <ul style="list-style-type: none"> ● Emission Targets: The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City: <ul style="list-style-type: none"> ○ 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 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" community emissions.				
<p>6-2 The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified in Mitigation Measure 6-1. The Climate Action Plan shall quantify the approximate greenhouse gas emissions reductions of each measure and measures shall be enforceable. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):</p> <ul style="list-style-type: none"> • Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria. • Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency. • Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris. • Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. • Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate. 	City of Ontario Planning Department	Within 18 months of adopting The Ontario Plan	City of Ontario Planning Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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 ride-sharing and public transit at large events. • Support and promote the use of low-and zero-emission vehicles, by: <ul style="list-style-type: none"> ○ 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Providing information, marketing, training, and technical assistance about green building practices. ○ Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including: <ul style="list-style-type: none"> ○ Standards for the installation of "cool roofs". ○ Standards for improved overall efficiency of lighting systems. ○ 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: <ul style="list-style-type: none"> ○ Conducting energy audits. ○ Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Providing energy efficiency training to design, engineering, building operations, and maintenance staff. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>landscaping that can also provide shade and reduce heat-island effects.</p> <ul style="list-style-type: none"> • Implement enhanced programs to divert solid waste from landfill operations, by: <ul style="list-style-type: none"> ○ Establishing a diversion target which meets or exceeds AB 939 requirements. ○ Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced. • Reduce per capita water consumption consistent with state law by 2020. • Establish a water conservation plan that may include such policies and actions as: <ul style="list-style-type: none"> ○ Maintaining and refining the City's tiered rate structure for water use. ○ Establishing restrictions on time of use for landscape watering, or other demand management strategies. ○ Establishing performance standards for irrigation equipment and water fixtures, consistent with state law. • Establish programs and policies to increase the use of recycled water, including: <ul style="list-style-type: none"> ○ Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). ○ Establishing menus and checklists 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 drop-off 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. 				
<p>6-3 The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts:</p> <ul style="list-style-type: none"> • Increase densities in urban core areas to support public transit, by, among other means: <ul style="list-style-type: none"> ○ 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. 	City of Ontario Planning Department	Within 18 months of adopting The Ontario Plan	City of Ontario Planning Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so. ○ Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development. ○ Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops. ○ Allowing for tandem parking, shared parking and off-site parking leases. • Enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling. • Identify and facilitate the inclusion of complementary 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Revise zoning ordinance(s) to allow local-serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use. • Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use. • Implement a Housing Overlay Zone for residential properties at transit centers and along transit corridors. This may include average minimum residential densities of 25 units per acre within one quarter miles of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for non- residential uses within a quarter mile of transit centers or corridors. • Identify transit centers appropriate for mixed-use development, and promote transit-oriented, mixed-use development within these targeted areas, by: <ul style="list-style-type: none"> ○ Providing maximum parking standards and flexible building height limitations. ○ Providing density bonus programs. ○ Establishing guidelines for private and public spaces for transit-oriented and mixed-use development. ○ Discouraging auto-oriented development. • Ensure new development is designed to make public transit a viable choice for residents, including: <ul style="list-style-type: none"> ○ Locating medium to high density development near activity centers that can be served efficiently 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>by public transit and alternative transportation modes.</p> <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>mile) and include pedestrian walkways and bicycle paths that encourage non- motorized travel.</p> <ul style="list-style-type: none"> • Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit- oriented development areas, by: <ul style="list-style-type: none"> ○ Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, and 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure. • Reduce heat gain from pavement and other similar hardscaping, by: <ul style="list-style-type: none"> ○ Including low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas. ○ Establishing standards that provide for pervious pavement options. ○ Removing obstacles to natural, drought tolerant landscaping and low-water landscaping. • Coordinate with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking, including, but not limited to: <ul style="list-style-type: none"> ○ Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. • Upgrade and maintain the following transit system infrastructure to enhance public use, including: <ul style="list-style-type: none"> ○ Ensuring transit stops and bus lanes are safe, convenient, clean and efficient. ○ Ensuring transit stops have clearly marked street-level designation and are accessible. ○ Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate. ○ Working with transit providers to place transit stations along transit corridors within mixed-use or 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>transit- oriented development areas at intervals appropriate for the mode of transit.</p> <ul style="list-style-type: none"> • Facilitate employment opportunities that minimize the need for private vehicle trips, by: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including: <ul style="list-style-type: none"> ➤ 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: <ul style="list-style-type: none"> ➤ 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Establish policies and programs to reduce onsite parking demand and promote ride-sharing 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: <ul style="list-style-type: none"> ○ 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. • Support the use of green building practices by: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas). • Identify and remove or otherwise address barriers to renewable energy production, including: <ul style="list-style-type: none"> ○ Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers. ○ Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies. ○ Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air. • Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values. • Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate. • Require that, where feasible, all new buildings be constructed to allow for easy, cost-effective installation of solar energy systems in the future, using such “solar-ready” features as: <ul style="list-style-type: none"> ○ Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south-sloped roof surface, where such buildings architecture and construction are designed for sloped roofs. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Conducting energy audits. ○ Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. ○ Implementing an energy tracking and management system for its municipal facilities. ○ Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. ○ Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ The Energy Star® New Homes Program established by U.S. EPA. ○ The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating. ● Reduce per capita water consumption consistent with state law by 2020. ● Establish a water conservation plan that may include such policies and actions as: <ul style="list-style-type: none"> ○ Maintaining and refining the City's tiered rate structure for water use. ○ Establishing restrictions on time of use for landscape watering, or other demand management strategies. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ○ Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law. • The City will establish programs and policies to increase the use of recycled water, including: <ul style="list-style-type: none"> ○ Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: <ul style="list-style-type: none"> ○ Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). ○ Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low- flow toilets and shower heads, moisture-sensing irrigation, and other such advances. • Install water-efficient landscapes and irrigation, including: <ul style="list-style-type: none"> ○ Requiring planting drought-tolerant and native species and covering exposed dirt with moisture-retaining mulch or other materials such as decomposed granite. ○ Requiring the installation of water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls. 				

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Promote the planting of shade trees and establish shade tree guidelines and specifications, including: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low-VOC- producing trees, and emphasizing the use of drought- tolerant native trees and vegetation. 				
<p>6-4 Measures listed in Mitigation Measure 6-2 and 6-3 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan (CAP).</p>	City of Ontario Planning Department	Prior to adoption of the Climate Action Plan	City of Ontario Planning Department	
<p>6-5 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of Ontario shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.</p>	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
6-6 The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	
5.12 NOISE				
12-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, or the Los Angeles/Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).	City of Ontario Planning/Building Department in coordination with the Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning/Building Department	
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).	City of Ontario Planning/Building/MUA Department in coordination with the Landowner/Project Applicant's construction contractor	During construction	City of Ontario Building/MUA Department	
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	City of Ontario Planning/Building Department with collaboration with the Landowner/Project	Prior to individual project approvals	City of Ontario Building Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
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.	Applicant			
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 non-essential 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.	City of Ontario Building/Planning/MUA Department in coordination with the Landowner/Project Applicant's construction contractor	During construction	City of Ontario Building/Planning/MUA Department	
5.16 TRANSPORTATION AND CIRCULATION				
16-1 The Mobility Element of the Ontario Plan shall be consistent with the traffic study prepared by Kimley-Horn and Associates in 2009. Table 5.16-6 in Section 5.16, <i>Transportation and Traffic</i> , shows the recommended lane geometry for the Proposed Land Use Plan.	City of Ontario Engineering/Planning Department	Ongoing	City of Ontario Engineering/Planning Department	
5.17 UTILITIES AND SERVICE SYSTEMS				
17-1 The City shall include a policy in the Policy Plan that requires water conservation measures for development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand, through conservation measures, including but not limited to:	City of Ontario Planning/MUA Department	Ongoing	City of Ontario Planning/MUA/Engineering Department	

Table 3-1 Mitigation Monitoring Requirements				
Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council). • Continue to develop and implement drought contingency plans to assist citizens and businesses reduce water use during water shortages and emergencies. • 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 1881. 				
<p>17-2 The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (nonpotable) source for landscaping, parks, and other irrigation opportunities in all areas of the City and requires use of recycled water in dual-system office and industrial uses in selected urban areas of the City, where available and feasible.</p>	<p>City of Ontario Planning Department in coordination with City of Ontario MUA/Engineering Department</p>	<p>Ongoing</p>	<p>City of Ontario Planning/MUA/Engineering Department</p>	
<p>17-3 The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge, such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long-term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.</p>	<p>City of Ontario Planning Department in coordination with City of Ontario MUA/Engineering Department</p>	<p>Ongoing</p>	<p>City of Ontario Planning/MUA/Engineering Department</p>	



Development Advisory Board Decision

May 17, 2021

DECISION NO.: [insert #]

FILE NO.: PMTT21-004/TPM 20339

DESCRIPTION: A Tentative Parcel Map (File No. PMTT21-004/TPM 20339) to consolidate 4 lots and the vacation of an adjoining section of Fern Avenue, for a total of 1.71 acres of land, generally bordered by Transit Street on the north and Emporia Street on the south, to facilitate the development of a 50-unit, three-story apartment complex, generally located at the northwest and southwest corners of Emporia Street and Palm Avenue, within LUA2-N (Arts District- North) and LUA-3 (Holt Boulevard District) of the MU-1 (Downtown Mixed-Use) zoning district; (APNs: 1049-054-02, 1049-054-03, 1049-054-04, and 1049-054-06) submitted by **The Related Companies of California, LLC**. **Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

The Related Companies of California, LLC., (herein after referred to as "Applicant") has filed an application requesting Tentative Parcel Map approval, File No. PMTT21-004, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of approximately 1.7 acres of land generally bordered by Transit Street on the north, Emporia Avenue on the south, and Palm Avenue on the east and a vacated portion of Fern Avenue (0.31 acre of land). Existing land uses and General Plan and zoning designations on and surrounding the Project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>
<i>Site</i>	Office, Commercial, Assembly, and Undeveloped	Mixed Use	LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)
<i>North</i>	Retail and Undeveloped	Mixed Use	LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)
<i>South</i>	Wholesale Machinery and Undeveloped	Mixed Use	LUA2-N (Arts District- North) of MU-1 (Downtown Mixed-Use)
<i>East</i>	Parking Lot and Undeveloped	Mixed Use	LUA2-N (Arts District- North) of MU-1 (Downtown Mixed-Use)
<i>West</i>	Multiple-Family Residential	Mixed Use	LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)

(2) **Project Description:** On May 23, 2017, the Planning Commission approved a Tentative Parcel Map (File No. PMTT17-005) to consolidate lots and vacate a portion of Transit Street and Development Plan (File No. PDEV17-017) to construct 75 multiple-family residential affordable apartment units on 2.95 acres of land, generally located south of Holt Boulevard, east of Fern Avenue, south of Emporia Street, and west of Vine Avenue, contingent upon City Council approval the Emporia Family Housing Planned Unit Development ("PUD"). On June 6, 2017, the City Council approved the Emporia

Family Housing PUD. Construction of the 75 multiple-family dwelling units (known as “Ontario Emporia Family Housing Project - Phase 1”) was completed in 2020.

On February 23, 2021, the Applicant submitted for concurrent processing, the subject Tentative Parcel Map application (File No. PMTT21-004/TPM 20339), which proposes the consolidation of 4 parcels of land into a single parcel and the vacation of an adjoining portion of Fern Avenue, between Transit Street and Emporia Street, is proposed, for a total area of 1.71 acres of land. In conjunction with the Tentative Parcel Map, the Applicant submitted three related applications for concurrent processing with the Tentative Parcel Map, including:

- An Amendment to the Emporia Family Housing Planned Unit Development (File No. PUD21-001), adding a second phase of development to the Ontario Emporia Family Housing Project;
- A Certificate of Appropriateness (File No. PHP21-003) to allow for the demolition of 2 Tier III historic resources to accommodate a second phase of development to the Ontario Emporia Family Housing Project; and
- A Development Plan (File No. PDEV21-008) to construct an additional 50 multiple-family affordable dwelling units (known as “Ontario Emporia Family Housing Project - Phase 2”).

