



## **CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD**

### **AGENDA**

**May 1, 2023**

- ▶ **All documents for public review are on file in the Planning Department located in City Hall at 303 East “B” St., Ontario, CA 91764 and on the city’s website at [ontarioca.gov/Agendas/DAB](http://ontarioca.gov/Agendas/DAB)**

**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 Paul Ehrman, Fire Department  
Scott Burton, Utilities General Manager  
Angela Magana, 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 17, 2023, approved as written.

## **PUBLIC HEARING ITEMS**

- B. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT22-005 AND PDEV22-008:** A public hearing to consider Parcel Map No. 20517 (File No. PMTT22-005) to subdivide 80 acres of land into six parcels to facilitate a Development Plan (File No. PDEV22-008) to construct six industrial buildings totaling 1,559,204 square feet. The Project site is bordered by Eucalyptus, Campus, Merrill, and Sultana Avenues, and is located within the BP (Business Park) and IG (Industrial General) land use districts of the Ontario Ranch Business Park Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Ranch Business Park Specific Plan Amendment (File No. PSPA21-002), for which a Final Subsequent Environmental Impact Report (State Clearinghouse No. 2019050018) was certified by the City Council on October 18, 2022. 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. The project site is also located within the Airport Influence area of Chino Airport and was evaluated and found to be consistent with the policies and criteria of the Chino Airport Land Use Compatibility Plan; (APNs: 1054-041-01, 1054-041-02, 1054-031-01, 1054-031-02, 1054-261-01, 1054-261-02, 1054-291-01, 1054-291-02) **submitted by Euclid Land Ventures, LLC. Planning Commission action is required for File No. PMTT22-005.**

#### **1. CEQA Determination**

No action necessary – use of previous EIR

#### **2. File No. PMTT22-005 (TPM 20517)** (Tentative Parcel Map)

Motion to recommend Approval/Denial

#### **3. File No. PDEV22-008** (Development Plan)

Motion to Approve/Deny

- C. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT22-021:** A public hearing to consider Tentative Tract Map No. 20536, subdividing 23.2 acres of land for condominium purposes, into 141 numbered lots and 27 lettered lots to facilitate the development of 265 dwellings, located approximately 875 feet south of the intersection of Riverside Drive and Archibald Avenue, within the Planning Area 1 Neighborhood 2 of the Countryside Specific Plan. An Addendum to the Countryside Specific Plan Environmental



Impact Report (State Clearinghouse No. 2004071001), which was certified by the City Council on April 18, 2006, was prepared to be consistent with The Ontario Plan 2050 and associated Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2021070364), which was certified by the City Council on August 16, 2022. 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; (APNs: 0218-111-60, 0218-111-61) **submitted by RB Ontario 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. PMTT22-021 (TTM) (Tentative Tract Map)**

Motion to recommend Approval/Denial

**D. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV22-022:** A public hearing to consider a Development Plan to construct a monopine wireless telecommunications facility (AT&T) and a 660 square foot ground-mounted equipment enclosure on 4.46 acres of land, located at 648 West D Street (James R. Bryant Park), within the OS-R (Open Space-Recreation) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15303 (Class 3, New Construction or Conversion of Small Structures) 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; (APNs: 1048-331-13 and 1048-331-14) **submitted by New Cingular Wireless PCS, LLC dba AT&T Mobility. Planning Commission action is required.**

**1. CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15303

**2. File No. PDEV22-022 (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 **May 15, 2023**.

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 **April 27, 2023**, 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 17, 2023**

**BOARD MEMBERS PRESENT**

Rudy Zeledon, Chairman, Planning Department  
Miguel Jimenez, Community Improvement  
Charity Hernandez, Economic Development Agency  
Khoi Do, Engineering Department  
Michelle Starkey, Fire Department  
Christy Stevens, Municipal Utilities Company  
Heather Lugo, Police Department

**BOARD MEMBERS ABSENT**

James Caro, Building Department

**STAFF MEMBERS PRESENT**

Gwen Berendsen, Planning Department  
Kim Ruddins, Planning Department  
Raymond Lee, Engineering Department

**PUBLIC COMMENTS**

No person from the public wished to speak.

**CONSENT CALENDAR ITEMS**

- A. **APPROVAL OF MINUTES:** Motion to approve the minutes of the April 3, 2023 meeting of the Development Advisory Board was made by Ms. Stevens; seconded by Mr. Do; and approved unanimously by those present (5-0). Mr. Jimenez and Ms. Starkey recused themselves as they were not at this meeting.

**PUBLIC HEARING ITEMS**

- B. **ENVIRONMENTAL ASSESSMENT, TENTATIVE TRACT MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT22-002 AND PDEV22-007:** A hearing to consider Tentative Tract Map No. 20522 (File No. PMTT22-002) for common interest subdivision purposes, subdividing 1.08 acres of land into common and private areas, and a Development Plan (File No. PDEV22-007) for the construction of 28 residential condominium units (4 buildings total), located at 1411 North Grove Avenue, within the HDR-45 (High Density Residential – 25.1 to 45.0 du/ac) 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

Development Advisory Board Minutes  
April 17, 2023

Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1047-433-16) **submitted by The Hale Corporation. Planning Commission action is required.**

Mr. Zeledon opened the public hearing.

Glenn Weissman, the property owner, was present and spoke in favor of the project.

Mr. Zeledon asked if he had reviewed all the Conditions of Approval.

Mr. Weissman stated yes, and he had no questions or comments.

As there was no one else wishing to speak on this item, Mr. Zeledon closed the public hearing.

Motion to recommend approval of **File Nos. PMTT22-002 and PDEV22-007**, was made by Mr. Do; seconded by Ms. Stevens; and approved unanimously by those present (7-0).

There being no further business, the meeting was adjourned to the next meeting on May 1, 2023.

Respectfully submitted,



Gwen Berendsen  
Recording Secretary



# DEVELOPMENT ADVISORY BOARD DECISION

May 1, 2023

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

**DECISION NO.:** [insert #]

**DECISION NO.:** [insert #]

**FILE NO.:** PMTT22-005 (TPM 20517) & PDEV22-008

**DESCRIPTION:** A public hearing to consider a Tentative Parcel Map No. 20517 (File No. PMTT22-005) to subdivide 80 acres of land into six parcels to facilitate a Development Plan (File No. PDEV22-008) to construct six industrial buildings totaling 1,559,204 square feet. The Project site is bordered by Eucalyptus, Campus, Merrill, and Sultana Avenues, and is located within the BP (Business Park) and IG (Industrial General) land use districts of the Ontario Ranch Business Park Specific Plan. (APNs: 1054-041-01, 1054-041-02, 1054-031-01, 1054-031-02, 1054-261-01, 1054-261-02, 1054-291-01, 1054-291-02); **submitted by Euclid Land Ventures, LLC. Planning Commission action is required for File No. PMTT22-005.**

## PART 1: BACKGROUND & ANALYSIS

EUCLID LAND VENTURES, LLC, (herein after referred to as "Applicant") has filed an application requesting approval of a Tentative Parcel Map No. 20517 (File No. PMTT22-005), and Development Plan (File No. PDEV22-008), as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**PROJECT SETTING:** The project site is comprised of 80 acres of land bordered by Eucalyptus Avenue to the north, Campus Avenue to the east, Merrill Avenue to the south, and Sultana Avenue to the west, and is depicted in Exhibit A: Project Location Map, attached. Existing land uses, Policy Plan (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>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
Site:	Vacant	Business Park (BP): 0.60 FAR; Industrial (IND): 0.55 FAR	Ontario Ranch Business Park Specific Plan	Business Park, Industrial General
North:	Dairy	Mixed Use – Great Park (MU-Great Park): 14.0 – 65.0 du/ac; 1.5 FAR office; 1.0 FAR retail	Specific Plan (Agriculture)	N/A
South:	Chino Airport (City of Chino)	Public (City of Chino)	Airport Development (City of Chino)	N/A

	<b>Existing Land Use</b>	<b>Policy Plan Land Use Designation</b>	<b>Zoning Designation</b>	<b>Specific Plan Land Use Designation</b>
East:	Agriculture, Dairy	Business Park (BP): 0.60 FAR; Industrial (IND): 0.55 FAR	Specific Plan (Agriculture) (pending PSPA22-008)	N/A (pending PZC23-001)
West:	Business Park, Industrial (under construction)	Business Park (BP): 0.60 FAR; Industrial (IND): 0.55 FAR	Ontario Ranch Business Park Specific Plan	Business Park, Industrial

**PROJECT ANALYSIS:**

(1) Background — The Ontario Ranch Business Park Specific Plan (File No. PSP18-002) (“ORBSP”) was approved, and the related Environmental Impact Report (“Certified EIR”; State Clearinghouse No. 2019050018) was certified by the City Council on September 15, 2020.

On October 4, 2022, the City Council approved Ontario Ranch Business Park Specific Plan Amendment (File No. PSPA21-002), which revised ORBSP to include and assign land use designations to the Project site, and adopted the related Subsequent Environmental Impact Report for the Certified EIR.

On February 17, 2022, the Applicant submitted the subject Tentative Parcel Map (File No. PMTT22-005) in conjunction with a Development Plan (File No. PDEV22-008) to facilitate the construction of Planning Areas 3 and 4 of the ORBSP, consisting of three business park buildings totaling 218,104 square feet and three industrial buildings totaling 1,341,100 square feet respectively.

(2) Tentative Parcel Map No. 20536 (File No. PMTT22-005) — The proposed Tentative Parcel Map will subdivide the Project site into six parcels of land to accommodate the proposed construction of industrial buildings (see Exhibit B: Tentative Parcel Map). The ORBSP requires minimum lot sizes of 10,000 square feet for Business Park and 20,000 square feet for Industrial – General parcels, with both land uses requiring minimum dimensions of 100 feet for the lot width and lot depth. The proposed parcels exceed these minimum standards in that the lot areas range from 151,433 square feet (3.5 acres) to 1,065,355 square feet (24.5 acres) in net lot area. The minimum lot dimensions proposed is 380 feet for the lot width and lot depth.

(3) Development Plan (File No. PDEV22-008)

(a) Site Design/Building Layout — The overall floor area ratio (“FAR”) for the proposed Business Park land use is 0.36, which is below the maximum 0.60 FAR allowed by the Ontario Plan (“TOP”) Policy Plan Official Land Use Plan. Additionally, the overall FAR for the proposed Industrial land use is 0.47, which is below the maximum 0.55 FAR allowed by the Policy Plan Official Land Use Plan. The overall FAR for the Project is 0.45. The Project site is rectangular shaped, with the existing and future perimeter streets providing access to the Project site (see Exhibit C: Site Plan).

Proposed Business Park Buildings 8 through 10 are located along Eucalyptus Avenue and oriented in an east-west direction, with 70,912 square feet, 63,867 square feet and 83,325 square feet, respectively. All the buildings are designed with front entries and future office areas located along the Eucalyptus Avenue frontage. Each building is also designed with truck yards that are oriented interior to the Project site and would be fully screened from public view.

Proposed industrial Buildings 11 through 13 are located along Campus Avenue, Merrill Avenue and Sultana Avenue with 344,662 square feet, 526,984 square feet and 421,454 square feet, respectively. The industrial buildings are designed with future office areas at the building corners and with the truck yard areas oriented towards the Project interior to screen the areas from public view and includes 14 FT high screen tilt-up walls.

(b) Site Access/Circulation — The Project site will be access from the surrounding and future public streets. Eucalyptus Avenue will have two access drives to provide passenger vehicle access to the Project. Campus and Sultana Avenues will have a total of seven access drives, and Merrill Avenue is designed with two. The Project provides truck access along Campus, Merrill and Sultana Avenues.

Common internal circulation is provided for Buildings 8 through 11. Buildings 12 and 13 are designed to function as stand-alone building sites that are independently accessed from the public streets.

(c) Parking — The Project has provided off-street parking pursuant to the warehouse and distribution parking standards specified in the Development Code and ORBPSP. The conceptual parking plan has been calculated under the "Warehouse/Distribution" rate, per Table 4.4 of the ORBPSP as follow:

- One space per 1,000 square feet of gross floor area for first 20,000 square feet; 0.5 spaces per 1,000 square feet of additional gross floor area, plus one tractor trailer parking space per 4 dock-high loading doors.
- Required parking for "general business offices" (four spaces per 1,000 square feet of gross floor area) and other associated uses, when those uses exceed ten percent of the building gross floor area.

As proposed and conditioned, the number of off-street parking spaces provided meets and/or exceeds the minimum parking requirement for the Project. The off-street parking calculations for the Project are summarized in the table below:

Table A: Parking Summary						
Bldg. No.	Type of Use	Building Area	Trailer Parking		Vehicle Spaces	
			Required	Provided	Required	Provided
8	Warehouse / Distribution	70,912 SF	3	3	68	74

<b>9</b>	Warehouse / Distribution	63,867 SF	2	2	83	91
<b>10</b>	Warehouse / Distribution	83,325 SF	3	3	81	88
<b>11</b>	Warehouse / Distribution	360,662 SF	15	67 (*47)	190	134 (*190)
<b>12</b>	Warehouse / Distribution	542,984 SF	28	132 (*91)	281	184 (*282)
<b>13</b>	Warehouse / Distribution	437,454 SF	14	65 (*39)	229	162 (*229)
<b>Parking Totals:</b> (*Alternate Parking Plan providing additional vehicular parking spaces within trailer courtyard area)					<b>933</b>	<b>732 (*954)</b>

(d) Architecture — The architectural theme of the ORBPSP area as a whole incorporates a Contemporary Architectural style, and each planning area (business park and industrial park) will be complementary of one another. The proposed buildings are of concrete tilt-up construction, and all six buildings incorporate a common architectural design theme, with enhanced elements and treatments located at office entries and along street-facing elevations (see Exhibit F — Building Elevations). Architectural elements for all buildings include smooth-painted concrete in white and gray tones, with horizontal and vertical reveals, storefronts with clear anodized mullions and blue reflective glazing, form liners with random plank vertical panels, and metal canopies. Mechanical equipment will be roof-mounted and obscured from public view by parapet walls. Loading/dock areas will be screened from public view by 14-foot high concrete tilt-up screen walls that have been designed to be complementary to the building architecture.

(e) Landscaping — The ORBPSP requires minimum 10 percent landscape coverage be provided for buildings with the Industrial land use district, and minimum 15 percent landscape coverage be provided for buildings within the Business Park land use district. The proposed landscape design incorporates a variety of water efficient and drought tolerant plant material. The Project landscape improvements will include a several tree species such as Desert Willow, Coast Live Oak, Chinese Pistache, California Sycamore and Brisbane Box. These trees will be installed in sizes ranging from 15 gallon to 48-inch box trees. The Project proposes shrub varieties including Strawberry Tree, Texas Privet, Stone Aloe, and Blue Glow Agave, and ground cover material such as Deer Grass, and Coyote Brush.

(f) Signage — All project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1. Prior to the issuance of a Building Permit for the installation of any new on-site signage, the Applicant is required to submit Sign Plans for Planning Department review and approval.

(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 the use of infiltration and biotreatment. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

**PUBLIC NOTIFICATION:** The subject application was advertised as a hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper).

**CORRESPONDENCE:** As of the preparation of this Decision, Planning Department staff has not received any written or verbal communications from the owners of properties surrounding the project site or from the public in general, regarding the subject application.

**AGENCY/DEPARTMENT REVIEWS:** Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Decision preparation, recommended conditions of approval were provided and are included with this Decision.

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the Development Plan application and the recommending body for the Subdivision application, the Development Advisory Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Development Advisory Board, 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 ONT ALUCP.



On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport ("CNO") Overlay Zoning District ("OZD") and Reference I, Chino Airport Land Use Compatibility Plan ("CNO ALUCP"). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the decision-making body for the Development Plan application and the recommending body for the Subdivision application, the Development Advisory Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Development Advisory Board, 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 California Airport Land Use Planning Handbook and the Chino ALUCP.

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- Pursue City's Goals and Objectives by Working with Other Governmental Agencies
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(2) Vision.

**Distinctive Development:**

- Commercial and Residential Development

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

(3) Governance.

**Decision Making:**

▪ Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.

➤ G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) Policy Plan (General Plan)

**Land Use Element:**

▪ Goal LU-1 Balance: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.

➤ LU-1.1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.

➤ LU-1.6 Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.

▪ Goal LU-2 Compatibility: Compatibility between a wide range of uses and a resultant urban patterns and forms.

➤ LU-2.6 Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.

**Community Economics Element:**

▪ Goal CE-2 Placemaking: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.

➤ CE-2.1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

➤ CE-2.2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.

➤ CE-2.4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➤ CE-2.5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

**Safety Element:**

▪ Goal S-1 Seismic & Geologic Hazards: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.

➤ S-1.1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

**Community Design Element:**

▪ Goal CD-1 Image & Identity: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.

➤ CD-1.1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods.

▪ Goal CD-2 Design Quality: A high level of design quality resulting in neighborhoods, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct.

➤ CD-2.1 Quality Building Design and Architecture. We encourage all development projects to convey visual interest and character through:

- Building volume, massing, and height to provide context-appropriate scale and proportion;
- A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and

- Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style.

- CD-2.7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.

- CD-2.8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

- CD-2.9 Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

- CD-2.10 Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:

- Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field;

- CD-2.11 Entry Statements. We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

- CD-2.12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

- CD-2.13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

- Goal CD-5 Protection of Investment: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD-5.1 Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.

➤ CD-5.2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

**HOUSING ELEMENT COMPLIANCE:** The project is consistent with the Housing Element of the Policy Plan (general plan) component of The Ontario Plan, as the project site is not one of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

## **PART 2: 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 Ranch Business Park Specific Plan Environmental Impact Report (State Clearinghouse No. 2019050018) was certified by the City Council on September 15, 2020 (hereinafter referred to as "Certified EIR") in conjunction with File No. PSP18-002; and

WHEREAS, the Ontario Ranch Business Park Specific Plan Subsequent Environmental Impact Report (State Clearinghouse No. 2019050018) was certified by the City Council on October 4, 2022 (hereinafter referred to as "Subsequent Certified EIR") in conjunction with File No. PSPA21-002, in which development and use of the Project site was discussed; and

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

WHEREAS, 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 be the decision-making body for the Development Plan application and the recommending body for the Subdivision 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 "ONT 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

The Project is also located within the Airport Influence Area of Chino Airport, pursuant to the Chino Airport Overlay Zoning District (hereinafter referred to as "CNO OZD") and Reference I, Chino Airport Land Use Compatibility Plan (hereinafter referred to as CNO ALUCP) established in the City of Ontario Development Code. As the decision-making body for the Development Plan application and the recommending body for the Subdivision application, the Development Advisory Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Development Advisory Board, 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 ONT ALUCP and the CNO ALUCP; and

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

WHEREAS, on May 1, 2023, 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 3: THE DECISION**

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

SECTION 1: Environmental Determination and Findings. As the decision-making body for the Development Plan application and recommending body for the Subdivision application, the DAB has reviewed and considered the information contained in the previous Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the DAB finds as follows:

- (1) The environmental impacts of this Project were previously reviewed in conjunction with File No. PSPA21-002, a Specific Plan Amendment to include the Project site into the Ontario Ranch Business Park Specific Plan, for which a Subsequent Environmental Impact Report (State Clearinghouse No. 2019050018) was adopted by the City Council on October 4, 2022.
- (2) The previous Certified EIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and
- (3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder, and the City of Ontario Local CEQA Guidelines; and
- (4) The previous Certified EIR reflects the independent judgment of the Planning Commission; and
- (5) The proposed Project will introduce no new significant environmental impacts beyond those previously analyzed in the previous Certified EIR, and all mitigation measures previously adopted with the Certified EIR, are incorporated herein by this reference.

SECTION 2: Subsequent or Supplemental Environmental Review Not Required. Based on the 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 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

(4) 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: 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:

Development Plan

(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 Business Park and Industrial land use districts of the Policy Plan Land Use Map, and the Ontario Ranch Business Park 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 Ontario Ranch Business Park Specific Plan, including standards relative to the particular land use proposed (warehouse, distribution), 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 Ontario Ranch Business Park 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 Ontario Ranch Business Park 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 Ontario Ranch Business Park 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 (warehouse, distribution). 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 Ontario Ranch Business Park Specific Plan.

#### Tentative Parcel or Tract Maps

(1) *The proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.* The proposed Tentative Tract/Parcel Map is located within the Business Park and Industrial land use districts of the Policy Plan Land Use Map, and the Ontario Ranch Business Park Specific Plan. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will contribute to the establishment of "[a] dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses" (Goal CD-1). Furthermore, the Project will promote the City's policy to "take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods" (Policy CD-1.1 *City Identity*).