Final approval of the Tentative Parcel Map is contingent upon the approval of the Certificate of Appropriateness and Development Plan applications by the Planning Commission, and approval of the Amendment to the Emporia Family Housing Planned Unit Development by the City Council.

Part II—RECITALS

WHEREAS, 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; and

WHEREAS, The Ontario Plan Environmental Impact Report Environmental Impact Report (State Clearinghouse No. 2008101140) was certified by City Council on January 27, 2010, in which development and use of the Project site was discussed (hereinafter referred to as “Certified EIR”); 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, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (hereinafter referred to as “DAB”) the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; 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, as the first action on the Project, on May 17, 2021, the DAB issued a Decision recommending Planning Commission 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 May 17, 2021, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

SECTION 1: Environmental Determination and Findings. As the recommending body for the Project, the DAB 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 DAB, the DAB 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 DAB, and the specific findings set forth in Section 1, above, the DAB 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

(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: *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 DAB 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 the proposed project is consistent with the number of dwelling units (31) and density (25.1 du/ac) specified in the Available Land Inventory.

SECTION 4: 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, 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 recommending body for the Project, the DAB 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 DAB, 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 DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the determinations set forth in Sections 1 through 4, above, the DAB 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 Mixed-Use land use district of the Policy Plan Land Use Map, and the MU-1 (Downtown Mixed-Use) 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 Mixed-Use land use district of the Policy Plan Land Use Map, and the MU-1 (Downtown Mixed-Use) zoning district. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “[a] high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct” (Goal CD2). Furthermore, the project will promote the City’s policy to “create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity, and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate;

and

▪ Landscaped parkways, with sidewalks separated from the curb.” (Policy CD2-2 *Neighborhood Design*).

(3) ***The site is physically suitable for the type of development proposed.*** The project site meets the minimum lot area and dimensions of the MU-1 (Downtown Mixed-Use) 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 27 DUs/acre. The project site meets the minimum lot area and dimensions of the MU-1 (Downtown Mixed-Use) zoning district, as-well-as the Emporia Family Housing Planned Unit Development (as amended), 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 utility and other public right-of-way 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 6: *Development Advisory Board Action.* Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, 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. The records are available for inspection by any interested person, upon request.

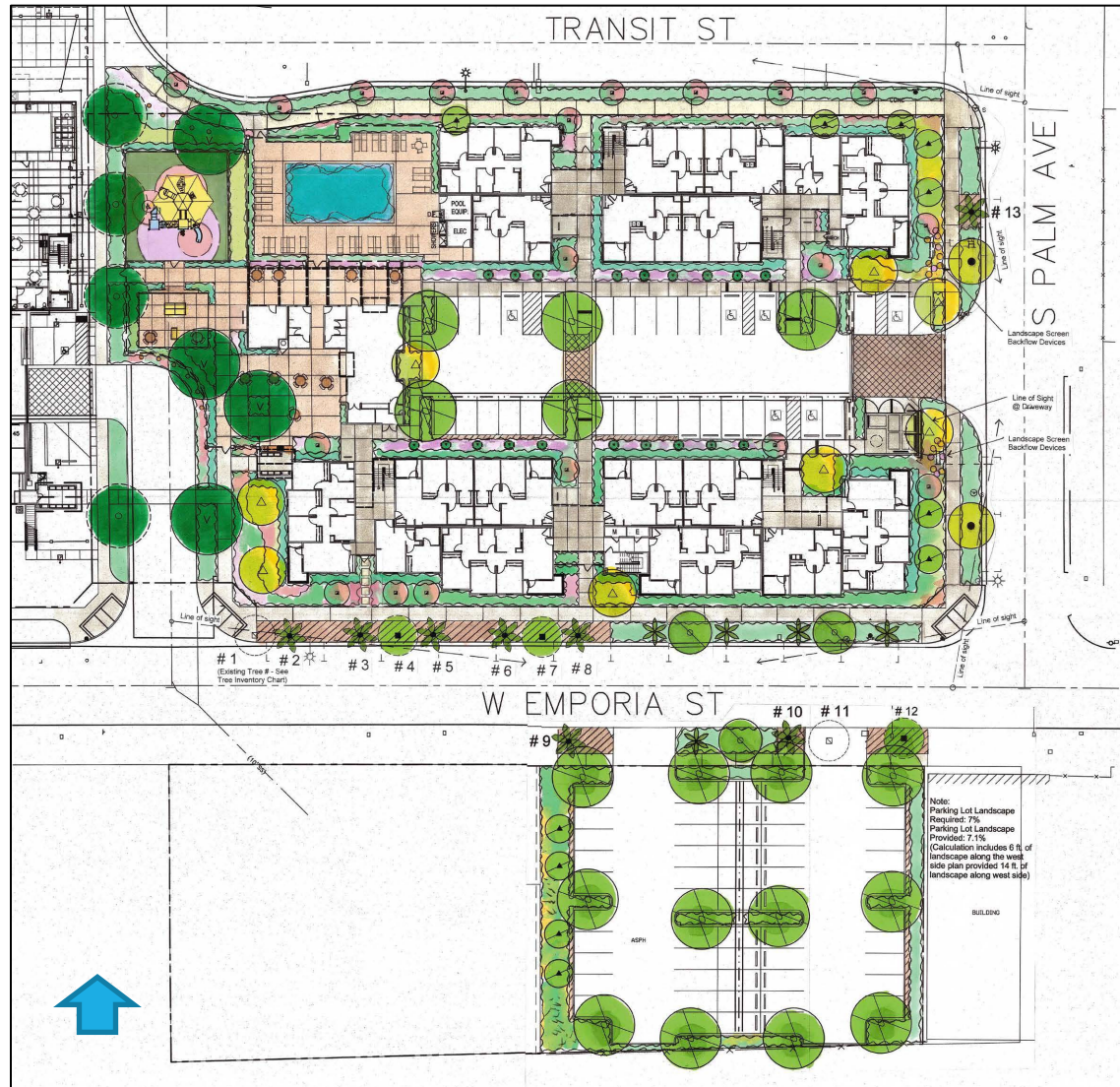
APPROVED AND ADOPTED this 17th day of May 2021.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP



Exhibit C—Conceptual Site plan



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: May 17, 2021
File No: PMTT21-004/ TPM 20339
Related Files: File No. PDEV21-008, PUD21-001, and PHP21-003.

Project Description: A Tentative Parcel Map (File No. PMTT21-004/ TPM 20339) to consolidate 4 parcels of land, approximately 1.39 acres, into a single parcel and vacate a section of Fern Avenue, bound by Transit Street on the north and Emporia Street on the south, with a Development Plan (File No. PDEV21-008) to construct 50 multiple-family affordable housing dwellings, generally located at the northwest and southwest corners of Emporia Street and Palm Avenue, within LUA2-N and LUA-3 of the MU-1 (Downtown Mixed-Use) zoning district. (APN(s): 1049-054-02, 1049-054-03, 1049-054-04, 1049-054-06, 1049-059-06, and 1049-059-07; **submitted by The Related Companies of California, LLC.**

Prepared By: Diane Ayala, Senior Planner
Phone: 909.395.2428 (direct)
Email: dayala@ontarioca.gov

The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

1.0 Standard Conditions of Approval. The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

2.0 Special Conditions of Approval. In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

2.1 Time Limits.

(a) Tentative Parcel Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel 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 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) The subject Tentative Parcel Map for condominium purposes shall require the recordation of a condominium plan concurrent with the recordation of the Final Parcel Map and CC&Rs.

(d) Pursuant to California Government Section 66474.9, the subdivider agrees that it will defend, indemnify, and hold harmless the City of Ontario or its agents, officers and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer of this subdivision, which action is brought within the time period provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

2.3 General Requirements. The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

2.4 Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping).

(b) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(c) Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by Ontario Development Code Division 6.05 (Landscaping) have been approved by the Landscape Planning Division.

(d) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

2.5 Walls and Fences. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

2.6 Parking, Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading).

(b) 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.

(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).

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

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 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.

2.11 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) Project approval is contingent upon City Council approval of an Amendment to the Emporia Family Housing PUD, File No. PUD21-001.



**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 checked="" type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<p>PROJECT FILE NO. PM-20339</p> <p>RELATED FILE NO(S). PUD21-001, PMTT21-004, PDEV21-008</p>	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Miguel Sotomayor (909) 395-2108 *MS*

CITY PROJECT PLANNER & PHONE NO: Diane Ayala (909) 395-2428

DAB MEETING DATE: May 17, 2021

PROJECT NAME / DESCRIPTION: A Tentative Parcel Map and Development Plan to subdivide 4 lots into a single parcel and construct a 50-unit, 3 story apartment complex on 2.15 acres, within LUA2N and LUA3 of the MU-1 (Downtown Mixed Use) zoning district.

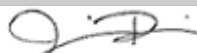
LOCATION: Emporia Avenue between Fern and Palm Avenues

APPLICANT: The Related Companies of California, LLC

REVIEWED BY: *Raymond Lee* *5/11/21*
 Raymond Lee, P.E. Date
 Assistant City Engineer

APPROVED BY: *Khoi Do* *5-11-21*
 Khoi Do, P.E. Date
 City Engineer

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

DAB CONDITIONS OF APPROVAL	
Sign Off	
	5/11/2021
Jamie Richardson, Sr. Landscape Planner	Date

Reviewer's Name: Jamie Richardson, Sr. Landscape Planner	Phone: (909) 395-2615
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D.A.B. File No.: PMTT21-004	Related Files:	Case Planner: Diane Ayala
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Project Name and Location: Related Emporia NW and SW corners of Emporia Street and Palm Avenue
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Applicant/Representative: The Related Companies of California, LLC randy.mai@related.com 18201 Von Karman Avenue, Suite 900 Irvine CA, 92612
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<input checked="" type="checkbox"/>	A Tentative Tract Map (dated 4/20/2021) has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.
<input type="checkbox"/>	A Tentative Tract Map (dated 6/5/18) has not been approved. Corrections noted below are required prior to DAB approval.

CORRECTIONS REQUIRED

On Grading or Utility Construction Plans:

1. Note for compaction to not be greater than 85% at landscape areas; all finished grades 1 ½" below finished surfaces; landscaped slopes to be max 3:1.
2. 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.
3. 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.
4. Storm water infiltration devices located in landscape areas shall be reviewed and approved by the Landscape Planning Division prior to installation.
5. Provide a tree inventory for 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. Add tree protection notes on construction and demo plans.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PUD21-001, PMTT21-004, PDEV21-008 & PHP21-003

Address: SEC of Holt Blvd. & Fern Avenue

APN: 1049-054-02, 1049-054-03, 1049-054-06, 1049-059-07 & 1049-059-06

Existing Land Use: Vacant Lots and commercial buildings

Proposed Land Use: A PUD to establish development standards, Parcel Map to consolidate 2.15 acres into 1 parcel, a Development Plan to construct 50 Multi-family residential units

Site Acreage: 2.15 Proposed Structure Height: 55 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Diane Ayala

Date: 5/11/2021

CD No.: 2021-016

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 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: 90 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.: 2021-016
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.



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 PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

1. PRIOR TO PARCEL MAP APPROVAL, APPLICANT SHALL: Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:**
 3.25 feet on Transit Street to achieve an ultimate centerline ROW of 30 feet and additional right of way for the proposed Knuckle.

Property line corner 'cut-back' required at the intersection of Transit Street and Palm Avenue, Emporia Street and Palm Avenue, Emporia Street and Fern Avenue.
- 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): Fern Avenue between Transit Street and Emporia Street via separate instrument. Reserve a 30' Public Utility Easement for the existing City utilities.**
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.
 (1) _____
 (2) _____



- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.
- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 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. 20339 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 will be a recognized parcel in the City of Ontario per PM-20339.
- 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 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.
- 2.06 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.07 **Submit a soils/geology report.**
- 2.08 **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) – for proposed storm drain connection along Transit Street**
- 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:

2.09 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 _____.

2.10 Dedicate to the City of Ontario the following easement(s): _____

- 2.11 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.

- 2.12 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.
- 2.13 **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.**
- 2.14 **Pay all Development Impact Fees (DIF) to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.15 **Other conditions:**
 - a. **The applicant/developer shall process a Lot Line Adjustment for the proposed parking lot south of Emporia Street to eliminate the existing parcel line and consolidate the site into one (1) parcel. The Lot Line Adjustment and conforming grant deed shall be recorded prior to issuance of a building permit.**
 - b. **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.**



B. PUBLIC IMPROVEMENTS
 (See attached Exhibit 'A' for plan check submittal requirements.)

2.16 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	Transit Street	Palm Avenue	Emporia Avenue (both sides of street, along apartments and parking lot frontages)	Laurel Avenue
Curb and Gutter	<input checked="" type="checkbox"/> New; 18 ft. from C/L <input type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> Remove Existing	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen one additional foot 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^(a)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove	<input type="checkbox"/> New <input type="checkbox"/> Remove
Sidewalk	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp^(b)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" 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 (see Sec. 2.D)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" 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 checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input checked="" type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	_____	_____	_____



Specific notes for improvements listed in item no. 2.17, above:

- a. **The applicant/developer shall design and construct sidewalk, curb, gutter and landscape parkway including irrigation where existing drive approaches are being removed.**
- b. **The applicant/developer shall design and construct an access ramp per City Standard on the south side of Emporia Avenue across from the access ramp on the NWC of Emporia Street and Palm Avenue.**

- 2.17 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s):**
 - a. **Palm Avenue from Emporia Street to Holt Boulevard (curb to curb)**
 - b. **Laurel Avenue from Emporia Street to Holt Boulevard (curb to curb)**
 - c. **Transit Street from Fern Avenue to Laurel Avenue (curb to curb)**
 - d. **Emporia Avenue from Fern Avenue to end of cul-de-sac east of Laurel Avenue (curb to curb)**
 - e. **Fern Avenue from Transit Street to Holt Boulevard (east half of street)**
- 2.18 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.**
- 2.19 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.**
- 2.20 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.**
- 2.21 Other conditions:**
 - a. **The applicant/developer shall salvage the existing street lights located along the portion of Fern Avenue being vacated and provide them to the City of Ontario.**

C. SEWER

- 2.22 A 8 inch sewer main is available for connection by this project in Emporia Avenue (Ref: Sewer plan bar code: S12738)**
- 2.23 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.**
- 2.24 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.**
- 2.25 Other conditions:**
 - a. **The applicant/developer shall relocate the existing sewer manhole to be installed outside of the proposed gutter on the knuckle along Fern Avenue and Transit Street. New location shall be in accordance with City Standards.**



D. WATER

- 2.26 A _____ inch water main is available for connection by this project in _____.
(Ref: Water plan bar code: _____)
- 2.27 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.28 **Other conditions:**
 - a. **Existing Water Mains Upsizing: Upgrade all existing water mains in the area to 12” water mains and connect and construct all services, fire hydrants (with 300’ maximum spacing between fire hydrants), backflow, DCDA and all other appurtenances to city’s current standards and guidelines in additions to what have been mentioned above. The construction of all water main will be eligible for reimbursement by the City of Ontario under separate agreement.**
The limits of water mains upgrade as follow:
 - i. **Transit Street: From Fern Avenue to Laurel Avenue.**
 - ii. **Emporia Street: From Fern Avenue to Euclid Avenue.**
 - iii. **Palm Avenue: From Holt Boulevard to Emporia Street.**
 - iv. **Laurel Avenue: From Holt Boulevard to Emporia Street**
 - b. **Irrigation Service: Provide a separate irrigation service with a backflow device and a direct connection to the public water main.**
 - c. **Domestic Water Service: Provide a separate domestic water service with a backflow device and a direct connection to the public water main.**
 - d. **Existing Fire Hydrant: Upgrade the existing fire hydrant at the northwest corner of Emporia and Palm to City’s current standards.**
 - e. **Proposed Fire Hydrants: Construct one fire hydrant at the northeast corner of Emporia and Fern, one at the southwest corner of Palm and Transit, and one at the southeast corner of Fern and Transit.**

E. RECYCLED WATER

- 2.29 A _____ inch recycled water main is available for connection by this project in _____.
(Ref: Recycled Water plan bar code: _____)
- 2.30 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.31 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.
- 2.32 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.
- 2.33 Other conditions: _____



F. TRAFFIC / TRANSPORTATION

- 2.34 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
- 2.35 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.36 **Other conditions:**
- a. **The applicant/developer shall be responsible to design and construct in-fill public street lights along the property frontages of Transit Street, Emporia Street, Palm Avenue and Fern Avenue, in accordance with City of Ontario Traffic and Transportation Design Guidelines.**
 - b. **The applicant/developer shall design driveways in accordance with City Standard Drawing No. 1204.**
 - c. **Parking shall be restricted 40 feet on either side of the project driveway on Emporia Street with "No Parking Any Time" signs with arrows (R28(CA)(L) & (R)). Signs shall be in accordance with all applicable standards and to the satisfaction of the City Engineer.**
 - d. **The applicant/developer shall install a R28(L) (CA) sign on Palm Avenue to restrict parking for the required solid waste bins. Designated striping of the street for the solid waste bins will not be allowed.**
 - e. **The applicant/developer's engineer-of-record shall meet with City Engineering staff prior to starting street lighting design.**

G. DRAINAGE / HYDROLOGY

- 2.37 A _____ inch storm drain main is available to accept flows from this project in _____.
(Ref: Storm Drain plan bar code: _____)
- 2.38 **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.**
- 2.39 **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. However, the applicant/developer may be able to obtain approval from the County of San Bernardino Flood Control District to drain overflow of site into existing storm drain on Transit Street.**
- 2.40 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.



- 2.41 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.

- 2.42 Other conditions: _____

H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)

- 2.43 401 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.

- 2.44 **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>.**

- 2.45 **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.**

- 2.46 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.47 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.

- 2.48 Other conditions: _____



K. FIBER OPTIC

- 2.49 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.
- 2.50 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

- 2.51 Onsite solid waste shall be designed in accordance with the City's Refuse & Recycling Planning Manual located at:

<https://www.ontarioca.gov/OMUC/IntegratedWaste>
- 2.52 Other conditions:
 - a. Trash Enclosures (TEs): The proposed single trash enclosure with six 3-cy bins is adequate. However, it is agreed between the city and the developer, that property management will roll out all the bins on trash pickup day(s) along Palm Avenue with no parking signs (per 2.36(d.) above) to assist with bins staging.
 - b. Integrated Waste Management Report (IWMR): Prior to approval of the Precise Grading Plan, submit to OMUC for review and approval, an Integrated Waste Management Report (IWMR) that complies with the IWMR Requirements.
 - c. 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.



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 include a completed Acceptance and Bond Release Checklist, 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: PDEV21-008, and Parcel Map No. 20339

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 Parcel Map processing fee**
22. **Three (3) copies of 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: Lot Line Adjustment**



Development Advisory Board Decision

May 17, 2021

DECISION NO.: [insert #]

FILE NO.: PDEV21-008

DESCRIPTION: A Development Plan to construct a 50-unit, three-story apartment complex on 1.71-acres of land bordered by Transit Street on the north, Palm Avenue on the east, Fern Avenue on the west and Emporia Street on the south, and to construct an adjacent off-street parking facility on 0.44-acre of land located at 303 and 309 West Emporia Street, for a total project area of 2.15 acres of land within the LUA2-N (Arts District- North) and LUA-3 (Holt Boulevard District) of the MU-1 (Downtown Mixed-Use) zoning district. APNs: 1049-054-02, 1049-054-03, 1049-054-04, 1049-054-06, 1049-059-06, and 1049-059-07; **submitted by The Related Companies of California, LLC.**

Part I—BACKGROUND & ANALYSIS

THE RELATED COMPANIES OF CALIFONRIA, LLC., (herein after referred to as "Applicant") has filed an application requesting Development Plan approval, File No. PDEV21-008, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site encompasses a one-block area within the Mixed-Use Land Use District of the Policy Plan (General Plan) and the MU-1 (Downtown Mixed Use) zoning district. The project site is comprised of approximately 2.15 acres of land generally bordered by Transit Street to the north, Emporia Avenue and the Southern Pacific Railroad Corridor to the south, Fern Avenue to the west and Palm Avenue to the east. Existing land uses on the project site includes unimproved land and 2 single story commercial buildings that have been determined to be Tier III historic resources and are listed on the local register of historic properties. The existing land uses south of Emporia within the project site are unimproved.

Land uses surrounding the project site are characterized by a mixture of legal nonconforming residential uses, light industrial, and commercial uses across Emporia Street to the south; retail, light industrial uses, and vacant property across Transit Street to the north; parking lot and unimproved land across Palm Avenue to the east; and a 75- unit affordable housing development known as Emporia Family Housing Phase 1 to the west. Existing land uses and General Plan and zoning designations on and surrounding the Project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>
<i>Site</i>	Office, Commercial, Assembly, and Undeveloped	Mixed Use	LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)
<i>North</i>	Retail and Undeveloped	Mixed Use	LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)
<i>South</i>	Wholesale Machinery and Undeveloped	Mixed Use	LUA2-N (Arts District- North) of MU-1 (Downtown Mixed-Use)
<i>East</i>	Parking Lot and Undeveloped	Mixed Use	LUA2-N (Arts District- North) of MU-1 (Downtown Mixed-Use)

	Existing Land Use	General Plan Designation	Zoning Designation
West	Multi-Family Residential	Mixed Use	LUA-3 (Holt Boulevard District) of MU-1 (Downtown Mixed-Use)

(2) **Project Description:**

(a) **Background** — On May 23, 2017, the Planning Commission approved a Tentative Parcel Map (File No. PMTT17-005) to consolidate lots and vacate a portion of Transit Street and Development Plan (File No. PDEV17-017) to construct 75 multiple-family residential affordable apartment units on 2.95 acres of land, generally located south of Holt Boulevard, east of Fern Avenue, south of Emporia Street, and west of Vine Avenue, contingent upon City Council approval the Emporia Family Housing Planned Unit Development (“PUD”). On June 6, 2017, the City Council approved the Emporia Family Housing PUD. Construction of the 75 multiple-family dwelling units (known as “Ontario Emporia Family Housing Project - Phase 1”) was completed in 2020.

On February 23, 2021, the Applicant submitted a Development Plan application (File No. PDEV21-008) proposing the expansion of the Ontario Emporia Family Housing Project by an additional 2.15-acres of land, consolidation of parcels of land, vacation of Fern Avenue, between Transit Street and Emporia Avenue, and the construction of 50 multiple-family affordable dwelling units (known as “Ontario Emporia Family Housing Project - Phase 2”). Three related applications were also submitted for concurrent processing with the Development Plan, including:

- An Amendment to the Emporia Family Housing Planned Unit Development (File No. PUD21-001), adding a second phase of development to the Ontario Emporia Family Housing Project;
- A Certificate of Appropriateness (File No. PHP21-003) to allow for the demolition of 2 Tier III historic resources to accommodate a second phase of development to the Ontario Emporia Family Housing Project; and
- A Tentative Parcel Map (File No. PMTT21-004) which proposes the consolidation of 4 parcels of land into a single parcel and the vacation of an adjoining portion of Fern Avenue, between Transit Street and Emporia Street, for a total area of 1.71 acres of land.

Final approval of the Tentative Parcel Map is contingent upon the approval of the Certificate of Appropriateness and Development Plan applications by the Planning Commission, and approval of the Amendment to the Emporia Family Housing Planned Unit Development by the City Council.