(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 Business Park and Industrial land use districts of the Policy Plan Land Use Map, and the Ontario Ranch Business Park Specific Plan. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will provide "[a] high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct" (Goal CD-2). Furthermore, the Project will promote the City's policy to "collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques" (Policy CD-2.7 Sustainability).

(3) *The site is physically suitable for the type of development proposed.* The Project site meets the minimum lot area and dimensions of the Ontario Ranch Business Park Specific Plan, and is physically suitable for the type of industrial 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 industrial development at a floor area ratio of 0.45. The Project site meets the minimum lot area and dimensions of the Ontario Ranch Business Park Specific Plan district and is physically suitable for this proposed density / intensity of development.

(5) *The design of the subdivision or the proposed improvements thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.* The Project site is not located in an area that has been identified as containing species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service, nor does the site contain any riparian habitat or other sensitive natural community, and no wetland habitat is present on site; therefore, the design of the subdivision, or improvements proposed thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.

(6) *The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.* The design of the proposed subdivision, and the industrial improvements existing or proposed on the Project site, are not likely to cause serious public health problems, as the Project is not anticipated to involve the transport, use, or disposal of hazardous materials during either construction or Project

implementation, include the use of hazardous materials or volatile fuels, nor are there any known stationary commercial or industrial land uses within close proximity to the subject site that use/store hazardous materials to the extent that they would pose a significant hazard to visitors or occupants to the Project site.

(7) *The design of the subdivision, or the type of improvements thereon, will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision.* The proposed subdivision has provided for all necessary public easements and dedications for access through, or use of property within, the proposed subdivision. Furthermore, all such public easements and dedications have been designed pursuant to: (a) the requirements of the Policy Plan component of The Ontario Plan and applicable area plans; (b) applicable specific plans or planned unit developments; (c) applicable provisions of the City of Ontario Development Code; (d) applicable master plans and design guidelines of the City; and (e) applicable Standard Drawings of the City.

SECTION 4: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 3, above, the DAB hereby APPROVES the Development Plan (File No. PDEV22-008) and recommends the Planning Commission APPROVES the Tentative Parcel Map No. 20517 (File No. PMTT22-005). Applications subject to each and every condition set forth in the Conditions of Approval included as Attachment A of this Decision, and incorporated herein by this reference.

SECTION 5: Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 6: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

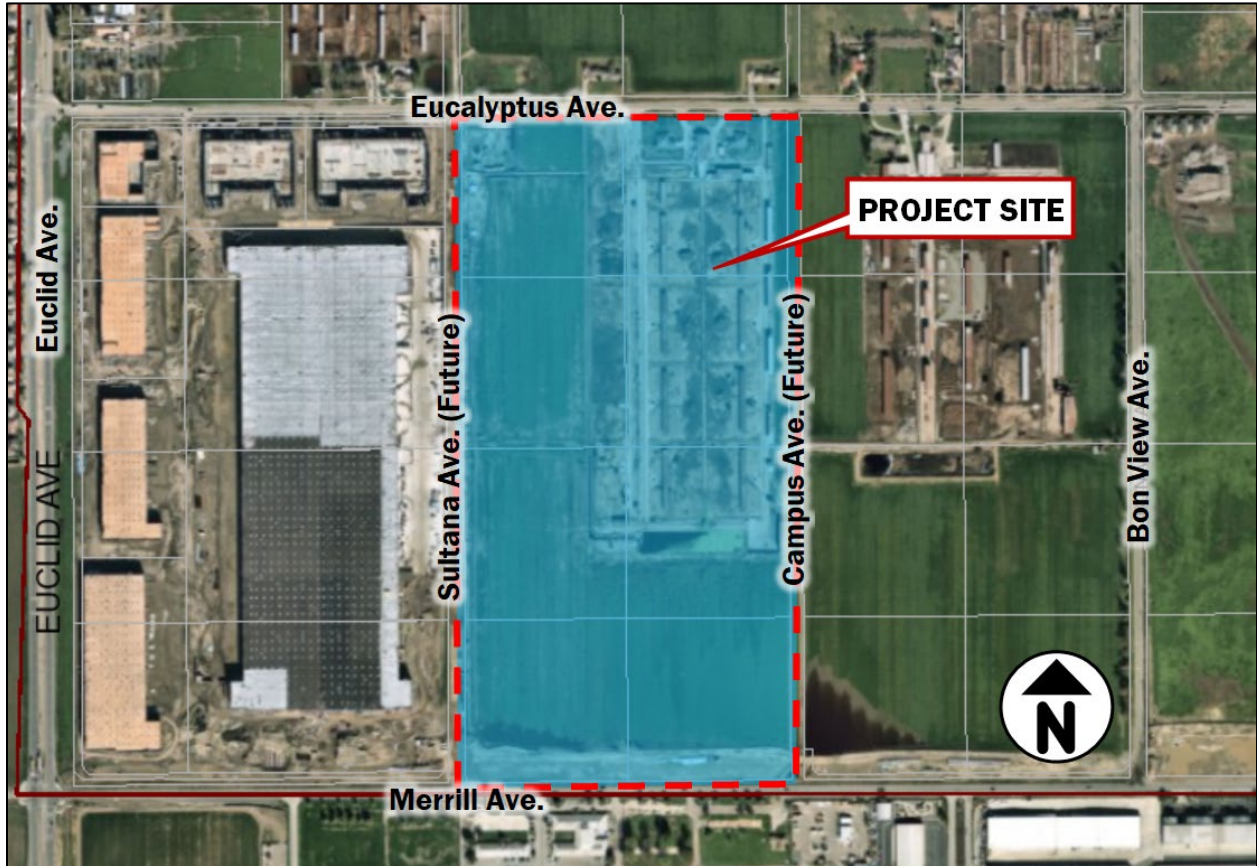
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APPROVED AND ADOPTED this 1st day of May 2023.

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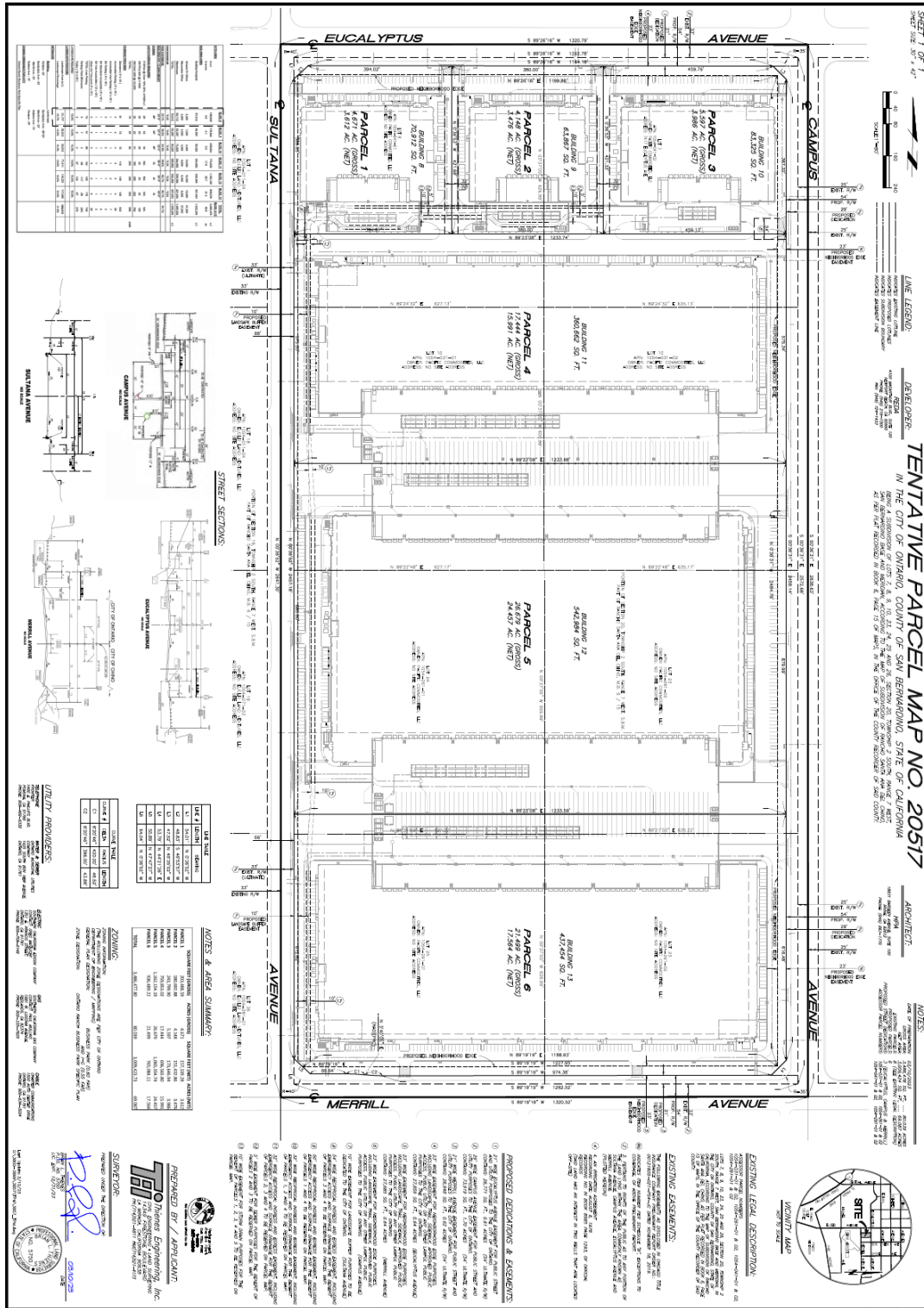
Development Advisory Board Chairman

**Exhibit A: PROJECT LOCATION MAP**

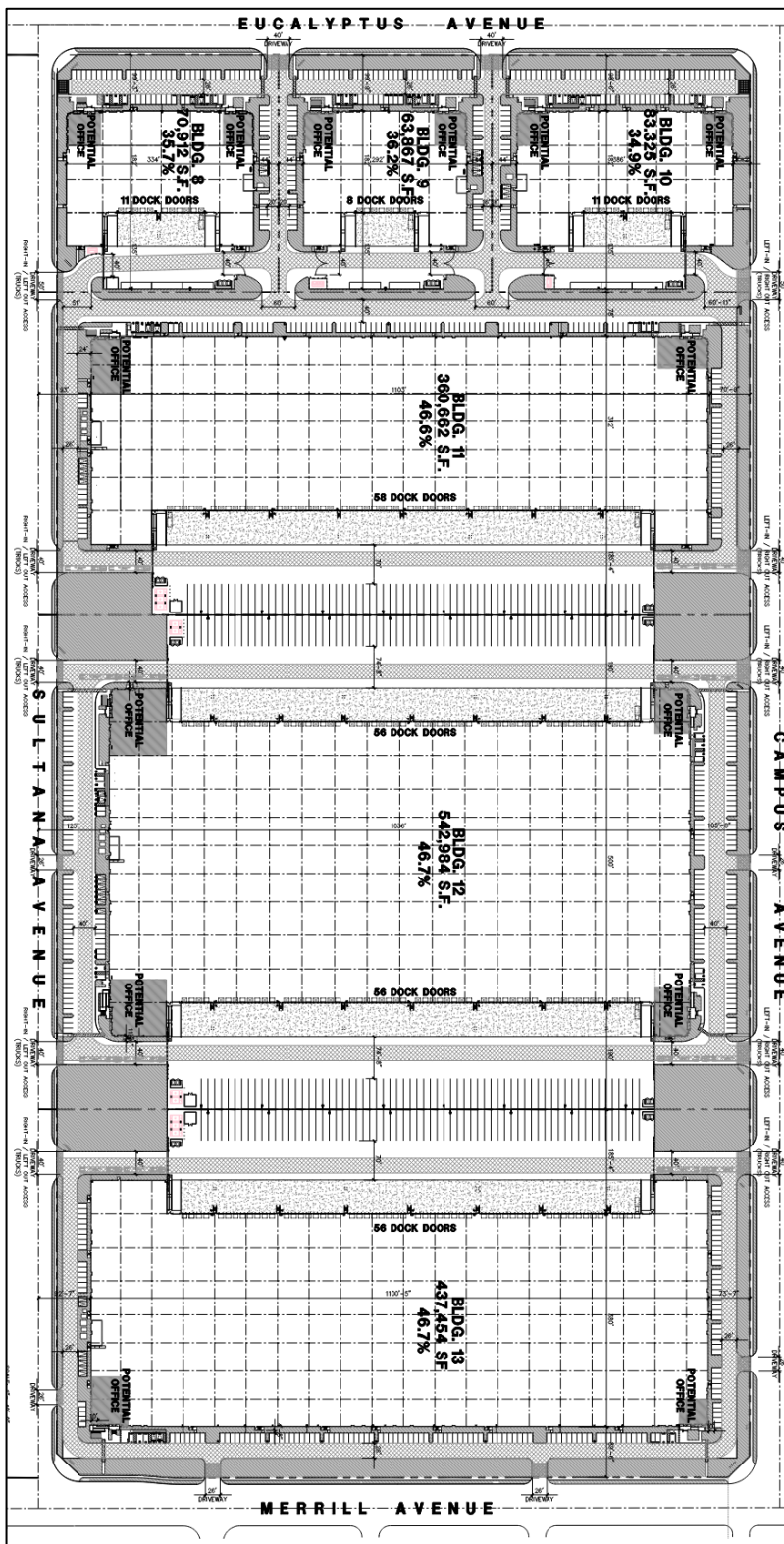




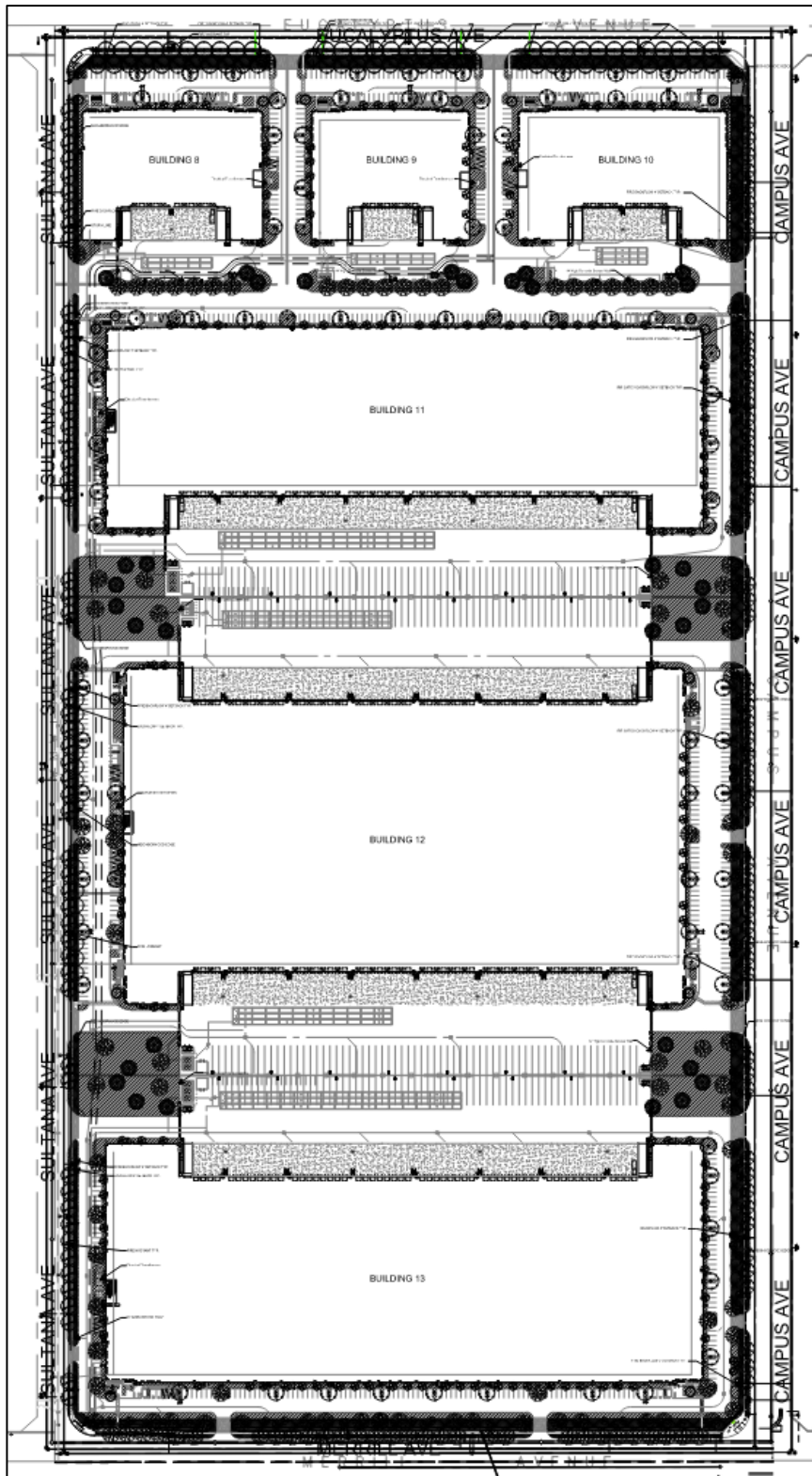
**Exhibit B: TENTATIVE PARCEL MAP NO. 20517**



**Exhibit C: SITE PLAN**



**Exhibit D: CONCEPTUAL LANDSCAPE PLAN**



**Exhibit E: FLOOR PLAN**

**(Building Floor Plans to follow this page.)**







**KEYNOTES - FLOOR PLAN**

- (1) CONCRETE 11-1/2" PANEL.
- (2) STRUCTURAL STEEL JOISTING WITH GIRDSING SEE GRID LINES.
- (3) BLOCK-UP AND ELEVATIONS FOR SIZE CORNS AND CONDITIONS.
- (4) REINFORCEMENT AND WALLS ON BOTH SITES OF FOUNDATION.
- (5) 9'-0" x 1'10" TRUCK DOOR, SECTIIONAL, 0% SLANTED.
- (6) EXTERIOR CONCRETE STUMP GRADE.
- (7) FINISH FLOOR SLAB TO BE FINISHED TO UNDEGRADED AREA. 1/2" X 1/2" ALUMINUM TRAILER DOOR SHALL BE COVERED OPENING FOR VENTILATION.
- (8) TRUCK DOOR BALKER.
- (9) 2' X 1'10" SHIRT TAIL, SECTIIONAL, 0% SLANTED GRADE.
- (10) 3' X 1'10" SHIRT TAIL, SECTIIONAL, 0% SLANTED GRADE.
- (11) SPOUT LINE ABOVE.
- (12) INTERIOR POWERSHOUT.
- (13) 6" DIA. U.B.L. 42R.
- (14) EXTERIOR POWERSHOUT WITH OVERHANG SCOPPER.
- (15) 2' DIA.

**GENERAL NOTES-FLOOR PLAN**

A. THIS DRAWING IS SEPARATE FROM THE OTHER DRAWINGS IN THIS SET AND IS SUBJECT TO THE SAME CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND DEPTH OF ANY EXISTING FOUNDATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND DEPTH OF ANY EXISTING FOUNDATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND DEPTH OF ANY EXISTING FOUNDATION.

B. THE FINISH FLOOR SLAB IS SECTIIONAL. SEE "C" DIMENSIONS FOR FINISH SURFACE ELEVATIONS.

C. CONCRETE SHALL BE FINISHED TO UNDEGRADED AREA.

D. DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, UNLESS OTHERWISE NOTED.

E. ALL EQUIPMENT TO BE DIVERSED INCLUDING CANS AND TRUCKS.

F. ALL EQUIPMENT TO BE DIVERSED INCLUDING CANS AND TRUCKS.

G. ALL EQUIPMENT TO BE DIVERSED INCLUDING CANS AND TRUCKS.

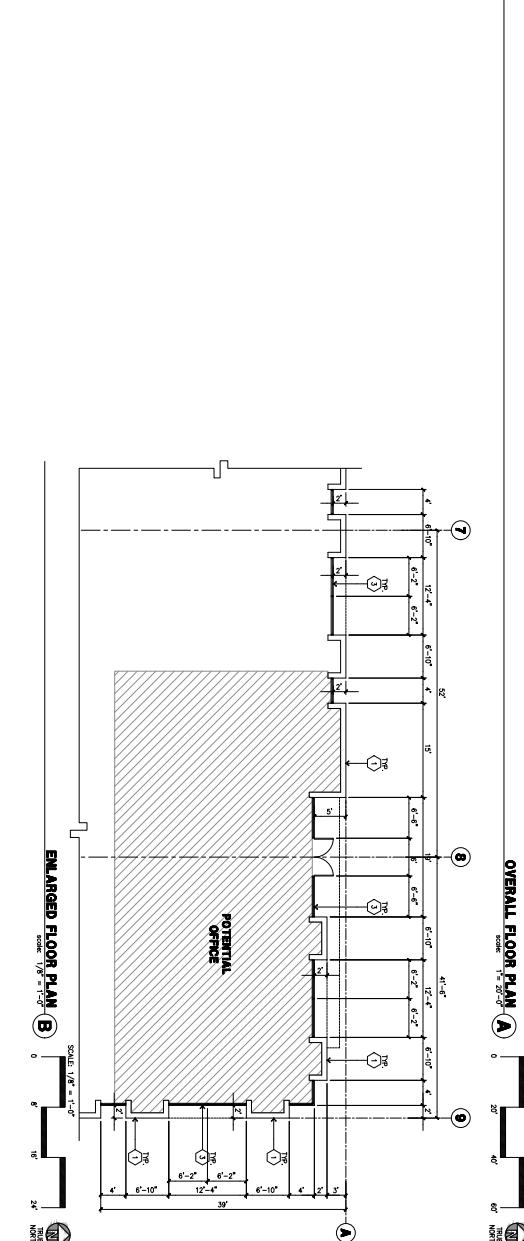
H. ALL EQUIPMENT TO BE DIVERSED INCLUDING CANS AND TRUCKS.

I. ALL EQUIPMENT TO BE DIVERSED INCLUDING CANS AND TRUCKS.

J. ALL EQUIPMENT TO BE DIVERSED INCLUDING CANS AND TRUCKS.

K. ALL EQUIPMENT TO BE DIVERSED INCLUDING CANS AND TRUCKS.

L. NON-ACCESSIBLE DOOR, PROVIDE WARNING SIGN LOCATED IN THE TRUCK DOOR AREA. SEE V/AA1 OFFICE SECTION FOR PANEL VIEW. SEE V/AA1 OFFICE SECTION FOR PANEL VIEW.



**FLOOR SLAB AND POUR STRIPS REQ.**

1. THESE NOTES ARE PART AND ESSENTIAL OF THE CONTRACT.
2. REVISIONS TO THIS DRAWING - NONE.
3. BUILDING FLOOR SLAB.
4. NOT USED TO BE CONCRETE FOR CLASS Y FLOOR PER A.C.I. 302-4R-98.
5. FLOOR SLAB SHALL BE FINISHED TO UNDEGRADED AREA.
6. ALL EQUIPMENT & MOVING TRUCKS SHALL BE COVERED.
7. FINISH FLOOR SHALL BE FINISHED TO UNDEGRADED AREA.
8. NO CHANGES TO THIS DRAWING OR ANYTHING THEREON WILL BE MADE ON THE SLAB.
9. NO CHANGES TO THIS DRAWING OR ANYTHING THEREON WILL BE MADE ON THE SLAB.
10. NO CHANGES TO THIS DRAWING OR ANYTHING THEREON WILL BE MADE ON THE SLAB.
11. NO CHANGES TO THIS DRAWING OR ANYTHING THEREON WILL BE MADE ON THE SLAB.
12. WHERE INDICATED, PROVIDE WIRE BARRIERS, CONCRETE SLAB OVER 2" SAND OR COURSE ON UNDEGRADED AREA. PROVIDE WIRE BARRIERS, CONCRETE SLAB OVER 2" SAND OR COURSE ON UNDEGRADED AREA. PROVIDE WIRE BARRIERS, CONCRETE SLAB OVER 2" SAND OR COURSE ON UNDEGRADED AREA. PROVIDE WIRE BARRIERS, CONCRETE SLAB OVER 2" SAND OR COURSE ON UNDEGRADED AREA.
13. SEAL CONCRETE SLAB BY "EPOXY" RESIN SEALER.

**HPA**  
Architectural

1801 Dundas Street W., 3rd Floor  
Mississauga, Ontario L5S 1X5

Phone: (905) 277-2200

Client:  
Theresa  
DFA

Architect:  
HPA  
Architectural

Project:  
Ontario Branch  
Business Park  
Phase II  
Building 10

Address: 4455 Woodbine Blvd #100  
Mississauga, Ontario L5S 2R9  
Phone: (905) 277-2200

Project:  
Ontario Branch  
Business Park  
Phase II  
Building 10

Consultants:  
Theresa  
DFA

Sheet: 10-DAB-A21



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 Alameda, CA 94601  
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 510-526-8372  
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Owner:  
 ELY PHASE 2, LLC

Address: 4531 Middlefield Blvd #100  
 San Bruno, CA 94066  
 Phone: (650) 325-2900

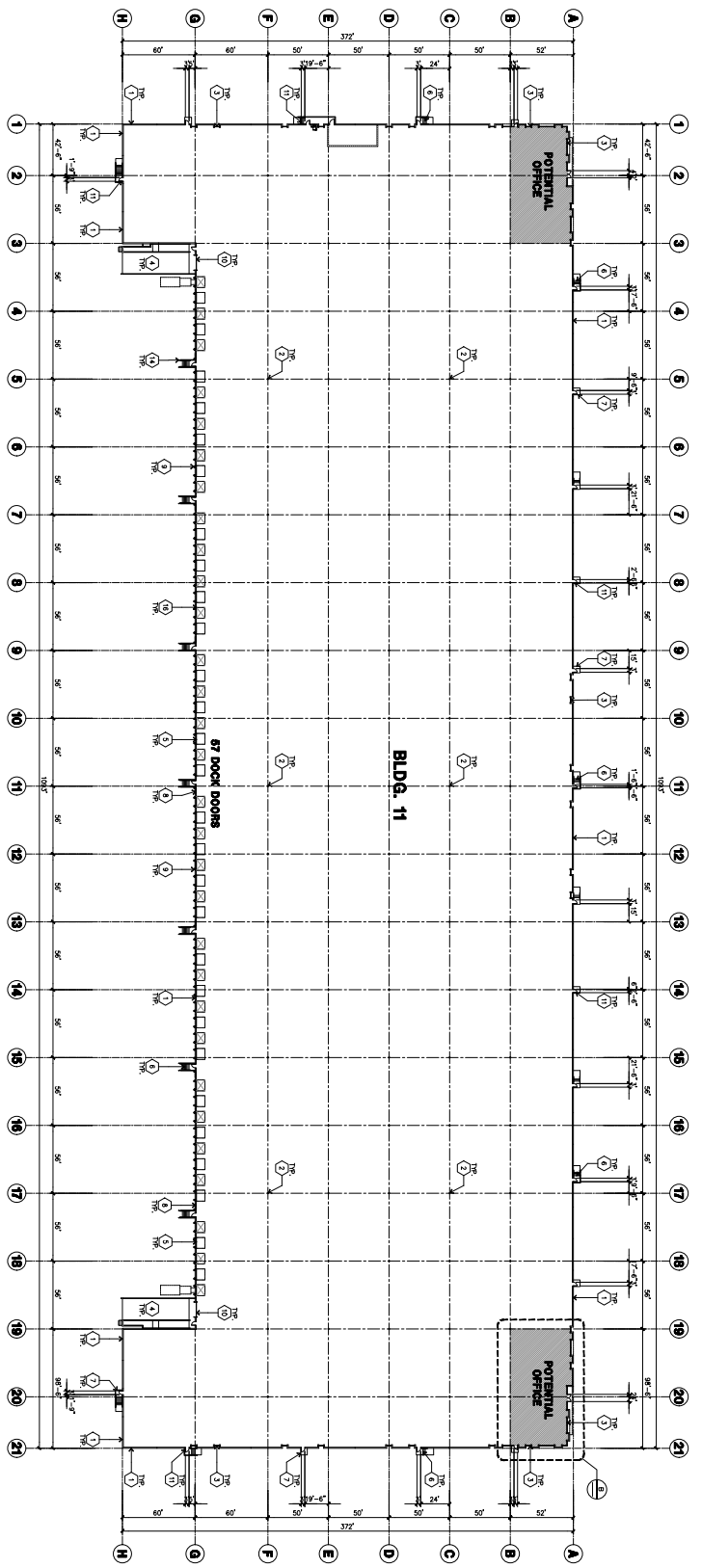
Project:  
 ONTARIO RANCH  
 BUSINESS PARK  
 PHASE II  
 BUILDING 11

CALIFORNIA, ONTARIO

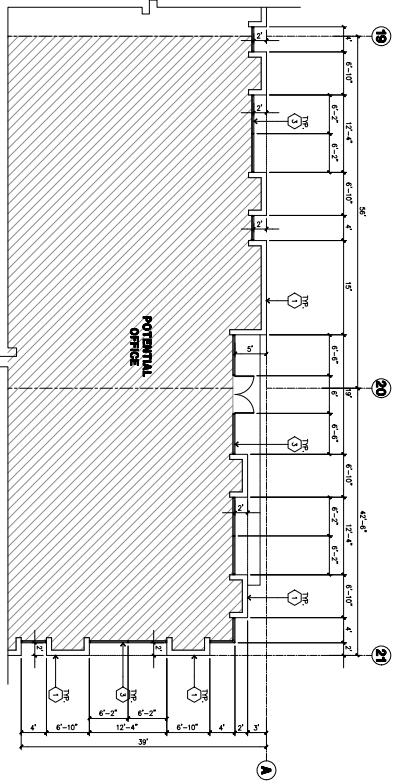
Consultants:  
 CIVIL: THOMAS  
 STRUCTURAL: DPA  
 MECHANICAL: DPA  
 ELECTRICAL: DPA  
 PLUMBING: DPA  
 LANDSCAPE: HEMTER  
 INTERIOR: SHIMBUSH  
 SIGNAGE: SOG

Title: OVERALL FLOOR PLAN  
 Project Number: 2148  
 Date: 02/27/2023  
 Revision: 3/03/2023

Sheet:  
 11-DAB-A21



OVERALL FLOOR PLAN (A)  
 SCALE: 1/8" = 1'-0"  
 NORTH



ENLARGED FLOOR PLAN (B)  
 SCALE: 1/8" = 1'-0"  
 NORTH

KEYNOTES - FLOOR PLAN

- 1 CONCRETE 1/2" SIP PANEL.
- 2 STRUCTURAL STEEL, EXTERIOR.
- 3 TYPICAL STRENGTHENING SYSTEM WITH BRACING SEE OTHER SHEETS.
- 4 CONCRETE CURB W/ 4" HIGH CONC. 1/2" SIP GAWD WALL.
- 5 REINFORCING AND WALL ON BOTH SIDE OF FLOOR.
- 6 8" x 8" x 1/2" THICK DOOR, SECTIONAL OIL, STANDARD.
- 7 5" x 5" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 8 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 9 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 10 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 11 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 12 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 13 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 14 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 15 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 16 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 17 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 18 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 19 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 20 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.
- 21 1/2" x 1/2" x 1/2" THICK CONCRETE EXTERIOR LANDING AND WALKWAY.

GENERAL NOTES-FLOOR PLAN

- A THIS BUILDING IS DESIGNED FOR HIGH RISE STRIKE WITH THE FOLLOWING NOTES:
1. FLOOR COMPOSITION - SEE KEYNOTES.
  2. FLOOR COMPOSITION - SEE KEYNOTES.
  3. FLOOR COMPOSITION - SEE KEYNOTES.
  4. FLOOR COMPOSITION - SEE KEYNOTES.
  5. FLOOR COMPOSITION - SEE KEYNOTES.
  6. FLOOR COMPOSITION - SEE KEYNOTES.
  7. FLOOR COMPOSITION - SEE KEYNOTES.
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  16. FLOOR COMPOSITION - SEE KEYNOTES.
  17. FLOOR COMPOSITION - SEE KEYNOTES.
  18. FLOOR COMPOSITION - SEE KEYNOTES.
  19. FLOOR COMPOSITION - SEE KEYNOTES.
  20. FLOOR COMPOSITION - SEE KEYNOTES.
  21. FLOOR COMPOSITION - SEE KEYNOTES.

FLOOR SLAB AND POUR STRIPS REQ.

1. FLOOR COMPOSITION - SEE KEYNOTES.
2. FLOOR COMPOSITION - SEE KEYNOTES.
3. FLOOR COMPOSITION - SEE KEYNOTES.
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14. FLOOR COMPOSITION - SEE KEYNOTES.
15. FLOOR COMPOSITION - SEE KEYNOTES.
16. FLOOR COMPOSITION - SEE KEYNOTES.
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18. FLOOR COMPOSITION - SEE KEYNOTES.
19. FLOOR COMPOSITION - SEE KEYNOTES.
20. FLOOR COMPOSITION - SEE KEYNOTES.
21. FLOOR COMPOSITION - SEE KEYNOTES.



1833 Dundas Street East, Suite 2100  
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 www.hpa.ca



Owner:  
 ELVPHASE 2, LLC

Address: 4533 Woodbine Blvd #100  
 North York, Ontario M2N 6L9  
 Phone: (416) 291-2300

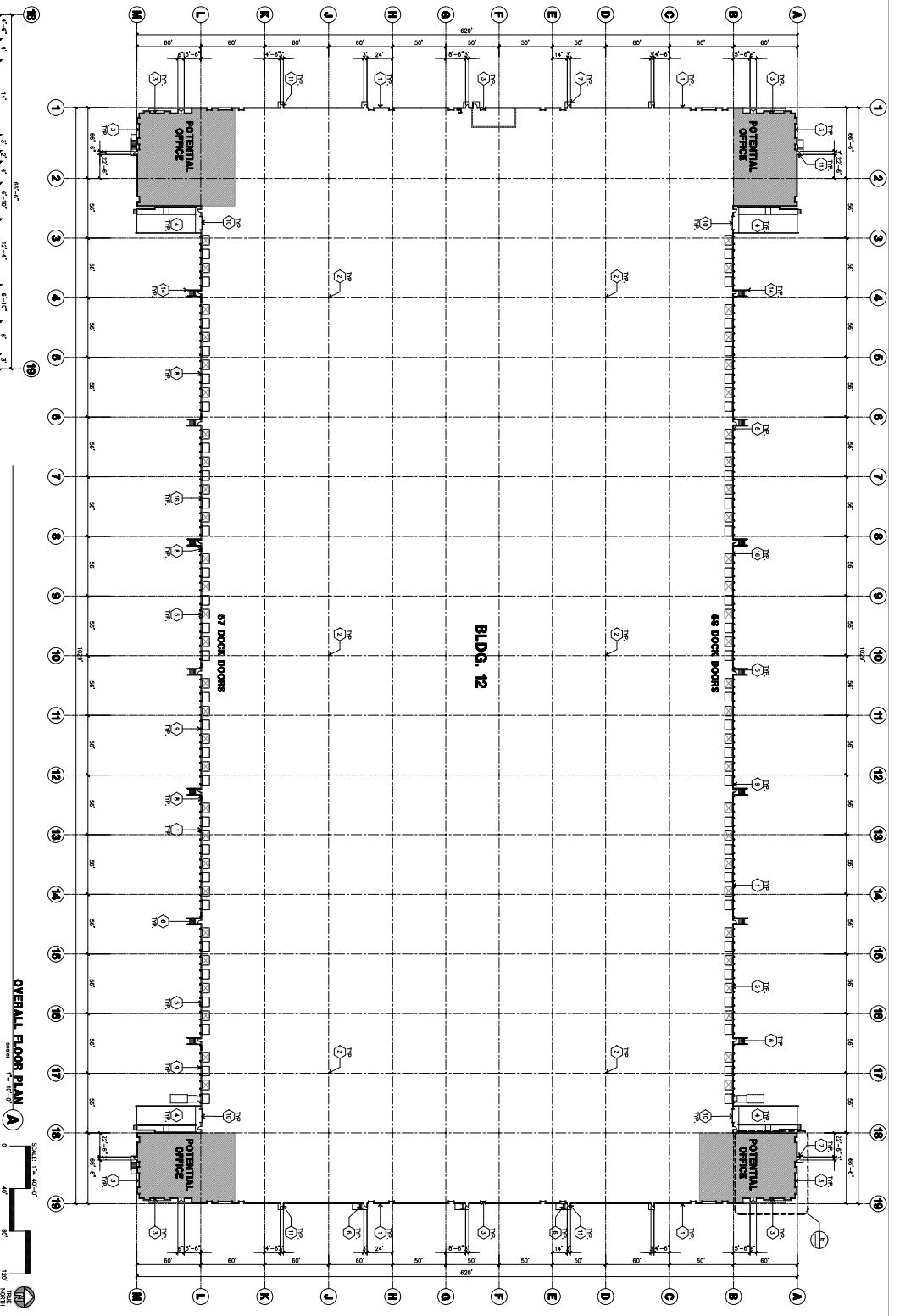
Project:  
 ONTARIO BRANCH  
 BUSINESS PARK  
 PHASE II  
 BUILDING 12

CALIFORNIA, ONTARIO

Consultants:  
 CIVIL: THREES  
 STRUCTURAL: DPA  
 MECHANICAL: PPM  
 ELECTRICAL: PPM  
 PLUMBING: PPM  
 LANDSCAPE: HENNER  
 INTERIOR: SHAWBUSH  
 SIGNAGE: SOG

Title: OVERALL FLOOR PLAN  
 Project Number: 2148  
 Design: RC  
 Date: 02/27/2023  
 Revision: 300 SHAWBUSH

Sheet:  
 12-DAB-A.21



OVERALL FLOOR PLAN (A)  
 SCALE: 1" = 40'-0"  
 NORTH

KEYNOTES - FLOOR PLAN

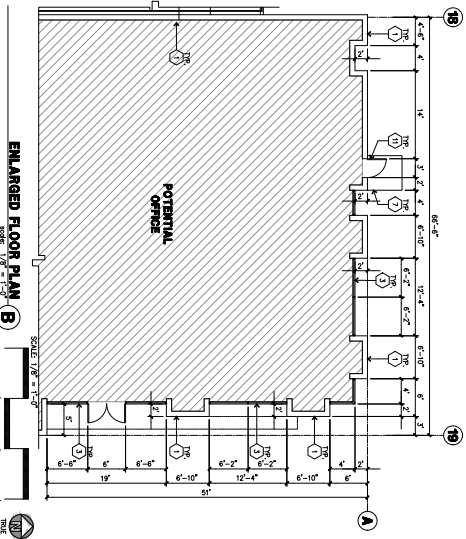
- 1 CONCRETE IN-UP PANEL
- 2 STRUCTURAL STEEL COLUMN
- 3 TYPICAL STRUCTURAL SYSTEM WITH GLAZING SEE OFFICE
- 4 CONCRETE SLAB W/ 4" THICK CONC. IN-UP GUARD WALL
- 5 CONCRETE FLOOR SLAB WITH 4" THICK CONC. IN-UP GUARD WALL
- 6 4" x 4" x 1/2" TRUCK DOOR SECTIONAL OIL STANDING
- 7 EXTENSION CONCRETE SLAB
- 8 4" x 4" x 1/2" THICK CONCRETE EXTENSION LANDING PAD WITH 4" THICK CONC. IN-UP GUARD WALL TO HARD SURFACE FOR CUT REINFORCEMENT
- 9 LANDING OPENING FOR VENTILATION
- 10 DOOR DOOR BARRIERS
- 11 1/2" x 1/4" ONE TRAIL SECTIONAL OIL STANDING SHIELD
- 12 3/4" x 1/4" HOLLOW METAL EXTENSION MAIN DOOR
- 13 SPURT LINE ABOVE
- 14 INTERIOR DOWNPOUT
- 15 CONC. FLEET GUARD POST 6" DIA. U.L.C. 47H
- 16 CONC. FLEET GUARD POST 6" DIA. U.L.C. 47H
- 17 EXTENSION DOWNPOUT WITH OVERFLOW SCOPER
- 18 Z GUARD

GENERAL NOTES-FLOOR PLAN

- A THIS BUILDING IS DESIGNED FOR HOIST FILE STORAGE WITH THE WALLS REQUIRED FOR ANY ADDITIONAL CONCRETE SYSTEMS.
- B THE HOIST LOCATIONS SHALL BE APPROVED FOR THE DEPARTMENT.
- C THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR SLOPE.
- D FINISHES TO BE DETERMINED BY THE ARCHITECT.
- E MATERIALS TO BE USED SHALL BE APPROVED BY THE ARCHITECT.
- F FINISHES TO BE DETERMINED BY THE ARCHITECT.
- G FINISHES TO BE DETERMINED BY THE ARCHITECT.
- H SEE ONE DRAWING FOR POINT OF CONNECTIONS TO EXISTING PLUMBING/ELECTRICAL/MECHANICAL. SEE ARCHITECT FOR ALL CONNECTIONS TO EXISTING.
- I SEE ONE DRAWING FOR POINT OF CONNECTIONS TO EXISTING PLUMBING/ELECTRICAL/MECHANICAL. SEE ARCHITECT FOR ALL CONNECTIONS TO EXISTING.
- J CONTRACTOR TO VERIFY AND REPAIR THE FLOOR SLAB CLEAN.
- K ALL EXIST MAIN DOORS IN WAREHOUSE TO HAVE LUMINATED EXIT SIGN. HIGHWAY.
- L REPAIR OF EXISTING AND CONCRETE MATERIAL SHALL NOT BE DONE EXCEPT AS NOTED. MATERIAL SHALL BE IDENTIFIED BY A TAGGING THE EXISTING MATERIAL FOR SUCH SOURCE SHALL BE "X".
- M NON-ACCESSIBLE DOOR APPROX. WARNING SIGN LOCATED IN THE INTERIOR SEE REF. OR 11336.1.11
- N ALL HOIST MOUNTED MATERIALS SHALL BE FULLY SECURED FROM FALLING DOWN SEE 1/3" DIA. STEEL SECTION.