(b) **Site Design/Building Layout** — The Project is being developed with 50 multiple-family units at a density of 29 dwelling units per acre. The Project is designed in a Motorcourt layout, situated on approximately 1.71 acres of land. Two detached, 2 and 3 story buildings containing 50 stacked dwelling units are oriented towards a centrally located 26-foot wide drive aisle and two rows of parking spaces. At the end of the drive aisle is a 1,921 square foot, single-story community building containing a community room, laundry room, bathrooms, and an open barbeque area. West of the community building is a children’s play area with play structure, pool, a dedicated outdoor gathering area furnished with benches, seating and tables for teens, a plaza area equipped with tables, chairs, shade trellis, and a mailroom. A 5-foot landscaped setback is proposed around the perimeter of the project.

The North residential building is in two-parts and includes a 3-story (39.5 feet tall) module and a 2-story (25 feet tall) module, which are connected by a pedestrian bridge. The South residential building is in 3-parts and is predominately 3-stories, except on the east and west ends of the building, which are 2-story. Three floor plans with one, 2- and 3-bedroom units ranging from 563 square feet to 1,250 square feet in area are proposed. All 2- and 3- bedroom units will have a private patio or balcony, which range from 76 to 100 square feet in area. Entry access to units is provided from the sides of the building, which are accessible from the second and third floors by a pedestrian bridge or an enclosed stair well. Balconies and patios will face onto the surrounding streets or toward the interior drive aisle.

(c) Site Access/Circulation — Vehicular access onto the site is from Palm Avenue via a 26-foot wide drive aisle that runs west-east and terminates at the community building. Pedestrian access to the site is through 6 gated entries located on Transit Street, Palm Avenue, and Emporia Street. Pedestrian circulation runs north-south and east-west through a series of paved pathways and sidewalks. A second off-site parking lot which is situated on a 0.44-acre property and located across Emporia Street to the south, adjacent to the railroad right-of-way, has been provided. The parking lot takes vehicular access from Emporia Street and each parking space will be assigned to residents for their exclusive use.

(d) Parking — Consistent with the requirements of the Emporia Family Housing Planned Unit Development, the Project utilizes a combination of on-site and on-street, as-well-as adjacent off-site parking. All resident parking will be provided on-site or on the adjacent off-site parking lot, while guest parking spaces will be provided on-street, along Emporia Avenue, Transit Street, and Palm Avenue. Eighty-four tenant and 10 guest parking spaces are required by the Emporia Family Housing Planned Unit Development for a total of 94 parking spaces, with an average 1.88 parking spaces per dwelling unit. Thirty-four parking spaces are proposed on-site and 53 parking spaces are proposed on the adjacent off-site parking lot.

(e) Architecture — The architectural style proposed for the Project is a modern interpretation of the Prairie style that is exemplified in the hipped roof, wide eaves, brackets, rafter tails, trellis, and rectangular form, and materials, including brick veneer, horizontal and vertical cement board lap siding, smooth stucco, wood, and metal panels. Hung style windows are placed in a single or double pattern throughout the project. Staircase towers have flat roofs, are covered in stucco, and features an inset banding of vertical windows. The linear design is enhanced with vertical oriented recessed wall and window panels.

The North Building is distinguished by a combination of gable and flat roofs. The gable ends feature heavy wood beam accents and rafter tails along the eaves. Vertical siding and brick veneer accentuate projection elements on all building elevations. The South Building is distinguished predominately by hipped roofs with large overhanging eaves. The community building is covered by a metal standing seam gable and cross gable roof. Vertical banding of windows and recessed wall/window panels are continued. A combination of stucco, horizontal cement lap siding, and brick veneer accents have been provided to enhance the architectural theme.

(f) Landscaping — Perimeter landscaping in the front, side, and rear yards, and throughout the interior of the Project, provides for an overall landscape coverage of 23 percent, meeting the minimum Emporia Family Housing PUD landscape requirements. The proposed on-site and public right-of-way landscape improvements will assist towards creating a walkable, safe area for pedestrians to access and circulate through the site. The landscape plan incorporates a combination of 15-gallon, 24-inch, 36-inch, and 48-inch box trees along the Project street frontage and throughout the site, which includes a diverse mix of Watergum, Holly Oak, Coast Live Oak, Bubba Desert Willow, California Fan Palm, and Paleo Verde trees. A variety of shrubs and groundcovers are also being provided, which are low or moderate water usage.

A total of 11,750 square feet of private/common open space is required for the Project and a total of 20,500 has been provided. The community building, recreational area and pool will be constructed on the west portion of the site connecting the Project to Emporia Family Housing-Phase 1. The balance of the required common area is dispersed throughout the Project site in the form of passive landscaped areas (see Exhibit E—Landscape Plan, attached).

Part II—RECITALS

WHEREAS, 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; 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, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (hereinafter referred to as "DAB") the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; 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, as the first action on the Project, on May 17, 2021, the DAB issued a Decision recommending Planning Commission approval of 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 May 17, 2021, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

SECTION 1: Environmental Determination and Findings. As the recommending body for the Project, the DAB 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 DAB, the DAB 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 DAB, and the specific findings set forth in Section 1, above, the DAB 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

(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: 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 DAB 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 the proposed project is consistent with the number of dwelling units (31) and density (25.1 du/ac) specified in the Available Land Inventory

SECTION 4: 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, 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 recommending body for the Project, the DAB 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 DAB, 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 DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the determinations set forth in Sections 1 through 4, above, the DAB 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 MU-1 (Downtown Mixed-Use) 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; 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 MU-1 (Downtown Mixed-Use) zoning district, including standards relative to the particular land use proposed (multiple-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 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 Emporia Family Housing Planned Unit Development 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 Emporia Family Housing Planned Unit Development; 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 Emporia Family Housing Planned Unit Development 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 (multiple-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 Emporia Family Housing Planned Unit Development.

SECTION 6: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby RECOMMENDS THE PLANNING COMMISSION APPROVE the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, 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. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 17th day of May 2021.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP



Exhibit B—SITE PLAN

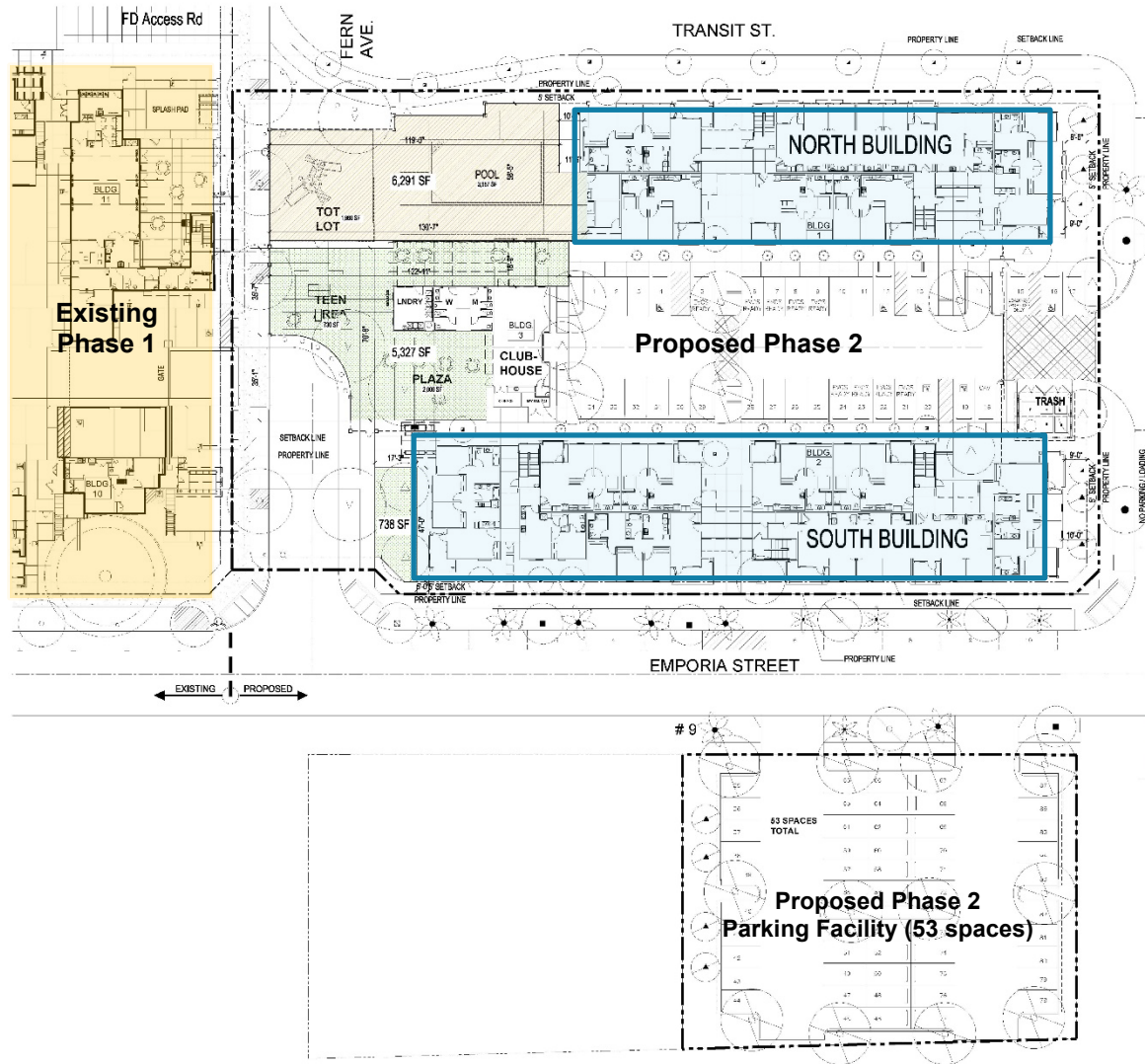
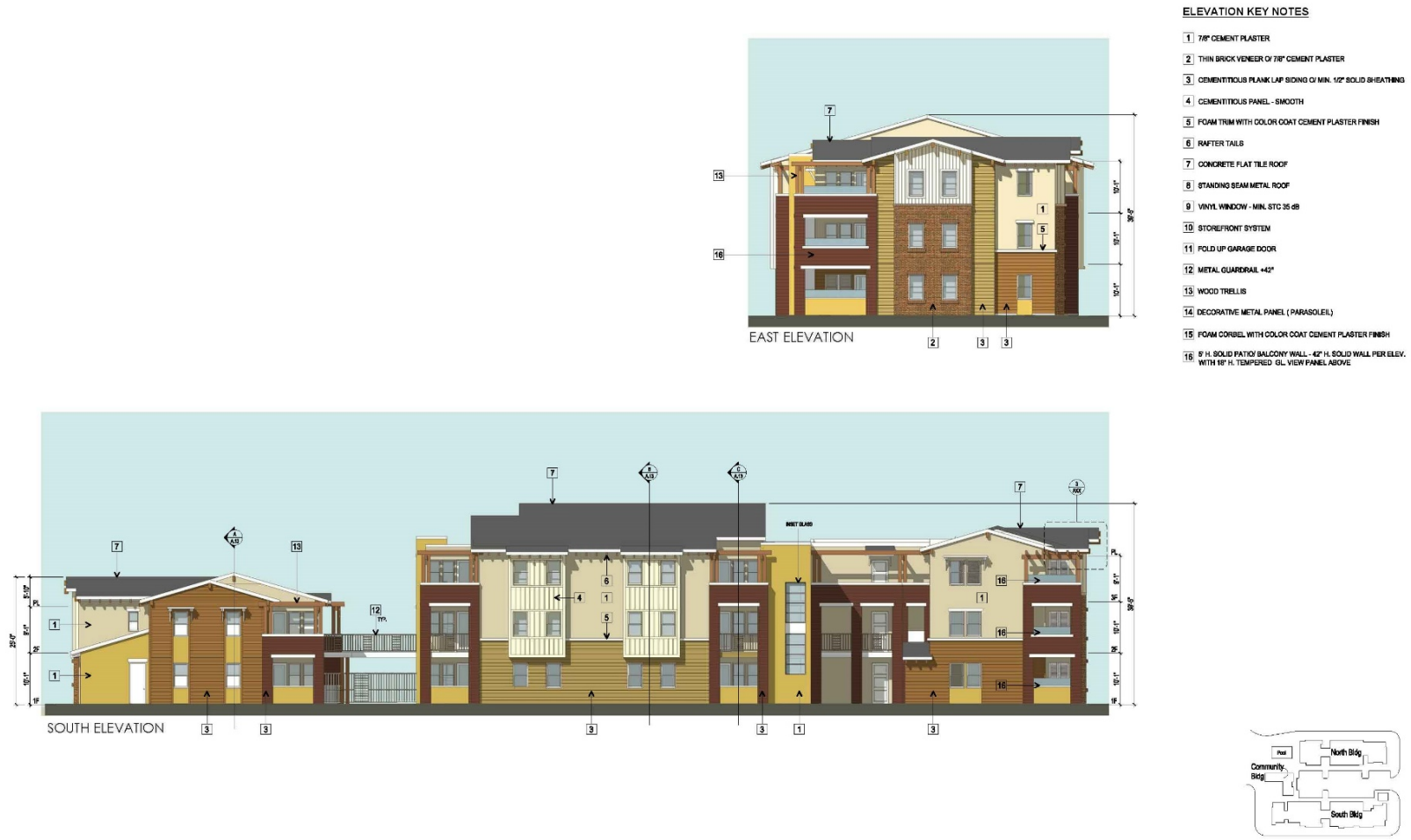