FLOOR SLAB AND POUR STRIPS REQ.

- 1. FLOOR CONCRETE - 5000
- 2. BUILDING FLOOR SLAB
- 3. CONCRETE TO SLAB FOR CLASS IV FLOOR PER A.C.I. 308-46-48
- 4. NOT USED
- 5. CONCRETE SLAB TO HAVE STEEL FLOOR TYPICAL REINFORCED FINISH
- 6. ALL EXISTING AND NEW CONCRETE SHALL BE IDENTIFIED BY A TAGGING THE EXISTING MATERIAL FOR SUCH SOURCE SHALL BE "X".
- 7. FINISHES TO BE DETERMINED BY THE ARCHITECT.
- 8. FINISHES TO BE DETERMINED BY THE ARCHITECT.
- 9. FINISHES TO BE DETERMINED BY THE ARCHITECT.
- 10. FINISHES TO BE DETERMINED BY THE ARCHITECT.
- 11. FINISHES TO BE DETERMINED BY THE ARCHITECT.
- 12. WHERE SHOWN PROVIDE WOOD FORMWORK CONCRETE SLAB OVER 2" SAND OVER 100# WOODEN OVER 2" SAND OVER COMPACT SOIL. SHALL BE NATURALLY DRYWOOD WITHOUT USE OF BLENDING COMPOUND.
- 13. SEAL CONCRETE SLAB W/ "TAPOLOUH" SEALER



ENLARGED FLOOR PLAN (B)  
 SCALE: 1/8" = 1'-0"  
 NORTH



**Owner:**  
EVP PHASE 2, LLC

**Project:**  
ONTARIO BRANCH  
BUSINESS PARK  
PHASE II  
BUILDINGS 8, 9, 10,  
11, 12 & 13

**California, Ontario**

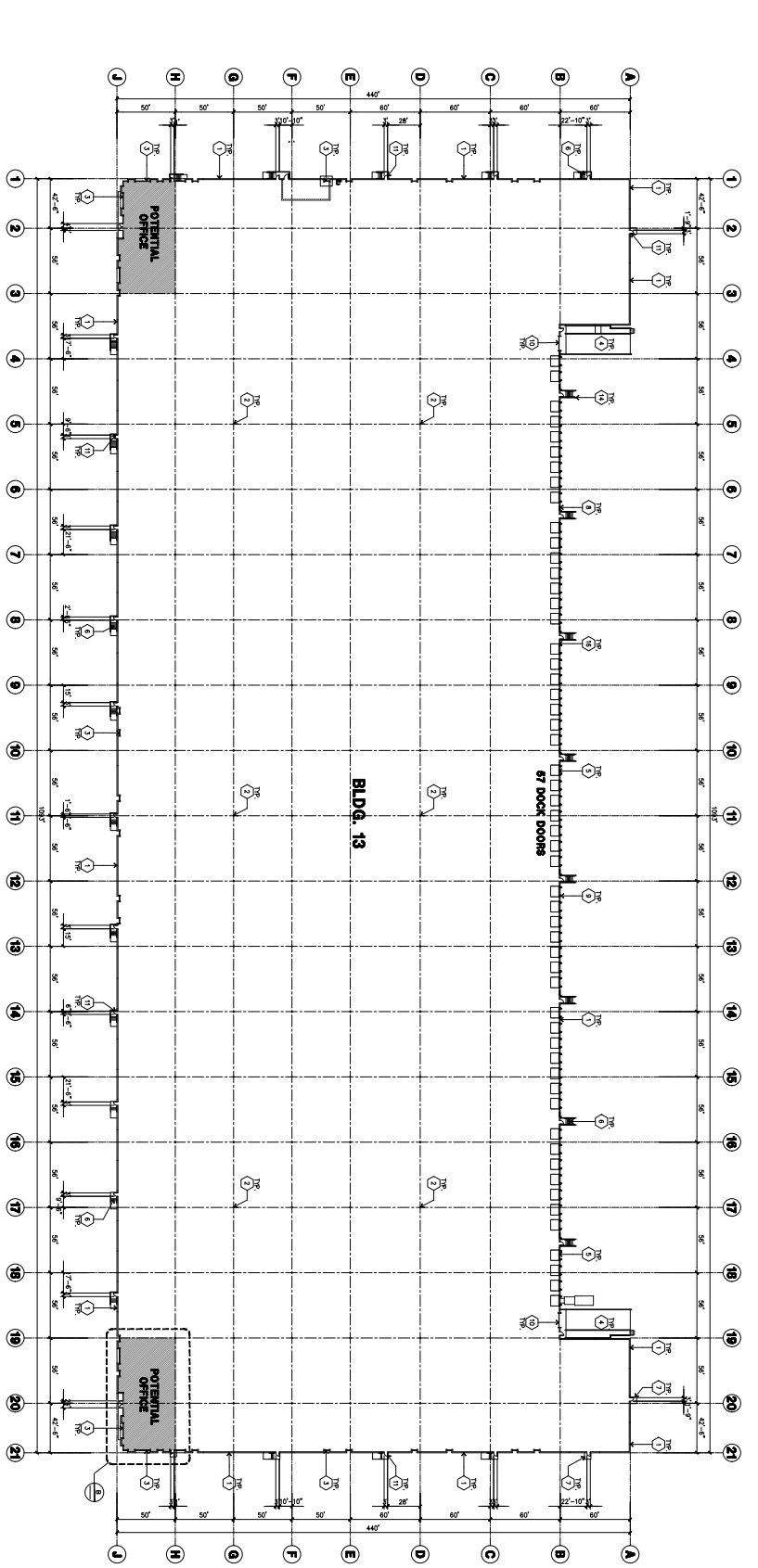
**Consultants:**  
Therms Engineering  
Structural  
Mechanical  
Electrical  
Plumbing  
Fire Protection  
Landscape  
Interior Design  
Site Design

**Title:** OVERALL FLOOR PLAN

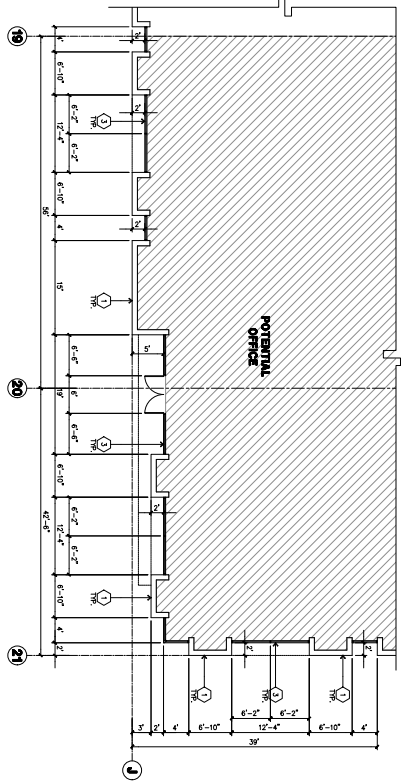
**Project Number:** 2148  
**Drawn by:** RC  
**Date:** 02/27/2023

**Revision:**  
02/27/23 - SDO SUBMITTAL

Sheet	
13-DAB-A21	



**OVERALL FLOOR PLAN (A)**  
SCALE: 1/8" = 1'-0"  
NORTH



**ENLARGED FLOOR PLAN (B)**  
SCALE: 1/8" = 1'-0"  
NORTH

**KEYNOTES - FLOOR PLAN**

- 1 CONCRETE 1/2" THICK PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STRUCTURAL STEEL JOIST BRACING SEE OFFICE CONCEPT DRAW W/ 42" HIGH CONC 3/4" DIA. GROUND WALL.
- 4 REINFORCING AND WALL ON BOTH SIDE OF SLAB.
- 5 3/4" X 1/2" TRUCK DOOR, SECTIONAL, ON, STANDARD
- 6 CONCRETE CONCRETE STAIR
- 7 5'-0" X 7'-0" THICK CONCRETE EXTERIOR LANDING AND REINFORCING SEE OFFICE CONCEPT DRAW W/ 42" HIGH CONC 3/4" DIA. GROUND WALL CITY REQUIREMENTS. MATCH TO DRAIN STRIKE
- 8 1/2" X 1/2" DRAIN TRAIL, SECTIONAL, ON, STANDARD GRADE.
- 9 3/4" X 1/2" FOLLOW METAL EXTERIOR MAIN DOOR.
- 10 INTERIOR DOWNPOUT
- 11 CONC. FILLED GROUND POST, 4" DIA. UNLS, 42" TL.
- 12 EXTERIOR DOWNPOUT WITH OVERFLOW SCOPPER.
- 13 Z-GUARD

**GENERAL NOTES-FLOOR PLAN**

- A. THIS BUILDING IS DESIGNED FOR HIGH RISE STORAGE WITH FIVE FLOORS ABOVE GROUND AND ONE FLOOR BELOW GROUND. ALL STRUCTURAL MEMBERS SHALL BE CONCRETE UNLESS OTHERWISE NOTED.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER THE DEPARTMENT OF FIRE SERVICES.
- C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR DETAILS.
- D. NOT USED
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE.
- F. ALL INTERIOR WALLS SHALL BE FINISHED WITH 5/8" GYPSUM BOARD IN WARDHOUSE TO EXCEED CODE OF WHITE TO COVER.
- G. ALL INTERIOR WALLS SHALL BE FINISHED WITH 5/8" GYPSUM BOARD IN WARDHOUSE TO EXCEED CODE OF WHITE TO COVER.
- H. SEE CIVIL DRAWINGS FOR FLOOR FINISHES AND CONCRETE WALL FINISHES.
- I. SEE CIVIL DRAWINGS FOR FLOOR FINISHES AND CONCRETE WALL FINISHES.
- J. CONCRETE TO PROTECT AND KEEP THE FLOOR SLAB CLEAN.
- K. ALL EXTERIOR DOOR SHALL BE IDENTIFIED BY A TAGLINE.
- L. ALL EXTERIOR DOOR SHALL BE IDENTIFIED BY A TAGLINE.
- M. ALL EXTERIOR DOOR SHALL BE IDENTIFIED BY A TAGLINE.
- N. ALL EXTERIOR DOOR SHALL BE IDENTIFIED BY A TAGLINE.
- O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SKEWERED FROM INSIDE. SEE S/PAV/0121 SECTION.

**FLOOR SLAB AND POUR STRIPS REQ.**

- THESE NOTES ARE VERY IMPORTANT.
1. FLOOR COMPACTION - 50K
  2. REINFORCING - 50K
  3. CONTRACTOR TO BUILD FOR CLASS 1 FLOOR PER A.C.I. 308R-16-16
  4. NOT USED
  5. CONCRETE SLAB TO HAVE STEEL FLOAT FINISH THROUGHOUT UNLESS OTHERWISE NOTED.
  6. ALL EXTERIOR CONCRETE FINISHES ON ANYTHING FEATHER WILL BE PLACED ON THE SLAB.
  7. ALL EXTERIOR CONCRETE FINISHES ON ANYTHING FEATHER WILL BE PLACED ON THE SLAB.
  8. NO CHANGES TO CONCRETE FINISHES ON ANYTHING FEATHER WILL BE PLACED ON THE SLAB.
  9. ALL EXTERIOR CONCRETE FINISHES ON ANYTHING FEATHER WILL BE PLACED ON THE SLAB.
  10. ALL EXTERIOR CONCRETE FINISHES ON ANYTHING FEATHER WILL BE PLACED ON THE SLAB.
  11. ALL EXTERIOR CONCRETE FINISHES ON ANYTHING FEATHER WILL BE PLACED ON THE SLAB.
  12. ALL EXTERIOR CONCRETE FINISHES ON ANYTHING FEATHER WILL BE PLACED ON THE SLAB.
  13. SEAL CONCRETE SLAB W/ "CAMOUFLAGE" SEALER

**Exhibit F: ELEVATIONS**

**(Building Elevations to follow this page)**





North Elevation



West Elevation



South Elevation



East Elevation



Enlarged View of North Elevation



Building 8 Elevations - 32' Clear

# ONTARIO RANCH BUSINESS PARK - PHASE 2

Ontario, California

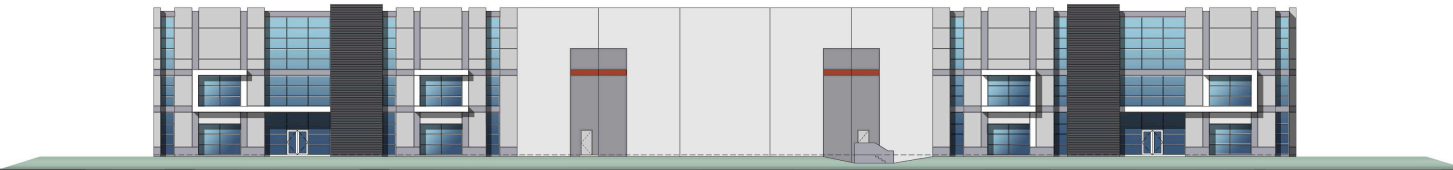
#21468 | 03.01.2023

CLARION PARTNERS

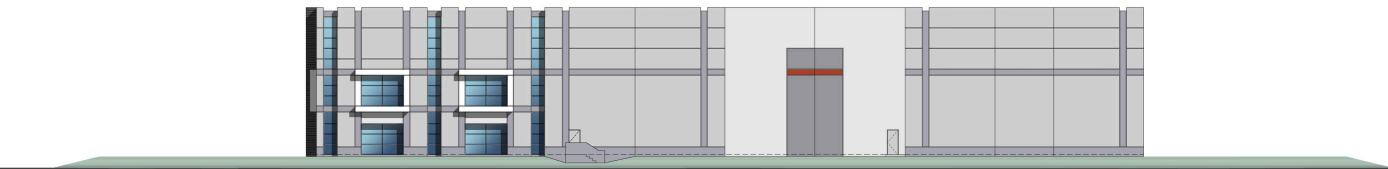




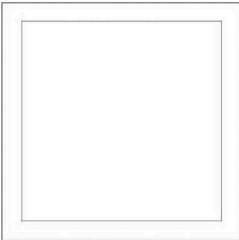
North Elevation



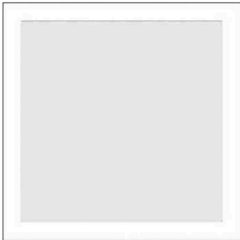
West Elevation



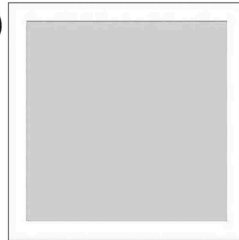
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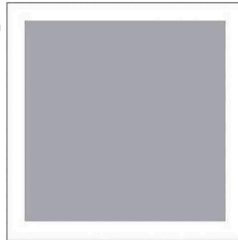
Sherwin Williams  
SW 7005  
Pure White
- 2



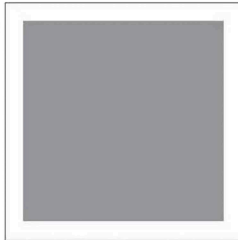
Sherwin Williams  
SW 7071  
Gray Screen
- 3



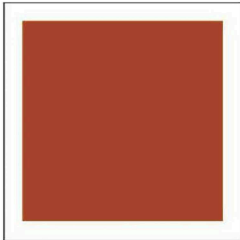
Sherwin Williams  
SW 7072  
Online
- 4



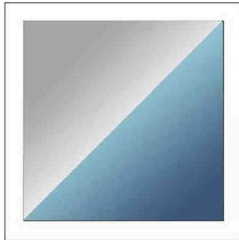
Sherwin Williams  
SW 7073  
Network Gray
- 5



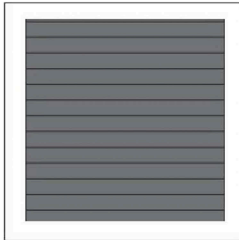
Sherwin Williams  
SW 7074  
Software
- 6



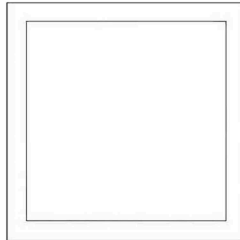
Sherwin Williams  
Custom to match  
Pantone 7626C
- 7



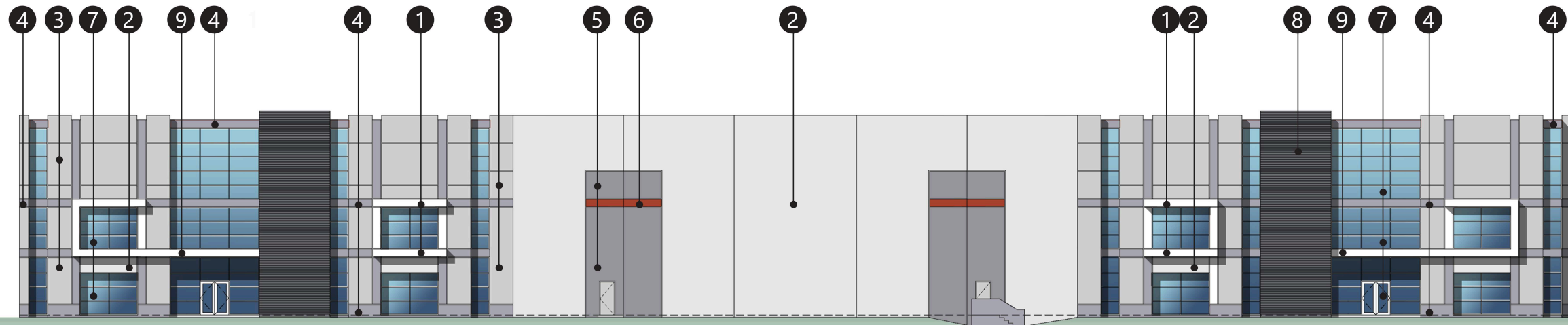
Clear Anodized  
MULLIONS /  
Blue Reflective  
GLAZING
- 8



Sherwin Williams  
SW 7075  
Web Gray
- 9



Sherwin Williams  
Acrylic Latex Systems  
High Gloss/High performance  
in color: SW 7005 Pure White  
@ Metal CANOPY



Enlarged View of North Elevation



Building 8 Elevations & Material Board - 32' Clear

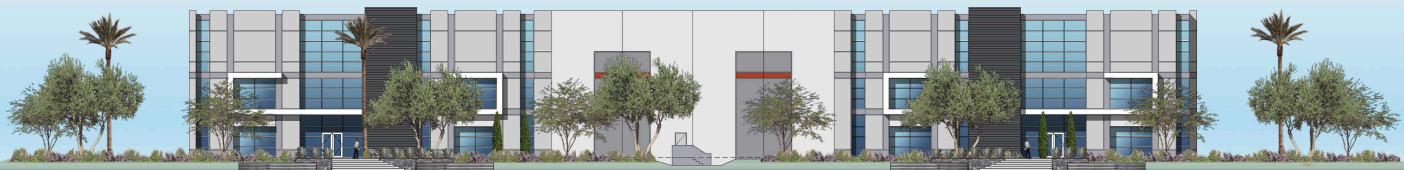
ONTARIO RANCH BUSINESS PARK - PHASE 2

Ontario, California

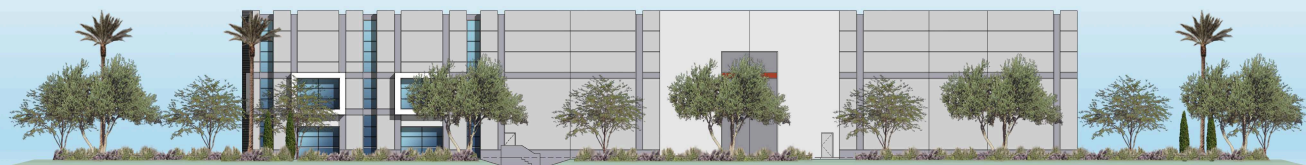
#21468 | 03.01.2023

CLARION PARTNERS

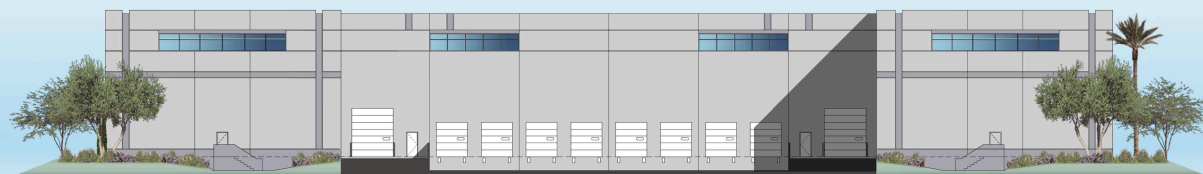




North Elevation



West Elevation



South Elevation



East Elevation



Enlarged View of North Elevation



Building 9 Elevations - 32' Clear

# ONTARIO RANCH BUSINESS PARK - PHASE 2

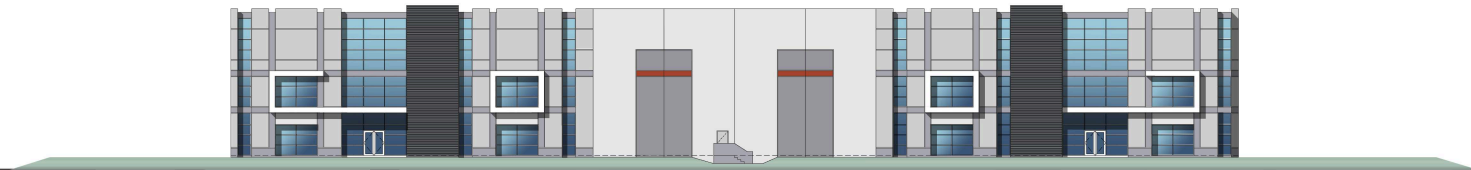
Ontario, California

#21468 | 03.01. 2023

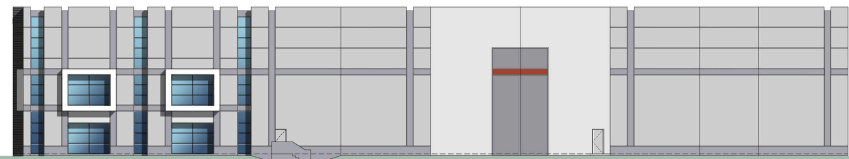
CLARION PARTNERS



North Elevation



West Elevation



- 1



Sherwin Williams  
SW 7005  
Pure White
- 2



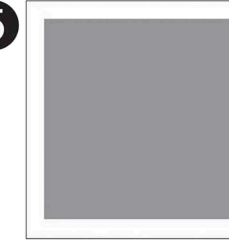
Sherwin Williams  
SW 7071  
Gray Screen
- 3



Sherwin Williams  
SW 7072  
Online
- 4



Sherwin Williams  
SW 7073  
Network Gray
- 5



Sherwin Williams  
SW 7074  
Software
- 6



Sherwin Williams  
Custom to match  
Pantone 7626C
- 7



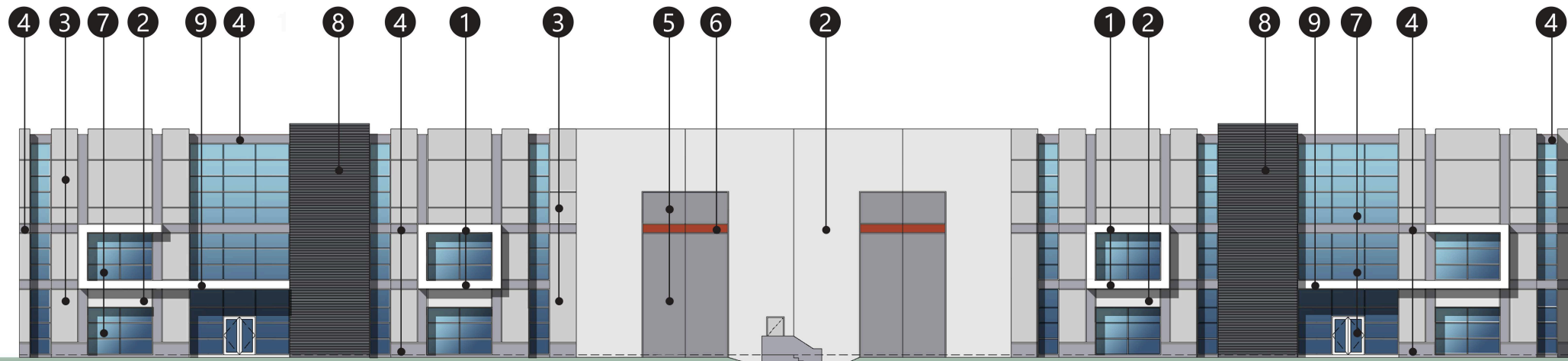
Clear Anodized  
MULLIONS /  
Blue Reflective  
GLAZING
- 8



Sherwin Williams  
SW 7075  
Web Gray
- 9



Sherwin Williams  
Acrylic Latex Systems  
High Gloss/High performance  
in color: SW 7005 Pure White  
@ Metal CANOPY



Enlarged View of North Elevation



Building 9 Elevations & Material Board - 32' Clear

ONTARIO RANCH BUSINESS PARK - PHASE 2

Ontario, California

#21468 | 03.01. 2023

CLARION PARTNERS







North Elevation



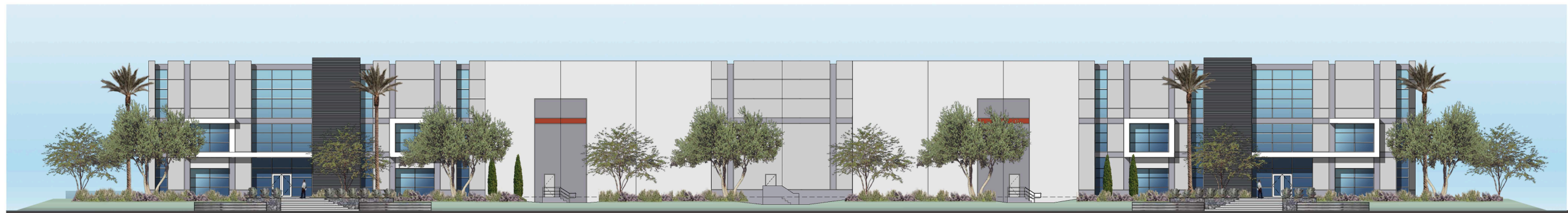
West Elevation



South Elevation



East Elevation



Enlarged View of North Elevation



Building 10 Elevations - 32' Clear

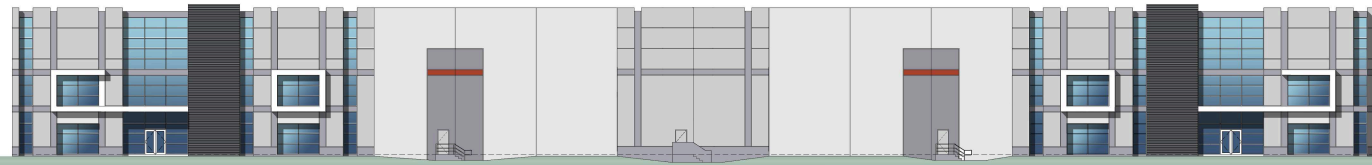
# ONTARIO RANCH BUSINESS PARK - PHASE 2

Ontario, California

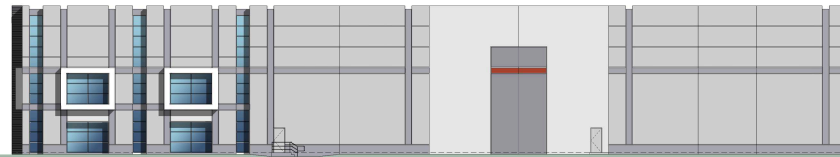
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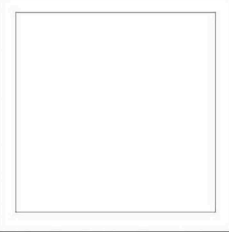

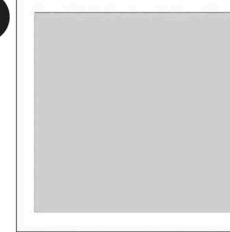

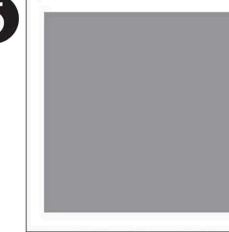
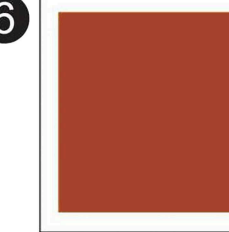
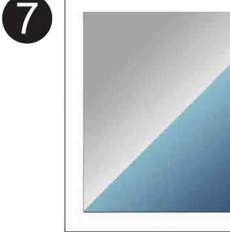
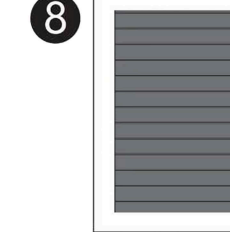
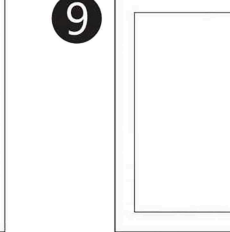


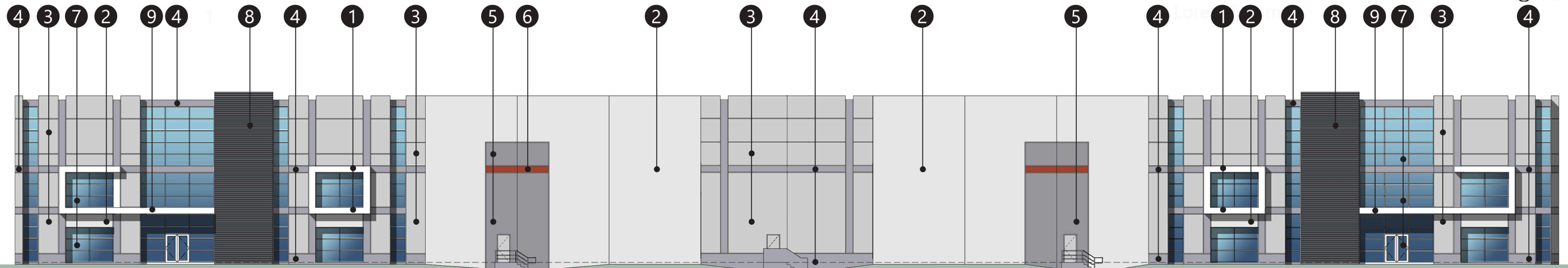


North Elevation



West Elevation

- |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
|  |  |  |  |  |  |  |  |                                        |
| Sherwin Williams<br>SW 7005<br>Pure White  | Sherwin Williams<br>SW 7071<br>Gray Screen   | Sherwin Williams<br>SW 7072<br>Online  | Sherwin Williams<br>SW 7073<br>Network Gray  | Sherwin Williams<br>SW 7074<br>Software  | Sherwin Williams<br>Custom to match<br>Pantone 7626C                                 | Clear Anodized<br>MULLIONS /<br>Blue Reflective<br>GLAZING                           | Sherwin Williams<br>SW 7075<br>Web Gray  | Sherwin Williams<br>Acrylic Latex Systems<br>High Gloss/High performance<br>in color: SW 7005 Pure White<br>@ Metal CANOPY |



Enlarged View of North Elevation



Building 10 Elevations & Material Board - 32' Clear

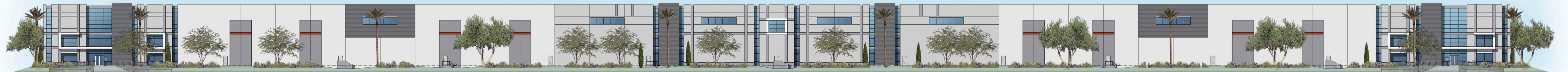
# ONTARIO RANCH BUSINESS PARK - PHASE 2

Ontario, California

#21468 | 03.01. 2023







North Elevation



West Elevation



South Elevation



East Elevation



Enlarged View of North Elevation



Building 11 Elevations - 36' Clear

# ONTARIO RANCH BUSINESS PARK - PHASE 2

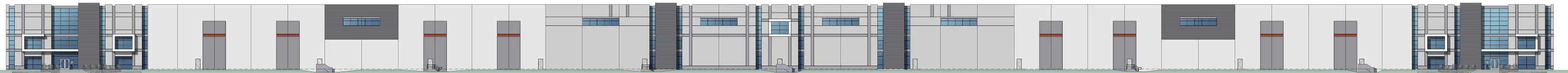
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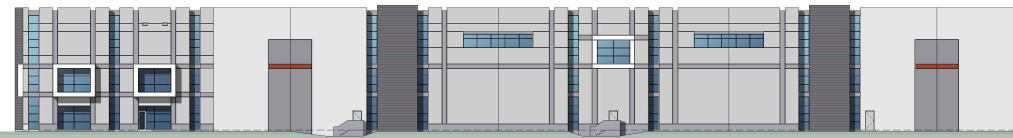
CLARION PARTNERS



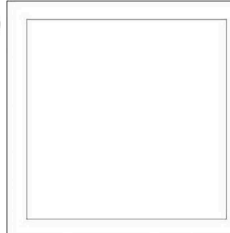
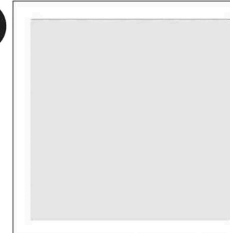
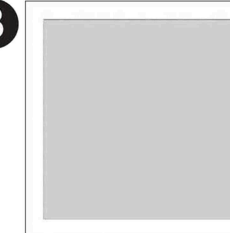
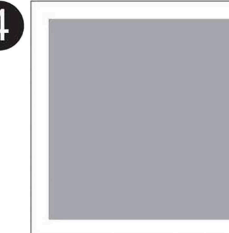
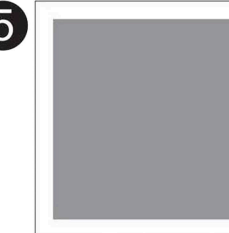
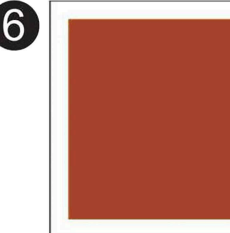
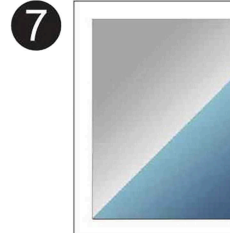
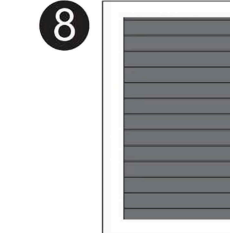
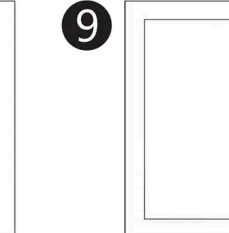


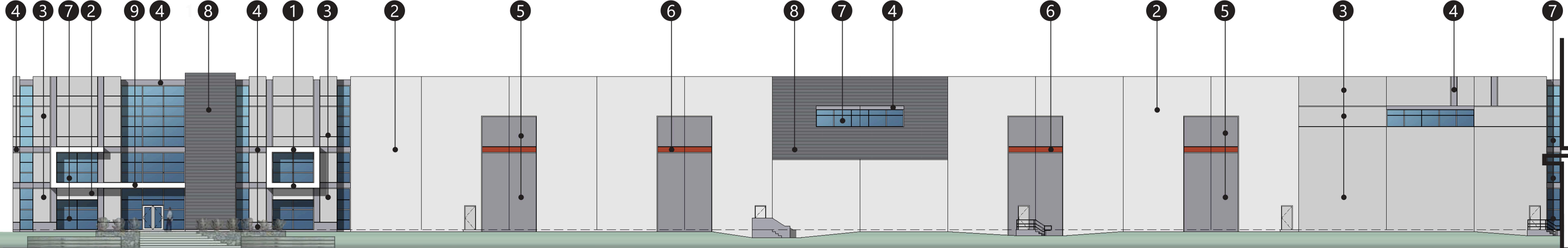


North Elevation



West Elevation

1	2	3	4	5	6	7	8	9
								
Sherwin Williams SW 7005 Pure White	Sherwin Williams SW 7071 Gray Screen	Sherwin Williams SW 7072 Online	Sherwin Williams SW 7073 Network Gray	Sherwin Williams SW 7074 Software	Sherwin Williams Custom to match Pantone 7626C	Clear Anodized MULLIONS / Blue Reflective GLAZING	Sherwin Williams SW 7075 Web Gray	Sherwin Williams Acrylic Latex Systems High Gloss/High performance in color: SW 7005 Pure White @ Metal CANOPY



Enlarged View of North Elevation



Building 11 Elevations & Material Board - 36' Clear

ONTARIO RANCH BUSINESS PARK - PHASE 2

Ontario, California

#21468 | 03.01. 2023

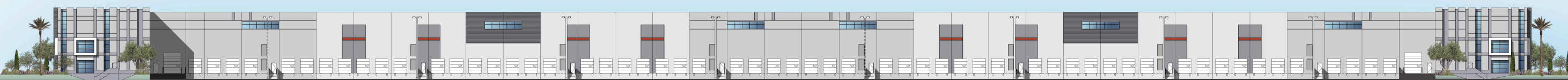




North Elevation



West Elevation



South Elevation



East Elevation



Enlarged View of West Elevation



Building 12 Elevations - 40' Clear

# ONTARIO RANCH BUSINESS PARK - PHASE 2

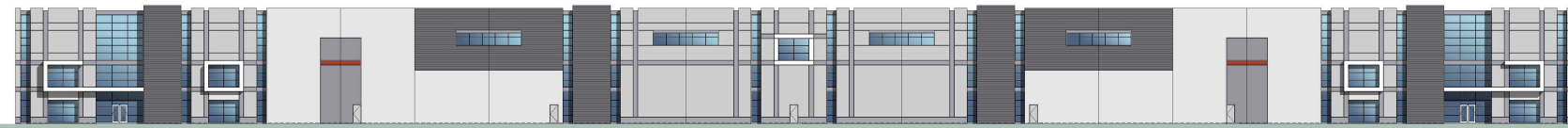
Ontario, California

#21468 | 03.01.2023



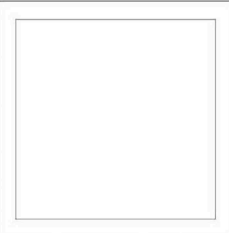


North Elevation




West Elevation

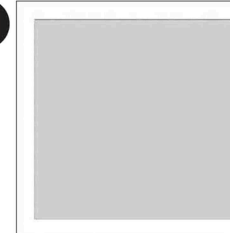
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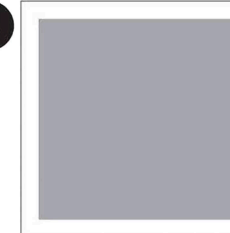
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SW 7005  
Pure White
- 2



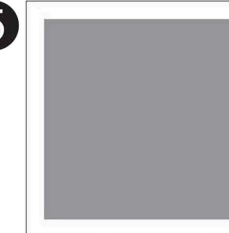
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SW 7071  
Gray Screen
- 3



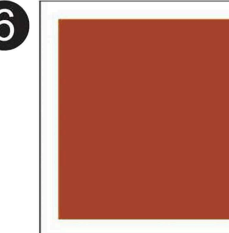
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SW 7072  
Online
- 4



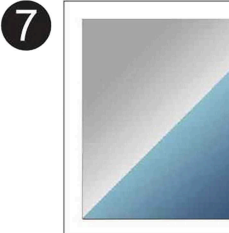
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SW 7073  
Network Gray
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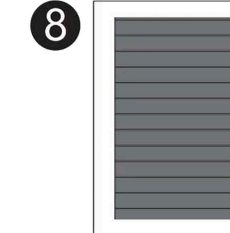
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Software
- 6