Exhibit C—EXTERIOR ELEVATIONS

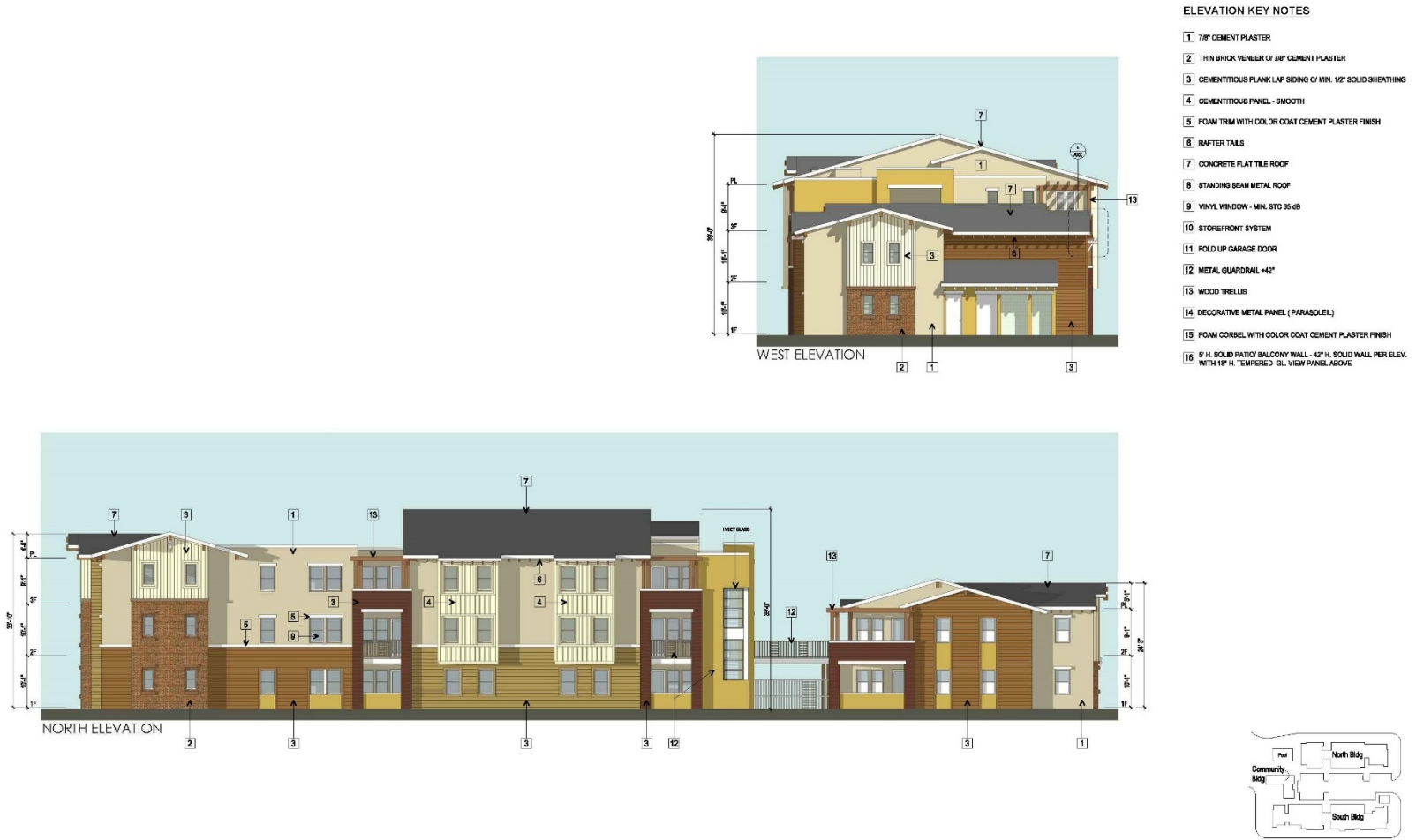


20093
 EMPORIA PLACE PHASE 2
 ONTARIO, CA
 The Related Companies of California, LLC

NORTH BUILDING- ELEVATIONS

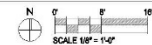
A.07 4/13/2021

Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)



20093
 EMPORIA PLACE PHASE 2
 ONTARIO, CA
 The Related Companies of California, LLC

NORTH BUILDING- ELEVATIONS



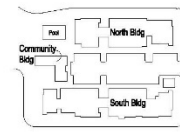
A.08 4/13/2021
DANIELIAN
 ASSOCIATES
 ARCHITECTS • PLANNERS
 www.danielian.com 949.474.6220

Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)



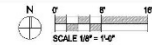
ELEVATION KEY NOTES

- 1 7/8" CEMENT PLASTER
- 2 THIN BRICK VENEER OF 7/8" CEMENT PLASTER
- 3 CEMENTITIOUS PLANK LAP SIDING OF MIN. 1/2" SOLID SHEATHING
- 4 CEMENTITIOUS PANEL - SMOOTH
- 5 FOAM TBM WITH COLOR COAT CEMENT PLASTER FINISH
- 6 RAFTER TAILS
- 7 CONCRETE FLAT TILE ROOF
- 8 STANDING SEAM METAL ROOF
- 9 VINYL WINDOW - MIN. STC 35 dB
- 10 STOREFRONT SYSTEM
- 11 FOLD UP GARAGE DOOR
- 12 METAL GUARDRAIL 42"
- 13 WOOD TRELLIS
- 14 DECORATIVE METAL PANEL (PARABOLEL)
- 15 FOAM CORBEL WITH COLOR COAT CEMENT PLASTER FINISH
- 16 5' H. SOLID PATIO/ BALCONY WALL - 42" H. SOLID WALL PER ELEV. WITH 18" H. TEMPERED GL. VIEW PANEL ABOVE



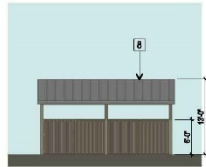
20093
 EMPORIA PLACE PHASE 2
 ONTARIO, CA
 The Related Companies of California, LLC

SOUTH BUILDING- ELEVATIONS

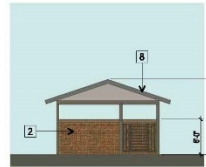


A.11 4/13/2021
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Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)



TRASH ENCLOSURE -
COURTYARD ELEVATION



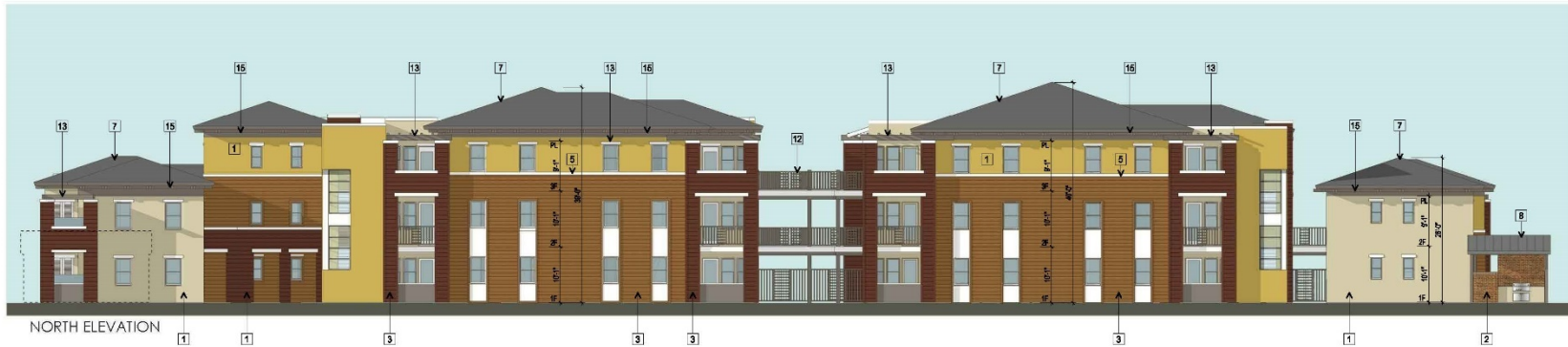
TRASH ENCLOSURE -
WEST ELEVATION



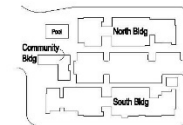
WEST ELEVATION

ELEVATION KEY NOTES

- 1 7/8" CEMENT PLASTER
- 2 THIN BRICK VENEER O/ 7/8" CEMENT PLASTER
- 3 CEMENTITIOUS PLANK LAP SIDING O/ MIN. 1/2" SOLID SHEATHING
- 4 CEMENTITIOUS PANEL - SMOOTH
- 5 FOAM TRIM WITH COLOR COAT CEMENT PLASTER FINISH
- 6 RAFTER TAILS
- 7 CONCRETE FLAT TILE ROOF
- 8 STANDING SEAM METAL ROOF
- 9 VINYL WINDOW - MIN. STC 35 dB
- 10 STOREFRONT SYSTEM
- 11 FOLD UP GARAGE DOOR
- 12 METAL GUARDRAIL 42"
- 13 WOOD TRELLIS
- 14 DECORATIVE METAL PANEL (PARASOLEL)
- 15 FOAM CORSEL WITH COLOR COAT CEMENT PLASTER FINISH
- 16 8" H. SOLID PATIO/ BALCONY WALL - 42" H. SOLID WALL PER ELEV. WITH 18" H. TEMPERED GL. VIEW PANEL ABOVE