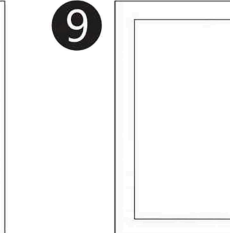
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Custom to match  
Pantone 7626C
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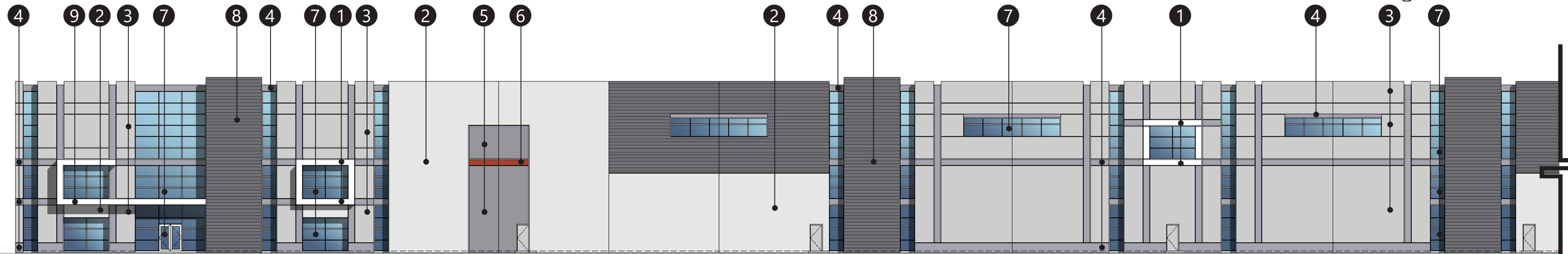
Clear Anodized  
MULLIONS /  
Blue Reflective  
GLAZING
- 8



Sherwin Williams  
SW 7075  
Web Gray
- 9



Sherwin Williams  
Acrylic Latex Systems  
High Gloss/High performance  
in color: SW 7005 Pure White  
@ Metal CANOPY



Enlarged View of West Elevation



Building 12 Elevations & Material Board - 40' Clear

# ONTARIO RANCH BUSINESS PARK - PHASE 2

Ontario, California

#21468 | 03. 01. 2023

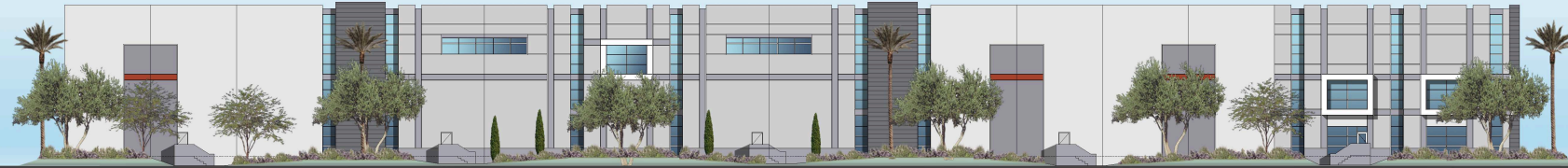
CLARION PARTNERS







North Elevation



West Elevation



South Elevation



East Elevation



Enlarged View of West Elevation



Building 13 Elevations - 36' Clear

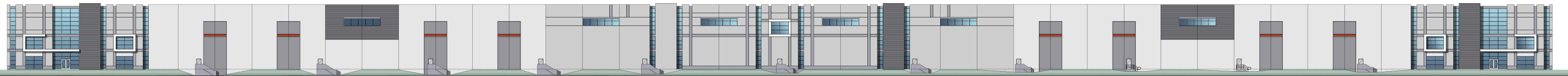
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Ontario, California

#21468 | 03.01.2023

CLARION PARTNERS



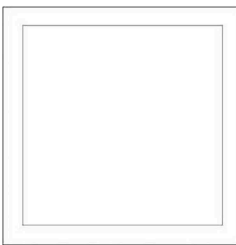


South Elevation




East Elevation

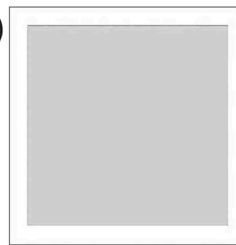
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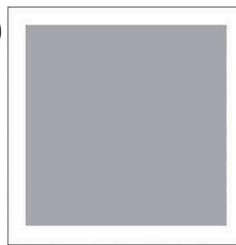
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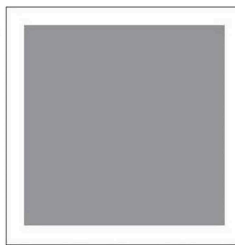
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SW 7071  
Gray Screen
- 3



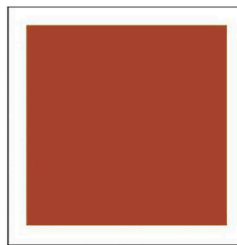
Sherwin Williams  
SW 7072  
Online
- 4



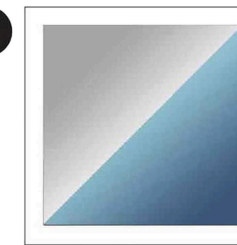
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SW 7073  
Network Gray
- 5



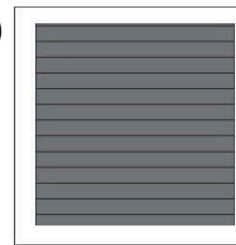
Sherwin Williams  
SW 7074  
Software
- 6



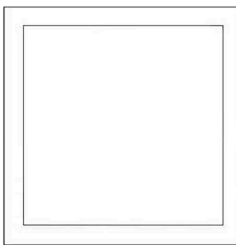
Sherwin Williams  
Custom to match  
Pantone 7626C
- 7



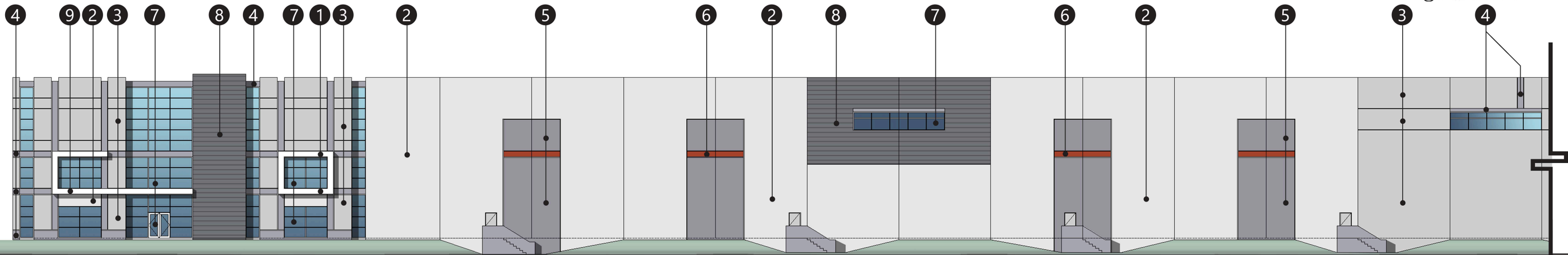
Clear Anodized  
MULLIONS /  
Blue Reflective  
GLAZING
- 8



Sherwin Williams  
SW 7075  
Web Gray
- 9



Sherwin Williams  
Acrylic Latex Systems  
High Gloss/High performance  
in color: SW 7005 Pure White  
@ Metal CANOPY



Enlarged View of South Elevation

**Attachment A: Conditions of Approval**

*(Conditions of Approval follow this page)*





# LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

**Date Prepared:** 4/18/2023

**File No:** PMTT22-005

**Related Files:** PDEV22-008

**Project Description:** A public hearing to consider Tentative Parcel Map No. \_\_\_\_\_ to subdivide the Project site to construct six industrial buildings totaling 1,559,204 square feet, on 80 acres of land bordered by Eucalyptus, Campus, Merrill, and Sultana Avenues, and located within the BP (Business Park) and IG (Industrial General) land use districts of the Ontario Ranch Business Park Specific Plan ; (APN(s): 1054-041-01, 1054-041-02, 1054-031-01, 1054-031-02, 1054-261-01, 1054-261-02, 1054-291-01, 1054-291-02); **submitted by Euclid Land Ventures, LLC.**

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

The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

**1.0 Standard Conditions of Approval.** The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

**2.0 Special Conditions of Approval.** In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

**2.1** Time Limits.

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

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

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

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

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

**2.4** Landscaping.

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

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

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

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

**2.5** Walls and Fences.

**(a)** All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

**(b)** Final design and wall locations shall be subject to review and approval by the Planning Department during plan check review.

**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. Final design shall be subject to review and approval by the Planning Department during plan check review.

**(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). Final design and placement of bicycle parking facilities shall be subject to Planning Department review and approval.

**2.7** 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:

<b>Screen Wall Height</b>	<b>Minimum Gate Height</b>
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

## **2.8** Site Lighting.

**(a)** All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch.

**(b)** Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property.

## **2.9** Mechanical and Rooftop Equipment.

**(a)** All exterior roof-mounted mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

**(b)** All ground-mounted utility equipment and structures, such as tanks, transformers, HVAC equipment, and backflow prevention devices, shall be located out of view from a public street, or adequately screened through the use of landscaping and/or decorative low garden walls.

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

## **2.11** Signs.

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

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

**2.13** Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

**(a)** CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

**(b)** The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

**(c)** CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

**(i)** Landscaping and irrigation systems within common areas;  
**(ii)** Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

**(iii)** Shared parking facilities and access drives; and

**(iv)** Utility and drainage easements.

**(d)** CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

**(e)** The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

**(f)** A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

**2.14** Environmental Requirements.

**(a)** The environmental impacts of this Project were previously reviewed in conjunction with Subsequent Environmental Impact Report (State Clearinghouse No. 2019050018) for the Ontario Ranch Business Park Specific Plan in association with File No. PSPA21-002, an amendment to the Ontario Ranch Business Park Specific Plan to include and assign land use designations to the Project site. The Project is subject to the mitigation measures provided in the Ontario Ranch Business Park Specific Plan Environmental Impact Report.

**(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.

**2.15** Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

**2.16** Additional Fees.

**(a)** Within 5 days following final application approval, the Notice of Determination ("NOD") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). Failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

**(b)** After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

**2.17** Related Applications.

**(a)** Tentative Parcel Map No. 20517 (File No. PMTT22-005) approval shall not be final and complete until such time that related File No. PDEV22-008 has been approved by the Development Advisory Board.

**(b)** Tentative Parcel Map No. 20517 (File No. PMTT22-005) approval shall not be final and complete until such time that related File No. PDA21-006 has been approved by the City council.

**2.18** Public Art. The Project is subject to the requirements of the City's Public Art Ordinance (Ontario Municipal Code Section 5-33.05. Private Art for Public Enjoyment in Commercial and Industrial Development Projects).

**2.19** Final Occupancy. The Project Architect of record will certify that construction of each building site and the exterior elevations of each structure shall be completed in compliance with the approved plans. Any deviation to approved plans shall require a resubmittal to the Planning Department for review and approval prior to construction. The Occupancy Release

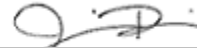


Request Form/Architect Certificate of Compliance shall be provided prior to final occupancy. After the receipt of this Certification, the Planning Department will conduct a final site and exterior elevations inspection. The Owner's Representative and Contractor shall be present.

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

**CONDITIONS OF APPROVAL**

Sign Off



Jamie Richardson, Sr. Landscape Planner

4/14/2023

Date

Reviewer's Name:

**Jamie Richardson, Sr. Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:

PDEV22-008 (PMTT22-005)

Case Planner:

Alexis Vaughn

Project Name and Location:

6 Industrial Building  
 SW Corner of Merrill Ave and Campus Ave

Applicant/Representative:

Euclid Land Ventures LLC. (949) 945-6809 [jjohnston@redallc.com](mailto:jjohnston@redallc.com)  
 2355 Main Street Suite 100  
 Irvine, CA 92614



**Preliminary Plans (dated 3/31/2023) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**



**Preliminary Plans (dated) have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

**A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.**

Landscape construction plans with plan check number may be emailed to:  
[landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

Civil/Site Plans

1. Provide an arborist report and 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 onsite tree planting. Add tree protection notes on construction and demo plans to protect trees to remain. Replacement and mitigation for removed trees shall equal the trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020.
2. 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.
3. Locate any underground stormwater chamber systems away from landscape and island planters; show under paving and reconfigure around islands. Locate behind screen walls and enclosures; provide details for any fencing, walls, and doors associated with the enclosure areas.
4. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
5. Show transformers set back 5' from paving all sides. Coordinate with landscape plans.

6. Show backflow devices set back 4' from paving all sides. Locate on level grade.
7. Show street sections, including the parkways, sidewalks, multipurpose trails, and neighborhood edges.
  - The east side of Grove includes a 20' ROW - a 7' parkway, 5' sidewalk, 5' landscape buffer, and an 8' multipurpose trail within the 40' neighborhood edge.
  - The east side of Walker includes a 12' ROW - a 7' parkway, 5' sidewalk, an 8' multipurpose trail within a 30' neighborhood edge.
  - The east side of Euclid Ave shall dimension a 35' landscape buffer..

8. Dimension all planters to have a minimum 5' wide inside dimension.

**COMMENTS dated 2/21/2023**

9. Show the correct dimensions of street sections and landscape areas. See all "greenline" clouds. See all "green lines," conceptual grading/street improvement, and utility plans. See comment above.

Landscape Plans

10. Provide an arborist report and tree inventory, as noted in #1.
11. During plan check, coordinate with Ontario Municipal Utilities Company (OMUC) to submit irrigation plans for recycled water systems to [omucwaterquality@ontarioca.gov](mailto:omucwaterquality@ontarioca.gov). OMUC shall review and approve irrigation systems utilizing recycled water prior to final landscape approval. Submit an electronic approval letter or memo from OMUC with resubmittal of the landscape package.
12. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans.
13. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
14. Show corner ramp and sidewalk per city standard drawing 1213.
15. Show a row of trees within the neighborhood edge along Sultana Avenue; consider something small like Cercis, Lagerstroemia, Pineapple Guava.
16. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
17. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV22-008 & PMTT22-005

Address: SWC of Merrill Ave and Campus Ave

APN: 1054-041-01, 02, 1054-031-01, 02, 1054-261-01, 02, 1054-291-01 & 02

Existing Land Use: Vacant

Proposed Land Use: Development Plan to construct 6 industrial buildings totaling 1,522,240 SF

Site Acreage: 73.6 Proposed Structure Height: 43 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT and Chino

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Alexis Vaughn

Date: 6/8/2022

CD No.: 2022-012

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: 130 - 155 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 was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

The project is located within Chino Airport Influence Area and Safety Zone 6, 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. See attached Conditions

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

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2022-012  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

1. The project will need to provide a minimum of 7.36 acres of open land and 10.3 acres of open land has been provided.
2. The attached open land exhibit identifies the interior truck yard as an acceptable location for meeting the open land requirements. The area within the truck yard designated for open land shall be remain free of permanent structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
3. Project is located within Safety Zone 6 and above ground storage of hazardous materials greater than 6,000 gallons is not allowed.
4. The project site is located within an area where 130-155 foot building heights are allowed. Allowable building heights gradually increase from the northeast to the southwest corner of the project site. Given its close proximity to Chino Airport the applicant will be required to file for an FAA Obstruction Evaluation/Airport Airspace Analysis (FAA Form 7460-1) for any temporary construction equipment such as cranes and receive a Determination of No Hazard for any temporary structures/objects that are over 100 feet in height.
5. The planting palette will need to include tree species that will not grow to a mature height that would create future hazards to aircraft in flight and shall have a mature height of no more than 100 feet in height.
6. Attached is the land use intensity calculation for the proposed building. Future land uses that deviate from what is currently being approved must meet the policies and criteria of the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics and receive Planning Department approval prior to issuance of any business license.



Owner:



Address: -  
Phone: -

Project:

ONTARIO RANCH  
BUSINESS PARK  
PHASE II  
BUILDING 8, 9, 10,  
11, 12, & 13

CALIFORNIA, ONTARIO

Consultants:

- CIVIL Thienes Engineering
- STRUCTURAL
- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE Hunter Landscape
- FIRE PROTECTION
- SOILS ENGINEER

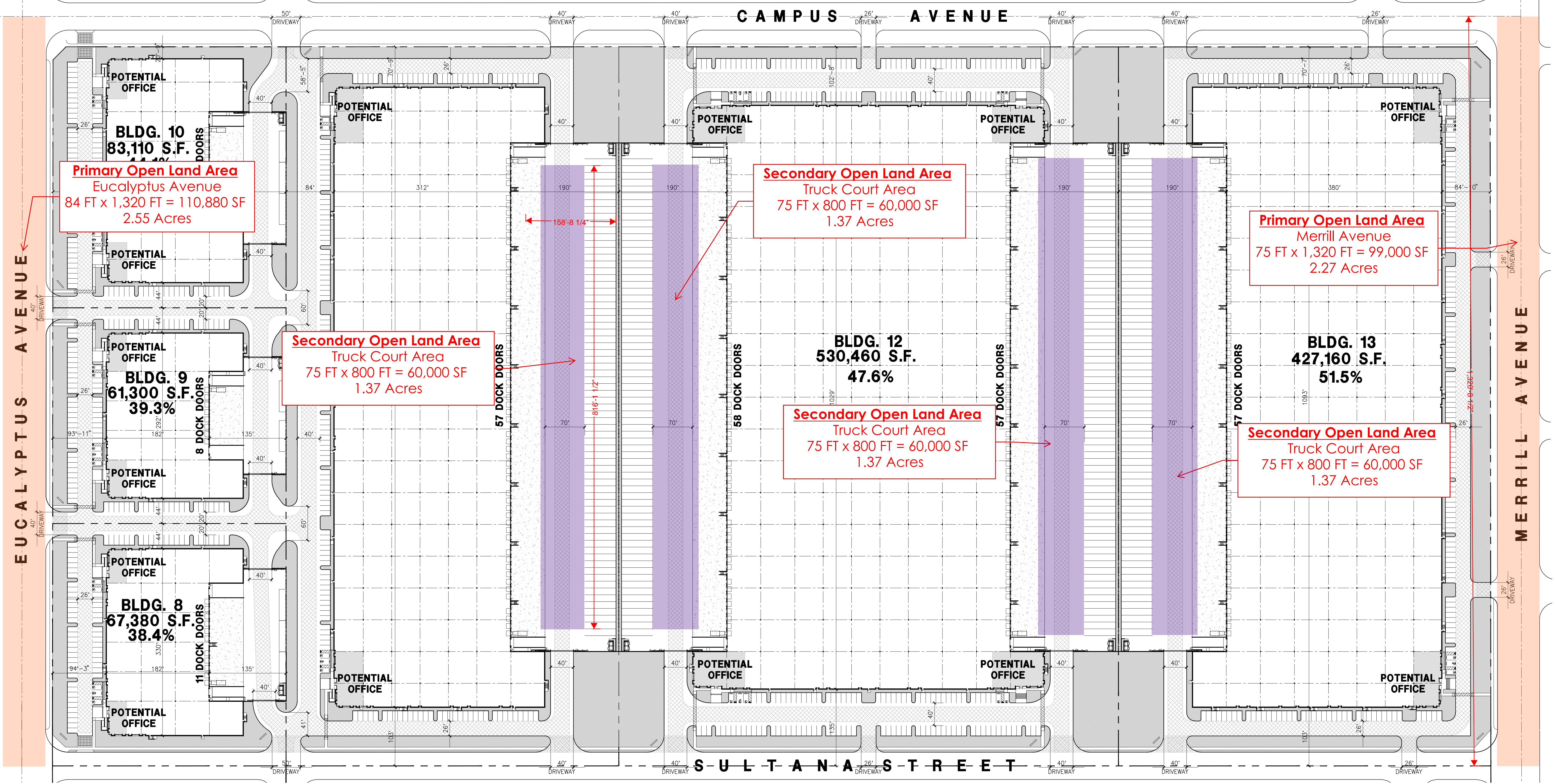
Title: MASTER SITE PLAN

Project Number: 17534  
Drawn by: RC  
Date: 7/01/21  
Revision:

Sheet:

DAB-A1.0

OFFICIAL USE ONLY



**OVERALL SITE PLAN A**  
scale: 1" = 40'-0"  
0 40' 80' 120'  
TRUE NORTH

**Safety Zone Open Land Calculations**  
Project Site within Safety Zone 6 = 73.6 acres  
10% Open Land required = 7.36 acres  
Total Open Land Provided = 10.3 acres

- 1054-031-01 1054-041-01
- 1054-031-02 1054-041-02
- 1054-261-01 1054-291-01
- 1054-261-02 1054-291-02

**ZONING**

IP - INDUSTRIAL PARK

**LEGAL DESCRIPTION**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:  
LOTS 7, 8, 9, 10, 23, 24, 25 AND 26, SECTION 20, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE MAP OF SUBDIVISION OF RANCHO SANTA ANA DEL CHINO, AS PER PLAT RECORDED IN BOOK 6 OF MAPS, PAGE 15, RECORDS OF SAID COUNTY.