NORTH ELEVATION



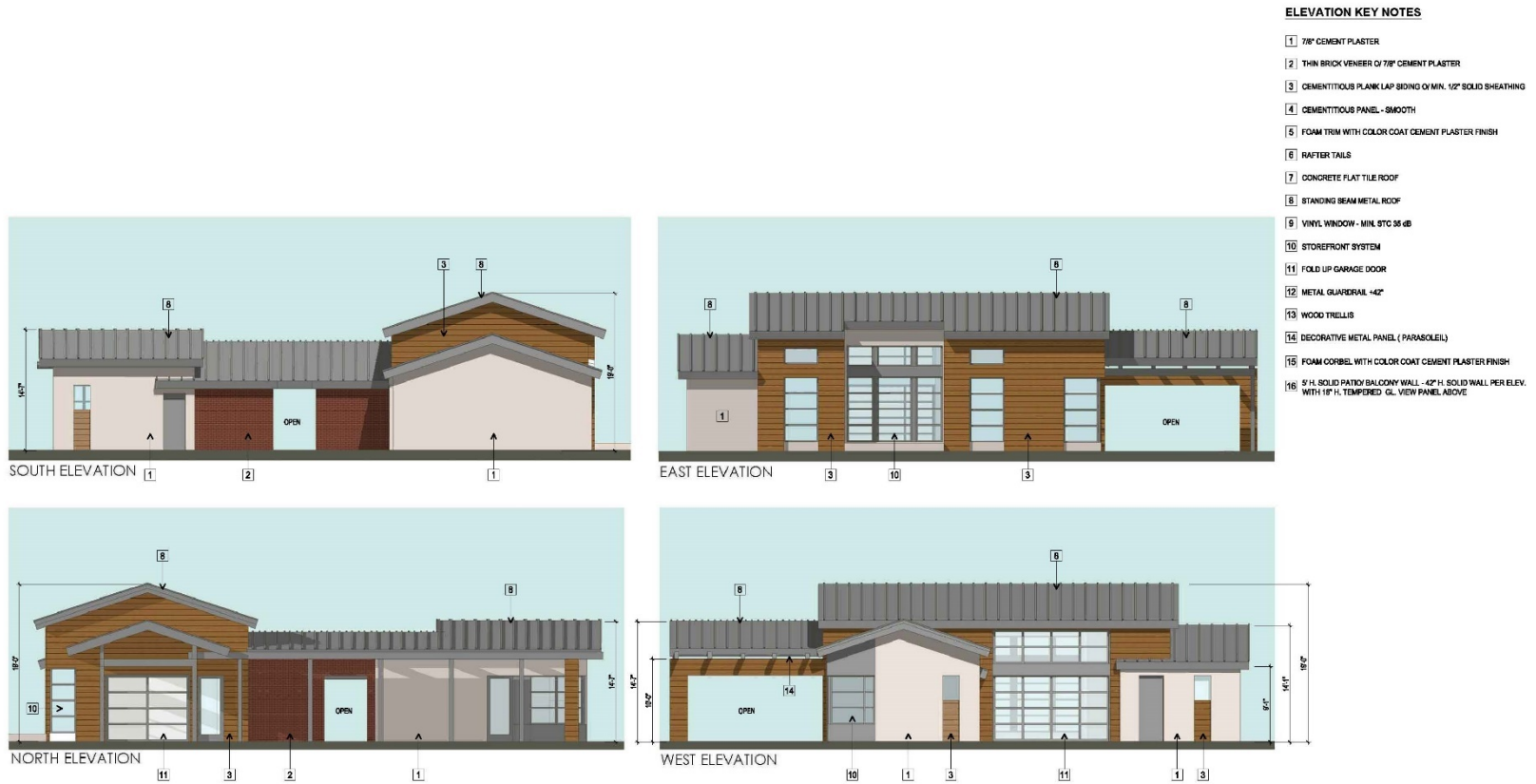
20093
 EMPORIA PLACE PHASE 2
 ONTARIO, CA
 The Related Companies of California, LLC

SOUTH BUILDING - ELEVATIONS



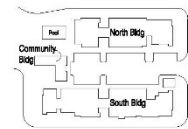
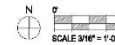
A.12 4/13/2021
DANIELIAN ASSOCIATES
 ARCHITECTS
 www.danielian.com 949.474.6030

Exhibit C—EXTERIOR ELEVATIONS (CONTINUED)



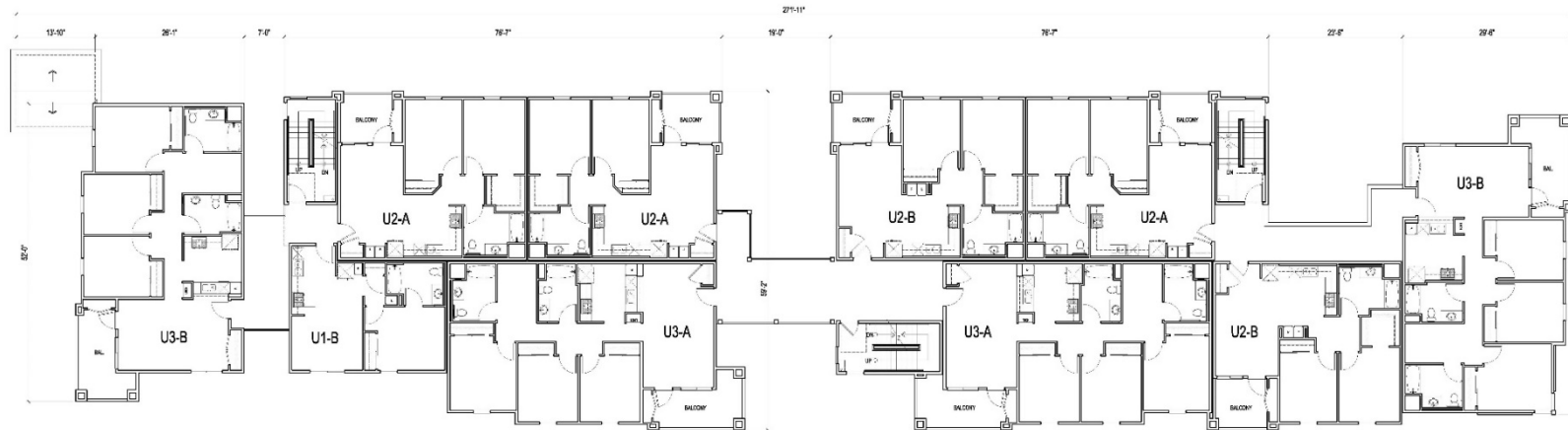
20093
 EMPORIA PLACE PHASE 2
 ONTARIO, CA
 The Related Companies of California, LLC

COMMUNITY BUILDING ELEVATIONS

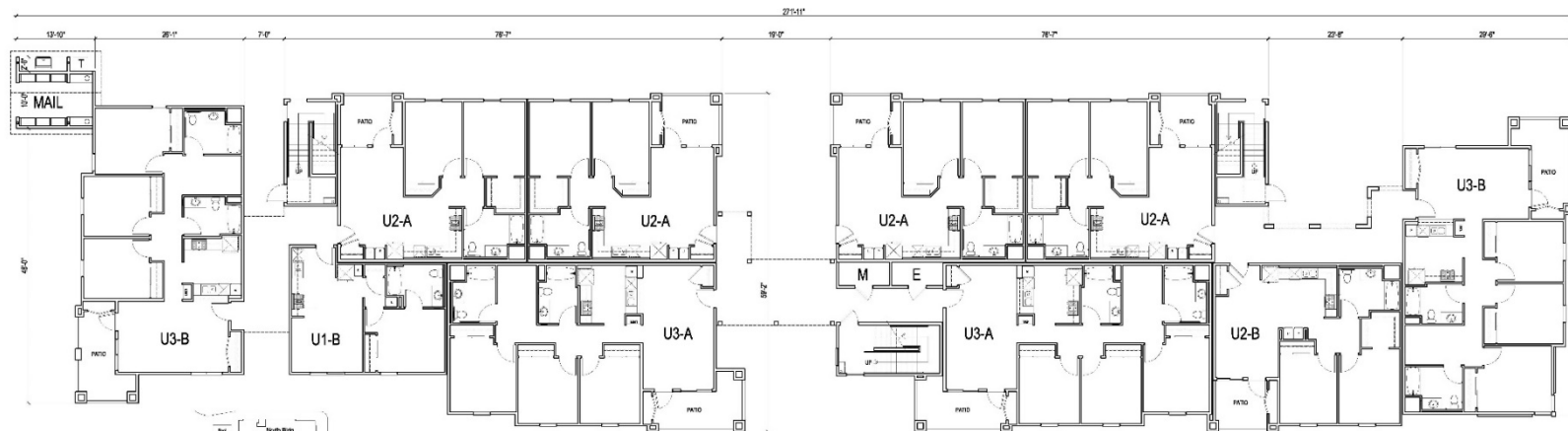


A.15 4/13/2021
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 COMMUNITY BUILDING ELEVATIONS
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Exhibit D—FLOOR PLANS (CONTINUED)



SECOND FLOOR



FIRST FLOOR

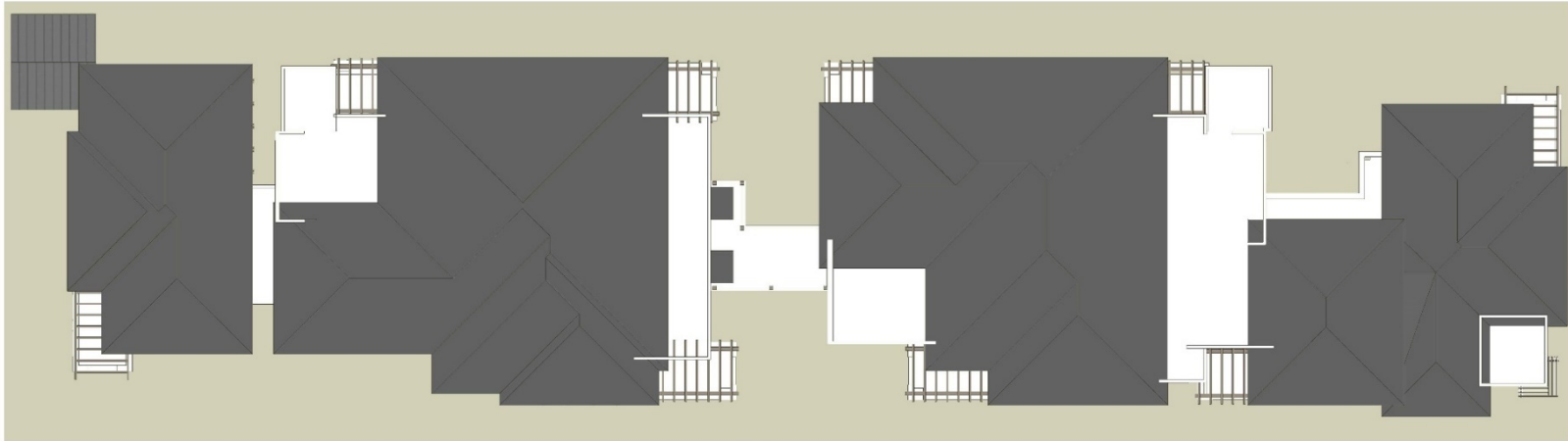
20093
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ONTARIO, CA
The Related Companies of California, LLC

SOUTH BUILDING- FIRST & SECOND FLOOR PLANS



A.09 4/13/2021
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Exhibit D—FLOOR PLANS (CONTINUED)



ROOF PLAN



THIRD FLOOR

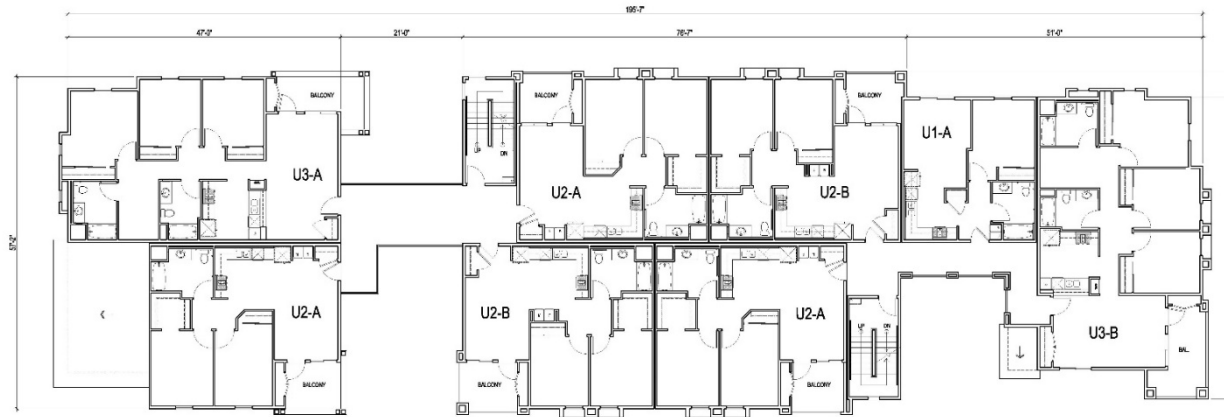
20093
 EMPORIA PLACE PHASE 2
 ONTARIO, CA
 The Related Companies of California, LLC

SOUTH BUILDING- THIRD FLOOR & ROOF PLANS

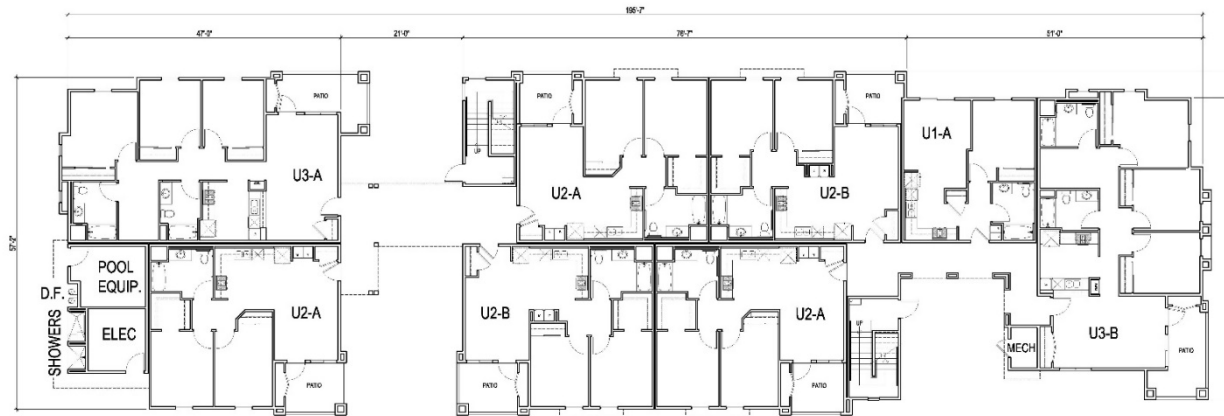


A.10 4/13/2021
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 1001 S. GARDEN ST. SUITE 200
 ANAHEIM, CA 92805
 WWW.DANIELIAN-ARCH.COM 714.442.8000

Exhibit D—FLOOR PLANS (CONTINUED)



SECOND FLOOR



FIRST FLOOR



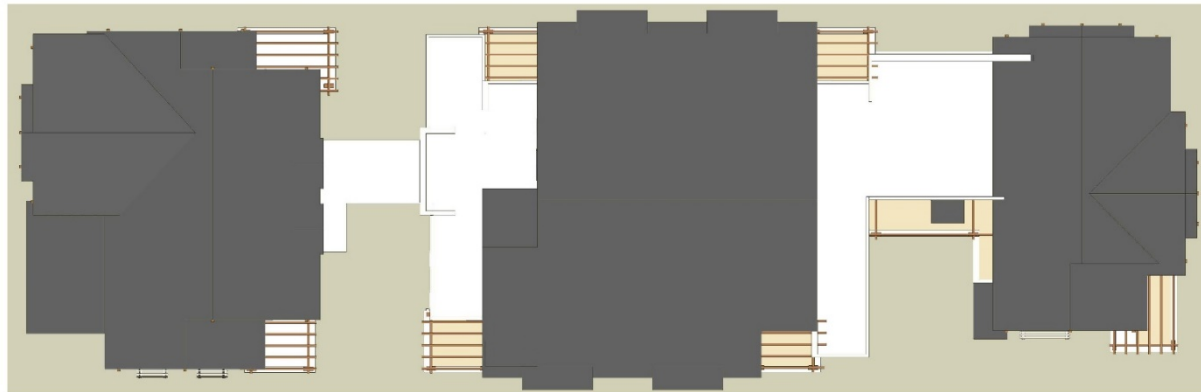
20093
 EMPORIA PLACE PHASE 2
 ONTARIO, CA
 The Related Companies of California, LLC

NORTH BUILDING- FIRST & SECOND FLOOR PLANS

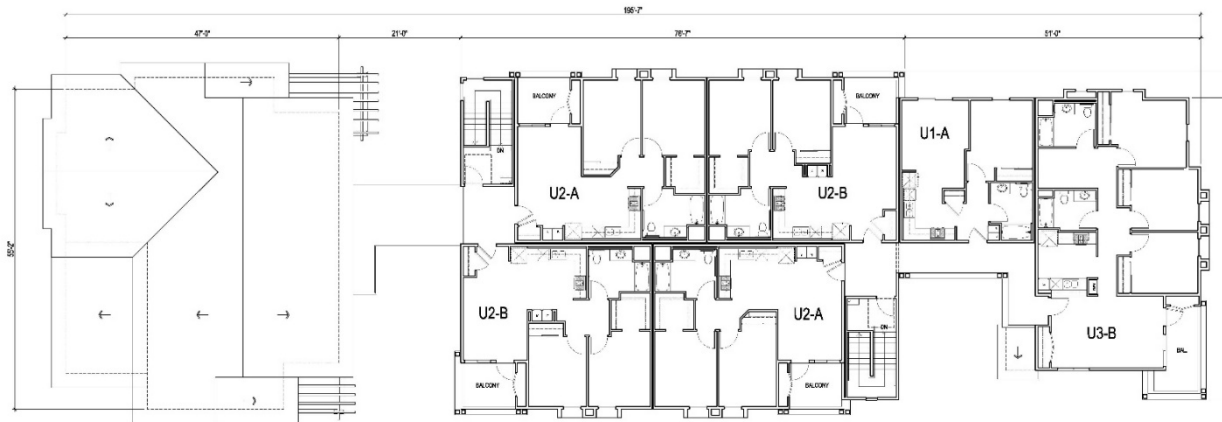


A.05 4/13/2021
DANIELIAN ASSOCIATES
 ARCHITECTS
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Exhibit D—FLOOR PLANS (CONTINUED)



ROOF PLAN



THIRD FLOOR

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EMPORIA PLACE PHASE 2
ONTARIO, CA
The Related Companies of California, LLC

NORTH BUILDING- THIRD FLOOR & ROOF PLANS



A.06 4/13/2021
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ARCHITECTS
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Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: May 17, 2021
File No: PDEV21-008
Related Files: PUD21-001, PHP21-003, and PMTT21-004

Project Description: A Development Plan (File No. PDEV21-008) to construct 50 multiple-family affordable housing dwellings, generally located at the northwest and southwest corners of Emporia Street and Palm Avenue, within LUA2-N and LUA-3 of the MU-1 (Downtown Mixed-Use) zoning district. (APN(s): 1049-054-02, 1049-054-03, 1049-054-04, 1049-054-06, 1049-059-06, and 1049-059-07); **submitted by The Related Companies of California, LLC.**

Prepared By: Diane Ayala, Senior Planner
Phone: 909.395.2428 (direct)
Email: dayala@ontarioca.gov

The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

1.0 Standard Conditions of Approval. The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

2.0 Special Conditions of Approval. In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

2.1 Time Limits.

(a) Development Plan approval shall become null and void 2 years following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director. This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

2.2 General Requirements. The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

2.3 Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping) and the Emporia Family Housing PUD.

(b) New street trees planted along Emporia Avenue shall continue the existing street tree pattern and species (Silk Oak and CA Fan Palm).

(c) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(d) 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.

(e) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

2.4 Walls and Fences.

(a) All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions) and the Emporia Family Housing PUD.

(b) Enclosing Tot lot area with barrier, fencing, and walls should be avoided.

(c) Noise control measures are required for project at all outdoor recreational areas to not exceed the 65 db CNEL noise level threshold. The fence along the west perimeter beginning from the northwest corner of the tot lot and terminating at the west building wall of the mail center shall have a minimum 6 FT solid barrier wall constructed of decorative materials such as split face, slump stone, board foam concrete, wrought iron with plexi-glass or any other combination of fence/wall considered to be decorative by the Planning Director.

(d) Controlled gated access along driveway/aisle accessing development is not allowed due to inadequate space to maneuver and "turn-around" a standard size vehicle within the 26 FT wide drive aisle.

(e) Wrought iron or tubular steel fence may be installed around the project perimeter with decorative pilasters at logical key locations such corners, entries and approximately every 50 FT to break up long expanses of wall/fence.

(f) A 6 FT tall tubular steel fence or decorative wall shall be constructed along the South property boundary adjacent to the railroad ROW in the parking lot.

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) and the Emporia Family Housing PUD.

(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 planter approximately 44 FT into the site, and at the 12 FT wide pedestrian crossing located at midpoint of drive aisle and at pedestrian crossing in front of Clubhouse located at the end of the drive aisle.

(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).

(g) Tandem parking spaces shall be assigned to tenants living in the same unit.

2.6 Outdoor Loading and Storage Areas.

(a) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(b) Outdoor loading and storage areas are prohibited.

2.7 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.

2.8 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.

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

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

2.11 Sound Attenuation.

(a) 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).

(b) Private balconies and patios which face west and east shall provide a minimum 5 FT tall solid wall (noise barrier) above the deck height. Private balconies and patios which face Emporia Street on the south elevation of the south building shall be enclosed with fully operational window or door as noise measure controls to not exceed exterior noise levels of 65 db CNEL at the Project. Third story balconies on the south building facing Emporia Street shall have solid roofs.

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.

2.13 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with an **Addendum to The Ontario Plan Environmental Impact Report**, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval, and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.14 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) A minimum 2-inch recess on windows/glass shall be constructed at locations with brick veneer is used and on the vertical window bands located on stair towers.

(b) A minimum inset of 2 inches on plaster wall panels with one or two windows that are "stacked" and where the plaster wall meets a wall finished with Cementous plank siding shall be constructed.

(c) Windows shall be fixed or hung style.

(d) Project approval is contingent upon City Council approval of an Amendment to the Emporia Family Housing PUD, File No. PUD21-001.



**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 checked="" type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES	
PROJECT FILE NO. PM-20339 RELATED FILE NO(S). PUD21-001, PMTT21-004, PDEV21-008		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__		

CITY PROJECT ENGINEER & PHONE NO: Miguel Sotomayor (909) 395-2108 *MS*

CITY PROJECT PLANNER & PHONE NO: Diane Ayala (909) 395-2428

DAB MEETING DATE: May 17, 2021

PROJECT NAME / DESCRIPTION: A Tentative Parcel Map and Development Plan to subdivide 4 lots into a single parcel and construct a 50-unit, 3 story apartment complex on 2.15 acres, within LUA2N and LUA3 of the MU-1 (Downtown Mixed Use) zoning district.

LOCATION: Emporia Avenue between Fern and Palm Avenues

APPLICANT: The Related Companies of California, LLC

REVIEWED BY: *Raymond Lee* *5/11/21*
 Raymond Lee, P.E. Date
 Assistant City Engineer

APPROVED BY: *[Signature]* *5-11-21*
 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 PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

1. PRIOR TO PARCEL MAP APPROVAL, APPLICANT SHALL:	Check When Complete
--	----------------------------

- | | | | |
|-------------------------------------|------|---|--------------------------|
| <input checked="" type="checkbox"/> | 1.01 | Dedicate to the City of Ontario, the right-of-way, described below: | <input type="checkbox"/> |
| | | 3.25 feet on Transit Street to achieve an ultimate centerline ROW of 30 feet and additional right of way for the proposed Knuckle. | |
| | | Property line corner 'cut-back' required at the intersection of Transit Street and Palm Avenue, Emporia Street and Palm Avenue, Emporia Street and Fern Avenue. | |
- | | | | |
|--------------------------|------|---|--------------------------|
| <input type="checkbox"/> | 1.02 | Dedicate to the City of Ontario, the following easement(s): _____ | <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): Fern Avenue between Transit Street and Emporia Street via separate instrument. Reserve a 30' Public Utility Easement for the existing City utilities. | <input type="checkbox"/> |
|-------------------------------------|------|--|--------------------------|
- | | | | |
|--------------------------|------|--|--------------------------|
| <input 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 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 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 . | <input type="checkbox"/> |
|--------------------------|------|--|--------------------------|
- | | | | |
|--------------------------|------|---|--------------------------|
| <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. | <input type="checkbox"/> |
| | | (1) _____ | |
| | | (2) _____ | |



- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.
- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 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. 20339 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 will be a recognized parcel in the City of Ontario per PM-20339.
- 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 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.