**APPLICANT'S REPRESENTATIVE**

NORAH JAFFAN  
EPD SOLUTIONS, INC.  
2 PARK PLAZA SUITE 1120  
IRVINE, CA 92614  
CONTACT: 949-226-1854  
EMAIL: NORAH@EPDSOLUTIONS.COM

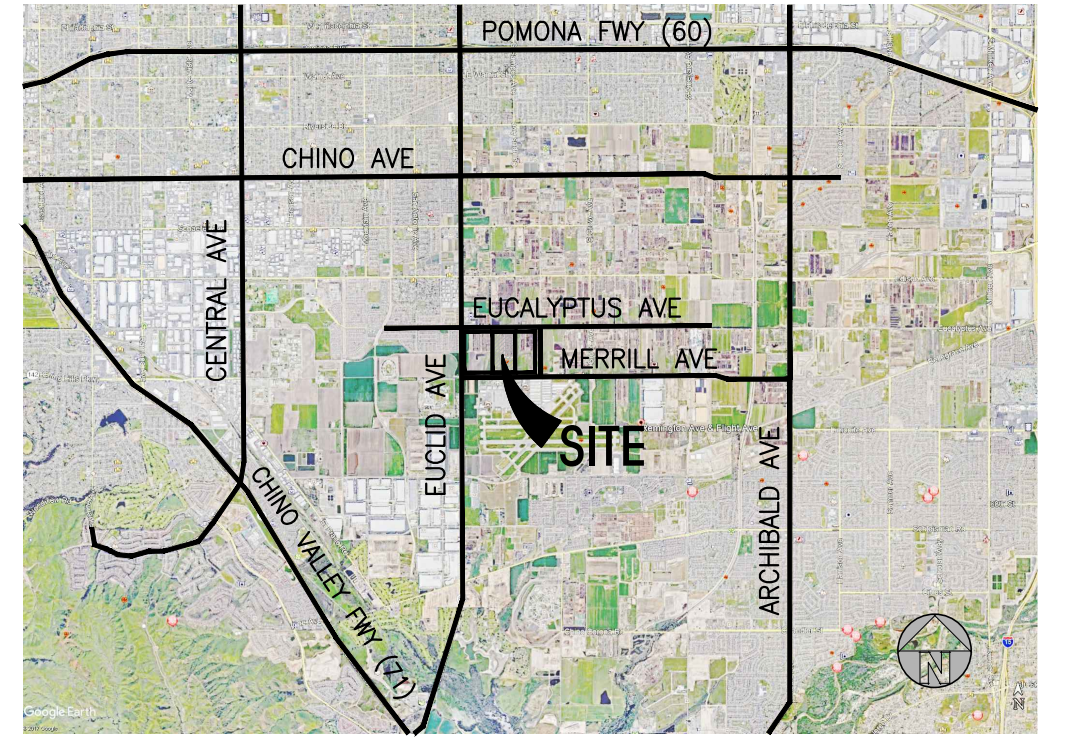
**SITE PLAN GENERAL NOTES**

- ALL LIGHTING SHALL CONFORM WITH MUNICIPAL STANDARDS.
- SEE CIVIL AND STRUCTURAL FOR SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- REFER TO CIVIL PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- REFER TO CIVIL DWGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. REFER TO CIVIL DRAWINGS.
- CONTRACTOR TO REFER TO CIVIL DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- REFER TO CIVIL DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
- ALL SIGNAGE SHALL CONFORM WITH THE MUNICIPAL STANDARD.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
- PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- SITE PLAN SHALL MEET ALL ENGINEERING AND NPDES REQUIREMENT.
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- NOT USED.
- ALL VERTICAL MOUNTING POLES OF CHAIN LINK FENCING SHALL BE CAPPED.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB

**SITE PLAN GENERAL NOTES**

- CONCRETE PAVING - RE: CIVIL DRAWINGS THICKNESS
- STANDARD PARKING STALL 9'-0" X 18'
- ACCESSIBLE PARKING STALL 9' X 18' + 5' W ACCESSIBLE AISLE
- VAN ACCESSIBLE 12' X 18' + 5' W ACCESSIBLE AISLE
- CLEAN AIR VAN/POOL/EV 10% OF PARKING PROVIDED
- LIGHT STANDARD
- 30' WIDE FIRE LANE. PROVIDE RED CURBS AND SIGNAGE PER FIRE DEPT REQUIREMENT

**VICINITY MAP**



**PROJECT DATA**

BLDG. 8	BLDG. 9	BLDG. 10	BLDG. 11	BLDG. 12	BLDG. 13	TOTAL	BLDG. 8-13
175,500	156,115	180,443	742,292	1,114,639	829,690	3,208,659	3,208,659
4.0	3.6	4.3	17.0	25.6	19.0	73.6	73.6
67,380	61,300	83,110	352,830	530,460	427,100	1,522,240	1,522,240
10,000	10,000	10,000	10,000	10,000	10,000	60,000	60,000
0	0	0	0	0	0	0	0
57,380	51,300	73,110	342,830	520,460	417,100	1,462,240	1,462,240
67,380	61,300	83,110	352,830	530,460	427,100	1,522,240	1,522,240
38.4%	39.3%	44.1%	47.8%	47.8%	51.8%	47.8%	47.8%
32'-0"	32'-0"	32'-0"	36'-0"	40'-0"	36'-0"		
BP	BP	BP	BP	IO	IO		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	12	5	N/A	N/A	N/A	17	17
21	22	20	20	20	20	123	123
24	21	31	170	277	220	751	751
45	43	51	199	297	240	674	674
74	90	87	158	198	174	781	781
3	3	3	3	6	3	21	21
2	2	2	2	4	2	14	14
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
79	95	82	163	208	179	816	816
3	2	3	70	140	70	288	288
0	0	0	0	0	0	0	0
82	97	95	235	348	258	1,113	1,113
37	54	44	34	51	18	239	239
26.429	20.652	29.888	61.575	112.922	117.490	401.928	401.928
18.8%	13.2%	16.8%	12.3%	10.1%	14.2%	12.2%	12.2%
FAR - 55							
Buildings							
Build: 35'							
Eucalyptus Ave - 23'							
Merrill Ave - 23'							
Sultana Ave - 10'							
Build Ave - 35'							
Landscaped							
Eucalyptus Ave - BP 23'							
Eucalyptus Ave - 23'							
Merrill Ave - 23'							
Sultana Ave - 10'							
Build Ave - 35'							
ZONING ORDNANCE FOR CITY							
New specific plan to be determined							







**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

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

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> <b>PARCEL MAP</b> <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. PM-20517</b>  <b>RELATED FILE NO(S). PMTT22-005, PDEV22-008</b>	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

**CITY PROJECT ENGINEER & PHONE NO:** Michael Bhatanawin, P.E. (909) 395-2130

**CITY PROJECT PLANNER & PHONE NO:** Alexis Vaughn (909) 395-2416

**DAB MEETING DATE:** May 1, 2023

**PROJECT NAME / DESCRIPTION:** PM-20517, a Tentative Parcel Map to subdivide 73.6 acres of land into six (6) parcels within the Industrial General land use district of the Ontario Ranch Business Park Specific Plan

**LOCATION:** Northwest corner of Merrill Avenue and Campus Avenue

**APPLICANT:** Real Estate Development Associates, LLC

**REVIEWED BY:** Raymond Lee      4/25/23  
 Raymond Lee, P.E.      Date  
 Assistant City Engineer

**APPROVED BY:** Khoi Do      4-25-23  
 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 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:**

- A. Merrill Ave to the ultimate north half street right-of-way width of 54 feet along the project frontage
- B. Eucalyptus Ave to the ultimate south half street right-of-way width of 54 feet along the project frontage
- C. Campus Ave to the ultimate west half street right-of-way width of 54 feet along the project frontage

Property line corner 'cut-back' required at the intersection of:

- A. Sultana Ave & Merrill Ave
- B. Sultana Ave & Eucalyptus Ave
- C. Campus Ave & Merrill Ave
- D. Campus Ave & Eucalyptus Ave

**1.02 Dedicate to the City of Ontario, the following easement(s):**

- A. 10 feet wide easement for landscape buffer purposes on the east side of Sultana Ave from the ultimate right-of-way along the project frontage
- B. 23 feet wide easement for neighborhood edge and trail purposes on the north side of Merrill Ave from the ultimate right-of-way along the project frontage for a 35 feet neighborhood edge
- C. 23 feet wide easement for neighborhood edge and trail purposes on the south side of Eucalyptus Ave along the project frontage for a 35 feet neighborhood edge
- D. 23 feet wide easement for neighborhood edge and trail purposes on the west side of Campus Ave along the project frontage for a 35 feet neighborhood edge

**1.03 Restrict vehicular access to the site as follows:** \_\_\_\_\_

**1.04 Vacate the following street(s) and/or easement(s):**

- A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.

**1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.**

**1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.**



- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658).
  
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement. 
  - (1) \_\_\_\_\_
  - (2) \_\_\_\_\_
  
- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.
  
- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: [www.ontarioca.gov](http://www.ontarioca.gov)) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
  
- 1.11 Provide a preliminary title report current to within 30 days.
  
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
  
- 1.13 Ontario Ranch Developments: 
  - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
  - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
  - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
  
- 1.14 Other conditions: 
  - A. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).
  - B. The Parcel Map shall comply with the approved Ontario Ranch Business Park Specific Plan, the Development Agreement and the Conditions of Approval for this Tentative Parcel Map.
  - C. Applicant/developer shall obtain all off-site right-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.



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

### A. GENERAL

(Permits includes Grading, Building, Demolition and Encroachment)

- 2.01 Record Parcel Map No. 20517 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per \_\_\_\_\_
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972.
- 2.05 Apply for a: 
  - Certificate of Compliance with a Record of Survey;
  - Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);
  - Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658).
- 2.08 Submit a soils/geology report.



- 2.09 **Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:** 
  - State of California Department of Transportation (Caltrans) – for any improvements encroaching into their right-of-way on Euclid Ave (State Route 83)**
  - 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) – for recycled water connections at the intersections of Sultana Ave & Eucalyptus Ave and Campus Ave & Eucalyptus Ave**
  - Other: San Bernardino County Department of Airports – for any improvements encroaching into their property**  
**City of Chino – for any improvements encroaching into their right-of-way**
  
- 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 Vacate the following street(s) and/or easement(s): 
  - A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.
  
- 2.13 **Ontario Ranch 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 14 feet.**
  
- 2.14 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.
  
- 2.15 **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.**





- 2.16 Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$3,016,482, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.**
  
- 2.17 Other conditions:** \_\_\_\_\_



**B. PUBLIC IMPROVEMENTS**

(See attached Exhibit 'A' for plan check submittal requirements.)

- 2.18 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 Ave	Eucalyptus Ave	Sultana Ave	Campus Ave
<b>Curb and Gutter</b>	<input checked="" type="checkbox"/> New; 42 ft. from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 42 ft. from C/L (E) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 24 ft. from C/L (G) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 42 ft. from C/L (I) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
<b>AC Pavement</b>	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New; 40 ft. from C/L, including pavm't transitions (A, B)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New; 40 ft. from C/L along frontage, including pavm't transitions (E, F)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New; 22 ft. from C/L along frontage, including pavm't transitions (G, H)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New; 40 ft. from C/L along frontage, including pavm't transitions (I, J)
<b>PCC Pavement (Truck Route Only) (see Sec. 2.F, 2.38F)</b>	<input checked="" type="checkbox"/> New (C) <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Drive Approach</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Sidewalk</b>	<input checked="" type="checkbox"/> New (A) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (E) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (G) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (I) <input type="checkbox"/> Remove and replace
<b>ADA Access Ramp</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Parkway</b>	<input checked="" type="checkbox"/> Trees (A, D) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (A, D) <input checked="" type="checkbox"/> Neighborhood edge (A, D)	<input checked="" type="checkbox"/> Trees (E) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (E) <input checked="" type="checkbox"/> Neighborhood edge (E)	<input checked="" type="checkbox"/> Trees (G) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (G)	<input checked="" type="checkbox"/> Trees (I) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (I) <input checked="" type="checkbox"/> Neighborhood edge (I)
<b>Raised Landscaped Median</b>	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace



<b>Fire Hydrant</b>	<input checked="" type="checkbox"/> <b>New (A)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (E)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (G)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (I)</b> <input type="checkbox"/> Relocation
<b>Sewer (see Sec. 2.C)</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>
<b>Water (see Sec. 2.D)</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>
<b>Recycled Water (see Sec. 2.E)</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>
<b>Traffic Signal System (see Sec. 2.F, 2.38D &amp; E)</b>	<input checked="" type="checkbox"/> <b>New</b> <input checked="" type="checkbox"/> <b>Modify existing at Euclid Ave</b>	<input checked="" type="checkbox"/> <b>New</b> <input checked="" type="checkbox"/> <b>Modify existing at Euclid Ave</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>
<b>Traffic Signing and Striping (see Sec. 2.F)</b>	<input checked="" type="checkbox"/> <b>New (A)</b> <input checked="" type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New (E)</b> <input checked="" type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New (G)</b> <input checked="" type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New (I)</b> <input type="checkbox"/> <b>Modify existing</b>
<b>Street Light (see Sec. 2.F)</b>	<input checked="" type="checkbox"/> <b>New (A)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (E)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (G)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (I)</b> <input type="checkbox"/> Relocation
<b>Bus Stop Pad or Turn-out (see Sec. 2.F, 2.38H &amp; I)</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>	<input type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>	<input type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>
<b>Storm Drain (see Sec. 2G)</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>
<b>Fiber Optics (see Sec. 2K)</b>	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>
<b>Overhead Utilities</b>	<input type="checkbox"/> <b>Underground</b> <input type="checkbox"/> <b>Relocate</b>	<input checked="" type="checkbox"/> <b>Underground</b> <input type="checkbox"/> <b>Relocate</b>	<input type="checkbox"/> <b>Underground</b> <input type="checkbox"/> <b>Relocate</b>	<input type="checkbox"/> <b>Underground</b> <input type="checkbox"/> <b>Relocate</b>
<b>Removal of Improvements</b>	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____
<b>Other Improvements</b>	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____



Improvement	Euclid Ave
Curb and Gutter	<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
PCC Pavement (Truck Route Only) (see Sec. 2.F, 2.38F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
<b>Sewer</b> (see Sec. 2.C)	<input checked="" type="checkbox"/> <b>Main</b> <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input type="checkbox"/> Service



Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F, 2.38D & E)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing at Merrill Ave and Eucalyptus Ave
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<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
Storm Drain (see Sec. 2G)	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<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. North side from Euclid Ave to Carpenter Ave. Improvements beyond the project frontage are limited to curb, gutter and pavement widening only.**
- B. Pavement widening will be required on the south side within the City of Chino. Coordinate with the City on those requirements.**
- C. For the following new signalized intersections:**
  - i. Sultana Ave & Merrill Ave**
  - ii. Campus Ave & Merrill Ave**
- D. Parkway improvements will not be required along frontage of County owned parcels (APN: 1054-301-01 and 1054-301-02).**
- E. South side from Sultana Ave to Campus Ave**
- F. A 14' circulation lane and a 5' paved shoulder are required on the north side**
- G. East side from Eucalyptus Ave to Merrill Ave**
- H. A 14' circulation lane and a 5' paved shoulder are required on the west side**
- I. West side from Eucalyptus Ave to Merrill Ave**
- J. A 14' circulation lane and a 5' paved shoulder are required on the east side**





- 2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): \_\_\_\_\_
- 2.20 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.
- 2.21 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.
- 2.22 **Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892).**
- 2.23 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.24 **A 36 inch sewer main is available for connection by this project in Merrill Ave (Ref: Sewer Drawing Number: S16634)**
- 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.26 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.
- 2.27 **Other conditions:**   
**See OMUC Conditions of Approval attached.**

**D. WATER**

- 2.28 **A 16 inch water main is available for connection by this project in Eucalyptus Ave (Ref: Water Drawing Number: W16783)**
- 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.30 **Other conditions:**   
**See OMUC Conditions of Approval attached.**

**E. RECYCLED WATER**

- 2.31 **A 30 inch recycled water main is available for connection by this project at the intersections of Sultana Ave & Eucalyptus Ave and Campus Ave & Eucalyptus Ave. Please note that this main is owned and maintained by Inland Empire Utilities Agency (IEUA). See COA 2.09.**
- 2.32 **Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.**
- 2.33 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.



- 2.34 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.

- 2.35 Other conditions:

See OMUC Conditions of Approval attached.

**F. TRAFFIC / TRANSPORTATION**

- 2.36 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

- 2.37 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.

- 2.38 Other conditions:

- A. The Applicant/Developer shall be responsible to perform all mitigation measures and operational improvements in accordance with the Ontario Ranch Business Park Specific Plan Traffic Analysis by Urban Crossroads, and to the satisfaction of the City Engineer.
- B. The Applicant/Developer shall be responsible to design and construct the necessary pavement and striping transitions from existing roadway conditions to the widened roadway portions along all project frontages. Striping improvements shall include the removal existing interim signing and striping beyond the project frontage limits and the installation of ultimate signing and striping necessary to accommodate fully widened street improvements. Provide conceptual layouts with lane widths for the signalized intersections to determine lane alignment between widened and existing roadways.
- C. Additional R/W shall be provided to accommodate additional left turn and right turn lanes at intersections based on required queue lengths per the Ontario Ranch Business Park Specific Plan Traffic Analysis by Urban Crossroads. Improvements shall include, but not be limited to concrete curb and gutter, sidewalk, LED street lights, landscaped parkways, signing & striping, and necessary pavement transitions.
- D. The Applicant/Developer shall be responsible to design and construct modifications to the existing traffic signal on Euclid Avenue at Merrill Avenue and Eucalyptus Avenue per the mitigation measures and operational improvements listed in the Ontario Ranch Business Park Traffic Analysis by Urban Crossroads. The traffic signal modification shall address relocation of any equipment including video detection, CCTV, interconnect cable and conduit, emergency vehicle preemption systems, and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.
- E. The Applicant/Developer shall be responsible to design and construct traffic signals at the following intersections:
  - i. Merrill Avenue at Campus Avenue
  - ii. Merrill Avenue at Sultana Avenue
  - iii. Eucalyptus Avenue at Campus Avenue
  - iv. Eucalyptus Avenue at Sultana Avenue

The new traffic signal shall include video detection, CCTV, interconnect cable and conduit, emergency vehicle preemption systems and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.

- F. Merrill Avenue is designated truck route in the City of Ontario. The Applicant/Developer shall be responsible to design and construct concrete pavement at the following intersections in accordance with City of Ontario Standard Drawing No. 1207:



- i. Merrill Avenue at Campus Avenue
  - ii. Merrill Avenue at Sultana Avenue
- G. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and potential new service pedestals along its project frontage on Merrill Avenue, Eucalyptus Avenue, Campus Avenue and Sultana Avenue. Street lighting shall be LED-type and in accordance with City’s Approved Material List LED Luminaires. The Applicant/Developer shall also install smart nodes on all new street light fixtures.
- H. The Applicant/Developer shall be responsible to design and construct a bus pad to serve future bus stop on the south side of Eucalyptus Avenue, east of Sultana Avenue. The bus pad shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.
- I. The Applicant/Developer shall be responsible to design and construct a bus pad to serve future bus stop on the north side of Merrill Avenue, west of Campus Avenue. The bus pad shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.
- J. All property frontage streets shall be signed as either “No Parking Any Time” or “No Stopping Any Time”.
- K. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
- L. The Applicant/Developer’s engineer-of-record shall meet with City Engineering staff prior to start of signing and striping, traffic signal, and street lighting design, and develop an interim striping plan that includes any necessary pavement transitions in preparation for the plan check stage.

**G. DRAINAGE / HYDROLOGY**

- 2.39 A \_\_\_\_\_ inch storm drain main is available to accept flows from this project in \_\_\_\_\_. (Ref: Storm Drain Drawing Number: \_\_\_\_\_)
- 2.40 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.
- 2.41 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.
- 2.42 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.
- 2.43 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.