- 2.06 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.

- 2.07 **Submit a soils/geology report.**

- 2.08 **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) – for proposed storm drain connection along Transit Street**
 - 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:

- 2.09 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 _____.

- 2.10 Dedicate to the City of Ontario the following easement(s): _____

- 2.11 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.

- 2.12 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.
- 2.13 **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.**
- 2.14 **Pay all Development Impact Fees (DIF) to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.15 **Other conditions:**
 - a. **The applicant/developer shall process a Lot Line Adjustment for the proposed parking lot south of Emporia Street to eliminate the existing parcel line and consolidate the site into one (1) parcel. The Lot Line Adjustment and conforming grant deed shall be recorded prior to issuance of a building permit.**
 - b. **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.**



B. PUBLIC IMPROVEMENTS
 (See attached Exhibit 'A' for plan check submittal requirements.)

2.16 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	Transit Street	Palm Avenue	Emporia Avenue (both sides of street, along apartments and parking lot frontages)	Laurel Avenue
Curb and Gutter	<input checked="" type="checkbox"/> New; 18 ft. from C/L <input type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> Remove Existing	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen one additional foot 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^(a)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove	<input type="checkbox"/> New <input type="checkbox"/> Remove
Sidewalk	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp^(b)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" 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 (see Sec. 2.D)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" 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 checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input checked="" type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	_____	_____	_____



Specific notes for improvements listed in item no. 2.17, above:

- a. **The applicant/developer shall design and construct sidewalk, curb, gutter and landscape parkway including irrigation where existing drive approaches are being removed.**
- b. **The applicant/developer shall design and construct an access ramp per City Standard on the south side of Emporia Avenue across from the access ramp on the NWC of Emporia Street and Palm Avenue.**

- 2.17 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s):**
 - a. **Palm Avenue from Emporia Street to Holt Boulevard (curb to curb)**
 - b. **Laurel Avenue from Emporia Street to Holt Boulevard (curb to curb)**
 - c. **Transit Street from Fern Avenue to Laurel Avenue (curb to curb)**
 - d. **Emporia Avenue from Fern Avenue to end of cul-de-sac east of Laurel Avenue (curb to curb)**
 - e. **Fern Avenue from Transit Street to Holt Boulevard (east half of street)**
- 2.18 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.**
- 2.19 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.**
- 2.20 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.**
- 2.21 Other conditions:**
 - a. **The applicant/developer shall salvage the existing street lights located along the portion of Fern Avenue being vacated and provide them to the City of Ontario.**

C. SEWER

- 2.22 A 8 inch sewer main is available for connection by this project in Emporia Avenue (Ref: Sewer plan bar code: S12738)**
- 2.23 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.**
- 2.24 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.**
- 2.25 Other conditions:**
 - a. **The applicant/developer shall relocate the existing sewer manhole to be installed outside of the proposed gutter on the knuckle along Fern Avenue and Transit Street. New location shall be in accordance with City Standards.**



D. WATER

- 2.26 A _____ inch water main is available for connection by this project in _____.
(Ref: Water plan bar code: _____)
- 2.27 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.28 **Other conditions:**
 - a. **Existing Water Mains Upsizing: Upgrade all existing water mains in the area to 12” water mains and connect and construct all services, fire hydrants (with 300’ maximum spacing between fire hydrants), backflow, DCDA and all other appurtenances to city’s current standards and guidelines in additions to what have been mentioned above. The construction of all water main will be eligible for reimbursement by the City of Ontario under separate agreement.**
The limits of water mains upgrade as follow:
 - i. **Transit Street: From Fern Avenue to Laurel Avenue.**
 - ii. **Emporia Street: From Fern Avenue to Euclid Avenue.**
 - iii. **Palm Avenue: From Holt Boulevard to Emporia Street.**
 - iv. **Laurel Avenue: From Holt Boulevard to Emporia Street**
 - b. **Irrigation Service: Provide a separate irrigation service with a backflow device and a direct connection to the public water main.**
 - c. **Domestic Water Service: Provide a separate domestic water service with a backflow device and a direct connection to the public water main.**
 - d. **Existing Fire Hydrant: Upgrade the existing fire hydrant at the northwest corner of Emporia and Palm to City’s current standards.**
 - e. **Proposed Fire Hydrants: Construct one fire hydrant at the northeast corner of Emporia and Fern, one at the southwest corner of Palm and Transit, and one at the southeast corner of Fern and Transit.**

E. RECYCLED WATER

- 2.29 A _____ inch recycled water main is available for connection by this project in _____.
(Ref: Recycled Water plan bar code: _____)
- 2.30 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.31 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.
- 2.32 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.
- 2.33 Other conditions: _____



F. TRAFFIC / TRANSPORTATION

- 2.34 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
- 2.35 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.36 **Other conditions:**
- a. **The applicant/developer shall be responsible to design and construct in-fill public street lights along the property frontages of Transit Street, Emporia Street, Palm Avenue and Fern Avenue, in accordance with City of Ontario Traffic and Transportation Design Guidelines.**
 - b. **The applicant/developer shall design driveways in accordance with City Standard Drawing No. 1204.**
 - c. **Parking shall be restricted 40 feet on either side of the project driveway on Emporia Street with "No Parking Any Time" signs with arrows (R28(CA)(L) & (R)). Signs shall be in accordance with all applicable standards and to the satisfaction of the City Engineer.**
 - d. **The applicant/developer shall install a R28(L) (CA) sign on Palm Avenue to restrict parking for the required solid waste bins. Designated striping of the street for the solid waste bins will not be allowed.**
 - e. **The applicant/developer's engineer-of-record shall meet with City Engineering staff prior to starting street lighting design.**

G. DRAINAGE / HYDROLOGY

- 2.37 A _____ inch storm drain main is available to accept flows from this project in _____.
(Ref: Storm Drain plan bar code: _____)
- 2.38 **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.**
- 2.39 **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. However, the applicant/developer may be able to obtain approval from the County of San Bernardino Flood Control District to drain overflow of site into existing storm drain on Transit Street.**
- 2.40 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.



- 2.41 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.
- 2.42 Other conditions: _____

H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)

- 2.43 401 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.
- 2.44 **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>.**
- 2.45 **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.**
- 2.46 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.47 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.
- 2.48 Other conditions: _____



K. FIBER OPTIC

- 2.49 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.
- 2.50 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

- 2.51 Onsite solid waste shall be designed in accordance with the City's Refuse & Recycling Planning Manual located at:

<https://www.ontarioca.gov/OMUC/IntegratedWaste>
- 2.52 Other conditions:
 - a. Trash Enclosures (TEs): The proposed single trash enclosure with six 3-cy bins is adequate. However, it is agreed between the city and the developer, that property management will roll out all the bins on trash pickup day(s) along Palm Avenue with no parking signs (per 2.36(d.) above) to assist with bins staging.
 - b. Integrated Waste Management Report (IWMR): Prior to approval of the Precise Grading Plan, submit to OMUC for review and approval, an Integrated Waste Management Report (IWMR) that complies with the IWMR Requirements.
 - c. 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.



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 include a completed Acceptance and Bond Release Checklist, 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: PDEV21-008, and Parcel Map No. 20339

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 Parcel Map processing fee**
22. **Three (3) copies of 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: Lot Line Adjustment**



CITY OF ONTARIO

MEMORANDUM

TO: Diana Ayala, Senior Planner
Planning Department

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

DATE: March 29, 2021

SUBJECT: PDEV21-008 - A Development Plan approval to construct 50 multiple-family affordable housing dwellings 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 & 1049-059-06). Related File(s): PUD-21-001, PMTT21-004 & PHP-21-003.

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

SITE AND BUILDING FEATURES:

- A. 2019 CBC Type of Construction: Type V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies
North Building – 9,473 Sq. Ft.
South Building – 12,470 Sq. Ft.
Community Building – 1,921 Sq. Ft.
- D. Number of Stories: 3
- E. Total Square Footage: Varies
North Building – 24,893 Sq. Ft.
South Building – 33,805 Sq. Ft.
Community Building – 1,921 Sq. Ft.
Per Unit – 563 to 1,250 Sq. Ft.
- F. 2019 CBC Occupancy Classification(s): R-2 & A-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.
- ☒ 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 2500 gallons per minute (g.p.m.) for 4 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 R. 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.
- ☒ 5.4 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.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.



CITY OF ONTARIO

MEMORANDUM

TO: Diana Ayala, Senior Planner

FROM: Officer Bill Lee, Police Department

DATE: April 1, 2021

SUBJECT: **PDEV21-008: A DEVELOPMENT PLAN TO A CONSTRUCT 50 MULTIPLE-FAMILY AFFORDABLE HOUSING DWELLINGS AT THE NORTHWEST AND SOUTHWEST CORNERS OF EMPORIA STREET AND PALM AVENUE. RELATED FILES: PUD-21-001 AND PMTT21-004.**

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.

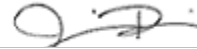
- Areas outside apartments, duplexes, and condominiums, are to be provided with a photocell operated exterior lighting system, which switches on at sunset and switches off at sunrise. This is to include walkways, doorways, and other areas used by the public and common areas. Minimum 0.5 foot-candle of light shall be maintained in all common areas. Planned landscaping shall not obstruct lighting.
- During hours of darkness, all parking lots and carports shall be provided with minimum one foot-candle of light, measured on the parking surface. Lighting devices shall be fully protected with weather and vandalism resistant covers.
- First floor and all common stairwells shall be constructed to either allow for visibility through the stairwell risers or to prohibit public access to the areas behind stairwells. Prevention of public access shall not be constructed to allow for easy disregard of barrier and shall fully prohibit access to area.
- 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.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. Each building shall be labeled with the corresponding address and letter if applicable.

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

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

CONDITIONS OF APPROVAL

Sign Off



Jamie Richardson, Sr. Landscape Planner

5/11/2021

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Planner

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV21-008

Case Planner:

Diane Ayala

Project Name and Location:

Related Emporia

NW and SW corners of Emporia Street and Palm Avenue

Applicant/Representative:

The Related Companies of California, LLC randy.mai@related.com

18201 Von Karman Avenue, Suite 900

Irvine CA, 92612



Preliminary Plans (dated 4/20/2021) 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.



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

DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
 - a. New 15 gallon trees min 1" diameter trunk, in addition to trees required.
 - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required.
 - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
 - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items.
2. Storm water infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division prior to permit issuance. Any storm water devices in parkway areas shall not displace street trees.
3. Show/Note transformers set back 5' from paving all sides. Coordinate with landscape plans.
4. Show/Note backflow devices set back 4' from paving all sides. Locate on level grade
5. 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.
6. 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.
7. Dimension, show and call out for step-outs at parking spaces adjacent to planters; a 12" wide monolithic concrete curb, DG paving or pavers with edging.

8. Add Note to Grading and Landscape 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

9. 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.
10. Locate light standards, fire hydrants, water and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
11. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
12. 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.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PUD21-001, PMTT21-004, PDEV21-008 & PHP21-003

Address: SEC of Holt Blvd. & Fern Avenue

APN: 1049-054-02, 1049-054-03, 1049-054-06, 1049-059-07 & 1049-059-06

Existing Land Use: Vacant Lots and commercial buildings

Proposed Land Use: A PUD to establish development standards, Parcel Map to consolidate 2.15 acres into 1 parcel, a Development Plan to construct 50 Multi-family residential units

Site Acreage: 2.15 Proposed Structure Height: 55 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Diane Ayala

Date: 5/11/2021

CD No.: 2021-016

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 type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="radio"/> 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: 90 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.: 2021-016
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.