2.44 Other conditions:

Design and construct storm drain improvements along the following segments per the Master Plan of Drainage. Pipe sizes shall be based on the final City approved technical studies.

- A. 54" RCP on Campus Ave from Eucalyptus Ave to Merrill Ave
- B. 30" RCP on Sultana Ave from Eucalyptus Ave to Merrill Ave
- C. 9.5' x 9.5' RCB on Merrill Ave from Euclid Ave to Campus Ave
- D. Pay an in-lieu fee of \$2,880,450 for the construction of the ultimate storm drain improvements on Euclid Ave south of Merrill Ave
- E. Design and construct storm drain bleeder line or alternative interim connection at the discretion of the City on Euclid Ave south of Merrill Ave. This shall connect to the storm drain lines on Merrill Ave e/o Euclid Ave and Euclid Ave n/o Merrill Ave.

**H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)**

2.45 401 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.

2.46 Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbccounty.gov/dpw/land/npdes.asp>.

2.47 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.

2.48 Other conditions:   
A. Design and a debris separation baffle box or equivalent alternative approved device to satisfy the statewide trash mandate at the intersection of Euclid Ave and Merrill Ave.

**J. SPECIAL DISTRICTS**

2.49 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.

2.50 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

2.51 A \_\_\_\_\_ fiber optic line is available for connection by this project in \_\_\_\_\_.  
(Ref: Fiber Optic Drawing Number: \_\_\_\_\_)





- 2.52 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally located along the project frontages of Merrill Ave, Eucalyptus Ave, Sultana Ave and Campus Ave. Additionally, see Broadband Conditions of Approval attached.
- 2.53 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.

**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 Ontario Ranch 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**

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Project Number: PDEV22-008, PMTT22-005 and/or Parcel Map No. 20517

**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.  **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)**
9.  **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)**
10.  **Four (4) sets of Public Sewer improvement plan**
11.  **Five (5) sets of Public Storm Drain improvement plan**
12.  **Three (3) sets of Public Street Light improvement plan**
13.  **Three (3) sets of Signing and Striping improvement plan**
14.  **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15.  **Three (3) sets of HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
16.  **Five (5) sets of CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
17.  **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)**
18.  **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.**
19.  **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**



20.  **One (1) copy of Hydrology/Drainage study**
21.  **One (1) copy of Soils/Geology report**
22.  **Payment for Final Map/Parcel Map processing fee**
23.  **Three (3) copies of Final Parcel Map**
24.  **One (1) copy of approved Tentative Map**
25.  **One (1) copy of Preliminary Title Report (current within 30 days)**
26.  **One (1) copy of Traverse Closure Calculations**
27.  **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.**
28.  **Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use**
29.  **Other:** \_\_\_\_\_





# CITY OF ONTARIO MEMORANDUM



**DATE:** April 20, 2023  
**TO:** Michael Bhatanawin, Engineering Department  
**CC:** Alexis Vaughn, Planning Department  
**FROM:** Eric Woosley, Utilities Engineering  
**SUBJECT:** DPR#3- Utilities Engineering Conditions of Approval (#9164/9165)  
**PROJECT NO.:** PM-20517 (PMTT22-05)/PDEV22-008

## BRIEF DESCRIPTION

A Tentative Parcel Map (TPM 20517) to subdivide 73.6 acres of land into six (6) parcels bordered by Eucalyptus Avenue to the north, Sultana Avenue to the west, Merrill Avenue to the south, and Campus Avenue to the east, and a Development Plan to construct six (6) industrial buildings, within the Industrial and Business Park land use zoning districts of the Ontario Ranch Business Park Specific Plan. Related files: PSPA21-002. APNs: (1054-041-01,02, 1054-031-01,02, 1054-261-01,02, 1054-291-01, & 02).

## OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

**CONDITIONS OF APPROVAL:** *The Ontario Municipal Utilities Company (OMUC) Utilities Engineering Division recommends this application for approval subject to the Conditions of Approval outlined below and compliance with the City's Design Development Guidelines, Specifications Design Criteria, and City Standards. The Applicant shall be responsible for the compliance with and the completion of all the following applicable Conditions of Approval prior to the following milestones and subject to compliance with City's Design Development Guidelines, Specifications Design Criteria, and City Standards:*

1. **Standard Conditions of Approval:** Project shall comply with the requirements as set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017, or as amended or superseded by Council Resolution; as well as the project-specific conditions/requirements as outlined below.

**Prior to Issuance of Any Permits (Grading, Building, Demolition and Encroachment), unless other timeline milestones are specified by individual conditions below, the Applicant Shall:**

**General Conditions (Section 2.A, Other conditions): The Applicant shall comply with the following:**

2. **Inherited Requirements and Conditions of Approval:** This project is subject to all the Requirements and Conditions of Approval of the Ontario Ranch Business Park Specific Plan (PSPA-21-002) and the Development Agreement (DA21-006).
3. **Final Utilities Systems Map (USM):** Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See *Utility Systems Map (USM) Requirements* document for details.
  - a. The proposed utilities, utility alignments, and Public Rights-of-Way (ROW)/Public Utility Easements (PUE) shown on the Conceptual Utilities Systems Map (CUSM) and other Entitlement documents are not considered final and shall be revised during Final Design to meet all City Design Guidelines, Standards, City Requirements, and all the Conditions of Approval contained in this document.
4. **Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements:** Public Improvements shall be designed per City Public Design Guidelines and City Standards and constructed through a City

Encroachment Permit; and Private Onsite Improvements shall be designed per Building Code and Plumbing Code and constructed through a City Building Permit.

- a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/ROW; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc.) connecting to a Public Water Main per City Standards; and Fire Services connecting to a Public Water Main from the Main up to the DCDA. Public Water Improvements and Public Sewer Improvements are required to be designed and constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.
  - b. Private Utility Improvements include the following: onsite water plumbing lines after a Public Meter, or after the Fire DCDA and including the DCDA; Backflow Devices and other Cross-Connection Prevention; onsite sewer upstream of the Public Sewer Lateral, including the Cleanout (or Manhole) at PL/ROW/PUE Edge; Monitoring Manholes and other Wastewater Pretreatment Facilities. Private Onsite Utility Improvements are required to be designed and constructed per Building and Plumbing Plans with: the Backflows, DCDAs, Cleanout (or Manhole) at PL/ROW/PUE Edge, and Monitoring Manholes being designed and constructed through a Precise Grading Plan; and, the other Pretreatment Devices (Grease Interceptor, Sand, Oil Interceptors, etc.) and the connections to the buildings and structures through a building Plumbing Plan.
5. Public Utility Easements: Any City of Ontario Public Utilities that will not be installed within the public Right-of-Way (ROW), shall be installed within a Public Utility Easement (PUE) and shall comply with the following requirements (as applicable, these requirements also apply to utilities in Public ROW and Public ROW/PUE combinations):
- a. The PUE shall be a minimum of 20 feet wide, centered on the utility main contained within it with 10 feet of PUE on each side of each main;
  - b. The PUE shall be a minimum of 10 feet wide, centered on the utility services/laterals contained within it with 5 feet of PUE on each side of each service/lateral;
  - c. The PUE shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box, and 5 feet on each side of water apparatuses (fire hydrants, blowoffs, airvacs, etc.);
  - d. The PUE shall not contain any storm water improvements (infiltration, detention, retention, bioswale, etc.), landscaping with thick or intrusive root structures, or any permanent structures or overhangs of permanent structures;
  - e. The PUE surface shall be improved and shall be designed to allow vehicle access over and along the full length and width of the utility main by any City maintenance vehicle.
6. Existing Groundwater Wells: Existing groundwater wells shall be abandoned per County of San Bernardino and State of California Requirements prior to grading.

***Sewer Conditions (Section 2.C): The Applicant shall comply with the following:***

7. Public Sewer Improvements: Design and construct the following required public sewer mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
  - a. A 36-inch sewer main on Euclid Avenue between Kimball Avenue and Merrill Avenue; connected to the existing Inland Empire Utilities Agency (IEUA) 60-inch sewer main in Kimball Avenue.
  - b. A 36-inch sewer main on Merrill Avenue between Euclid Avenue and Campus Avenue.
  - c. A 16-inch sewer main on Sultana Avenue between Merrill Avenue and Eucalyptus Avenue; including a stub northerly for a future connection on Sultana Avenue.
  - d. A 16-inch sewer main on Campus Avenue, between Merrill Avenue and Eucalyptus Avenue; including a stub northerly for a future connection on Campus Avenue.
8. Sewer Laterals: Per City of Ontario Standard Drawing No. 2003:
  - a. Install a sewer lateral connected to the new 16-inch sewer main in Sultana Avenue for Buildings 8 and 9.
  - b. Install a sewer lateral connected to the new 16-inch sewer main in Sultana Avenue for Building 11.
  - c. Install a sewer lateral connected to the new 16-inch sewer main in Sultana Avenue for Building 12.
  - d. Install a sewer lateral connected to the new 16-inch sewer main in Sultana Avenue for Building 13.

- e. Install a sewer lateral connected to the new 16-inch sewer main in Campus Avenue for Building 10.
9. On-Site Sewer System: Each building shall have an onsite monitoring manhole prior to the point of connection with the Public Sewer System designed and constructed per City of Ontario Standard Drawing Nos. 2201 & 2203.

***Potable Water Conditions (Section 2.D): The Applicant shall comply with the following:***

10. Public Water Improvements: Design and construct the following required public potable water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
  - a. A 24-inch potable water main on Eucalyptus Avenue between Carpenter Avenue and Grove Avenue; connected to the existing 24-inch potable water main in Eucalyptus Avenue east of Carpenter Avenue.
  - b. A 16-inch potable water main on Eucalyptus Avenue between Grove Avenue and Sultana Avenue; connected to the required 24-inch potable water main on Eucalyptus Avenue.
  - c. A 16-inch potable water main on Merrill Avenue between Carpenter Avenue and Sultana Avenue; connected to the existing 12-inch potable water main in Merrill Avenue east of Carpenter Avenue.
  - d. A 12-inch potable water main on Campus Avenue between Merrill Avenue and Eucalyptus Avenue.
  - e. A 12-inch potable water main on Sultana Avenue between Merrill Avenue and Eucalyptus Avenue.
11. Fire Hydrants: Install fire hydrants along all frontages connected to the new respective potable water main per City of Ontario Standards. Fire hydrants connected to potable water mains shall be spaced a maximum of 300 feet apart or per Fire Department Standards/Requirements.
12. Fire Service with Fire System Double Check Detector Assembly (DCDA): Per City of Ontario Standard Drawing No. 4208:
  - a. Install two (2) fire services each equipped with a DCDA for Building 8. Install one (1) connected to the new 16-inch water main in Eucalyptus Avenue, and one (1) connected to the new 12-inch water main in Sultana Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.
  - b. Install two (2) fire services each equipped with a DCDA for Building 9, both connected to the new 16-inch water main in Eucalyptus Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.
  - c. Install two (2) fire services each equipped with a DCDA for Building 10. Install one (1) connected to the new 16-inch water main in Eucalyptus Avenue, and one (1) connected to the new 12-inch water main in Campus Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.
  - d. Install two (2) fire services each equipped with a DCDA for Building 11. Install one (1) connected to the new 12-inch water main in Sultana Avenue, and one (1) connected to the new 12-inch water main in Campus Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.
  - e. Install two (2) fire services each equipped with a DCDA for Building 12. Install one (1) connected to the new 12-inch water main in Sultana Avenue, and one (1) connected to the new 12-inch water main in Campus Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.
  - f. Install two (2) fire services each equipped with a DCDA for Building 13. Install one (1) connected to the new 12-inch water main in Sultana Avenue, and one (1) connected to the new 12-inch water main in Campus Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.
13. Water Service with Meter and Backflow Prevention Assembly Reduced Pressure Device: Install a water service and meter connected to the respective potable water main per City of Ontario Standards. The water service shall be equipped with a backflow prevention device. The water meter shall be located within the ROW:
  - a. Buildings 8, 9, & 10 shall connect separately to the new 16-inch potable water main in Eucalyptus Avenue.
  - b. Buildings 11, 12, & 13 shall connect separately to the new 12-inch potable water main in Sultana Avenue.
14. Phase 2 Water Improvements: Phase 2 Water Improvement payments shall be made by the Owner as described in the Development Agreement (DA21-006).

***Recycled Water Conditions (Section 2.E): The Applicant shall comply with the following:***

15. Public Recycled Water Improvements: Design and construct the following required public recycled water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
  - a. An 8-inch recycled water main on Sultana Avenue between Merrill Avenue and Eucalyptus Avenue; connected to the existing 30-inch IEUA recycled water main in Eucalyptus Avenue.
  - b. An 8-inch recycled water main on Merrill Avenue between Sultana Avenue and Campus Avenue.
  - c. An 8-inch recycled water main on Campus Avenue between Merrill Avenue and Eucalyptus Avenue; connected to the existing 30-inch IEUA recycled water main in Eucalyptus Avenue.
16. City Ordinance 2689: 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. This includes:
  - a. Separate recycled water irrigation service and meter for each building's private landscape areas.
  - b. Separate recycled water irrigation services for the city-maintained neighborhood edges and medians.
17. Recycled Water Irrigation Service and Meter: Install a separate recycled water irrigation service with a meter for each building connected to the respective recycled water main per City of Ontario Standards. The irrigation meter shall be located within the ROW:
  - a. Building 8 shall connect separately to the new 8-inch recycled water main in Sultana Avenue.
  - b. Building 9 shall connect separately to the existing 30-inch IEUA recycled water main in Eucalyptus Avenue.
  - c. Buildings 10 through 13 shall connect separately to the new 8-inch recycled water main in Campus Avenue.
  - d. Two (2) separate connections shall be made for the city-maintained neighborhood edges. One (1) irrigation service shall be connected to the new 8-inch recycled water main in Merrill Avenue along the frontage of Building 13, and one (1) irrigation service shall be connected to the new 8-inch recycled water main in Campus Avenue along the frontage of Building 10.
18. Engineering Report: Submit 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 regarding this requirement.

***Recycled Water Conditions (Section 3): The Applicant shall comply with the following:***

19. Recycled Water Requirements: Complete all requirements for recycled water usage.
  - a. 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.
  - b. 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.
  - c. Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



**CITY OF ONTARIO**  
**BROADBAND OPERATIONS**  
 303 East "B" Street, Ontario, CA 91764

**CONDITIONS OF APPROVAL**

Sign Off  
  
 Broadband Operations 3/08/22

Reviewer's Name

**Cameron Chadwick**

Phone

**909-395-2090**

File # **PDEV22-008**

Project Engineer:

Project Name and Location:

Sent to:

<input type="checkbox"/>	Plan does adequately address the departmental concerns at this time. <b>No Comments.</b>
<input checked="" type="checkbox"/>	Plan does adequately address the departmental concerns at this time. <b>Report below.</b>
<input type="checkbox"/>	Plan does not adequately address the departmental concerns. <b>The conditions contained below must be met prior to scheduling for Development Advisory Board.</b>

Req'd for Project	CONDITIONS OF APPROVAL -	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Project shall be designed and constructed 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 in the Right-of-Way (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.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Contractor is responsible for locating and connecting conduit to existing OntarioNet hand holes on adjacent properties within a reasonable distance. There should be no "Gaps" in conduit between the contractor's development and the adjacent property. OntarioNet hand holes are typically located in the ROW at the extreme edge of a property.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Where a joint telcom or street light street crossing is required, include (2) 2" hdpe sdr-11 conduits or (1) 4" schedule 80 conduit sleeve. Terminate the street crossing conduit(s) in a new HH-3/22 ontarionet hand hole in the right of way
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. The City requires a public utility easement for fiber optics on all private aisles/alley ways.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. Hand holes - Design and install OntarioNet fiber optic hand hole HH-2 (17x30x24), HH-2A (24x36x30), HH-3 (30x48x36) and/or HH-4 (36x60x36) as needed. Respectively Newbasis Part # PCA-173024-90116, PCA-243630-90064, PCA-304836-90244 and PCA-366036-90146 per City Standard 1316. Conduits sweeping into hand holes shall enter in flush with the cut-out mouse holes aligned parallel to the bottom of the box and come in perpendicular to the wall of the box. Conduits shall not enter at any angle other than parallel. Provide 5 foot minimum clearance from existing/proposed utilities. All hand holes will have 1/4-inch galvanized wire between the hand holes and the gravel it is placed on.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. ROW Conduit -- Design and install fiber optic conduit at a minimum depth of 36-inch. Trenching shall be per City Standard 1306. Install (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct and (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange with Black Stripe) duct. Conduit(s) between ROW hand holes and hand holes on private property shall be 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct.
<input type="checkbox"/>	<input type="checkbox"/>	7. Building Entrance (Single Family) -- Design and install 0.75-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct from hand holes on property or hand holes in the ROW. Consult City's Fiber Team for design assistance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Building Entrance (Multi-family and Commercial) - From the nearest handhole to the building entrance, design and install fiber optic conduit at a minimum depth of 36-inches. Trenching shall be per City Standard for Commercial Buildings. (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install locate/tracer wires minimum 12AWG within conduit bank and fiber warning tape 18-inch above the uppermost duct

Req'd for Project	CONDITIONS OF APPROVAL -	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	9. Multi-family and commercial properties shall terminate conduit in an electrical room adjacent to the wall no less than five inches above the finished floor. A 20" width X length 36" space shall be reserved on the plywood wall for OntarioNet equipment. This space shall be labeled "OntarioNet Only". Ontario Conduit shall be labeled "OntarioNet"
<input checked="" type="checkbox"/>	<input type="checkbox"/>	10. A minimum 1.5-inch joint use telecommunications conduit with pull-rope from the multi-family or commercial building communal telecomm/electrical room/closet to each multi-family or commercial building unit shall be installed. See Structured Wiring Checklist on City's website for additional details.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Warning Tape - Contractor shall supply and install an approved non-detectable warning tape 18-inch above the uppermost conduit when backfilling trenches, pits or excavations greater than 10' in length. Warning Tape shall be non-detectable, Orange in color, 4-inch minimum width, 4 mil, 500% minimum elongation, with bold printed black letters "CAUTION - BURIED FIBER OPTIC CABLE BELOW" printed in bold black lettering no less than 2-inch high.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. All hand holes, conduits, conduit banks, materials and installations are per the City's Fiber Optic Master Plan and City Fiber Optic Cable and Duct Standards. All hand holes, conduits and ducts shall be placed in the public right of way.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	13. All unused conduits/ducts/microducts shall be protected with duct plugs that provide a positive seal. Ducts that are occupied shall be protected with industry accepted duct seal compound.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Locate/Tracer Wire - Conduit bank requires (1) 12AWG high strength (minimum break load 452#) copper-clad steel with 30mil HDPE orange insulation for locate/tracer wire. Contact City's Fiber Team for tracer wire specifications and see note 8.
<input type="checkbox"/>	<input type="checkbox"/>	15. Developer to install 3 inch SCE conduit stub for future City fiber optic meter pedestal within an 8-foot wide, 5-foot deep reserved area for City fiber optic network cabinet. A 3-foot clearance must be maintained around the cabinet and the meter. HH4 shall be placed near the reserved area for cable entrance to network cabinet. The pedestal and network cabinet will be supplied and installed by the City. The service submittal to SCE will be coordinated by the City.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	16. Multi-family dwellings are considered commercial property.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	17. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	18. Please contact City's Fiber Team at <a href="mailto:OntarioNet@ontarioca.gov">OntarioNet@ontarioca.gov</a> for conduit design assistance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	19. For additional information please refer to the City's Fiber Optic Master Plan.
<input type="checkbox"/>	<input type="checkbox"/>	20. Please see attached corrections.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	21. Please provide plans in digital format (PDF) on future revisions.

# UTILITIES SYSTEM MAP FOR ONTARIO RANCH BUSINESS PARK

**CONSTRUCTION NOTE 1**  
 CONSTRUCT AND INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36" (SMOOTHWALL) ROLL PIPE (ORANGE AND 1-RANGE WITH BLACK STRIPE) OR WITH DUCTS PLUS THE USE OF CONDUIT JOINTS. FIBER OPTIC PRODUCTS SHALL BE PROTECTED SHALL BE PROTECTED WITH INDUSTRY ACCEPTED DUCT SEAL COMPOUND.  
 CONDUIT BANK REQUIRES (1) 12AWG HIGH STRENGTH (MIN. BREAK LOAD 4589L) COPPER-CLAD STEEL W/3MMIL HOPE ORANGE INSULATION FOR LOCATE/TRACER WIRE.

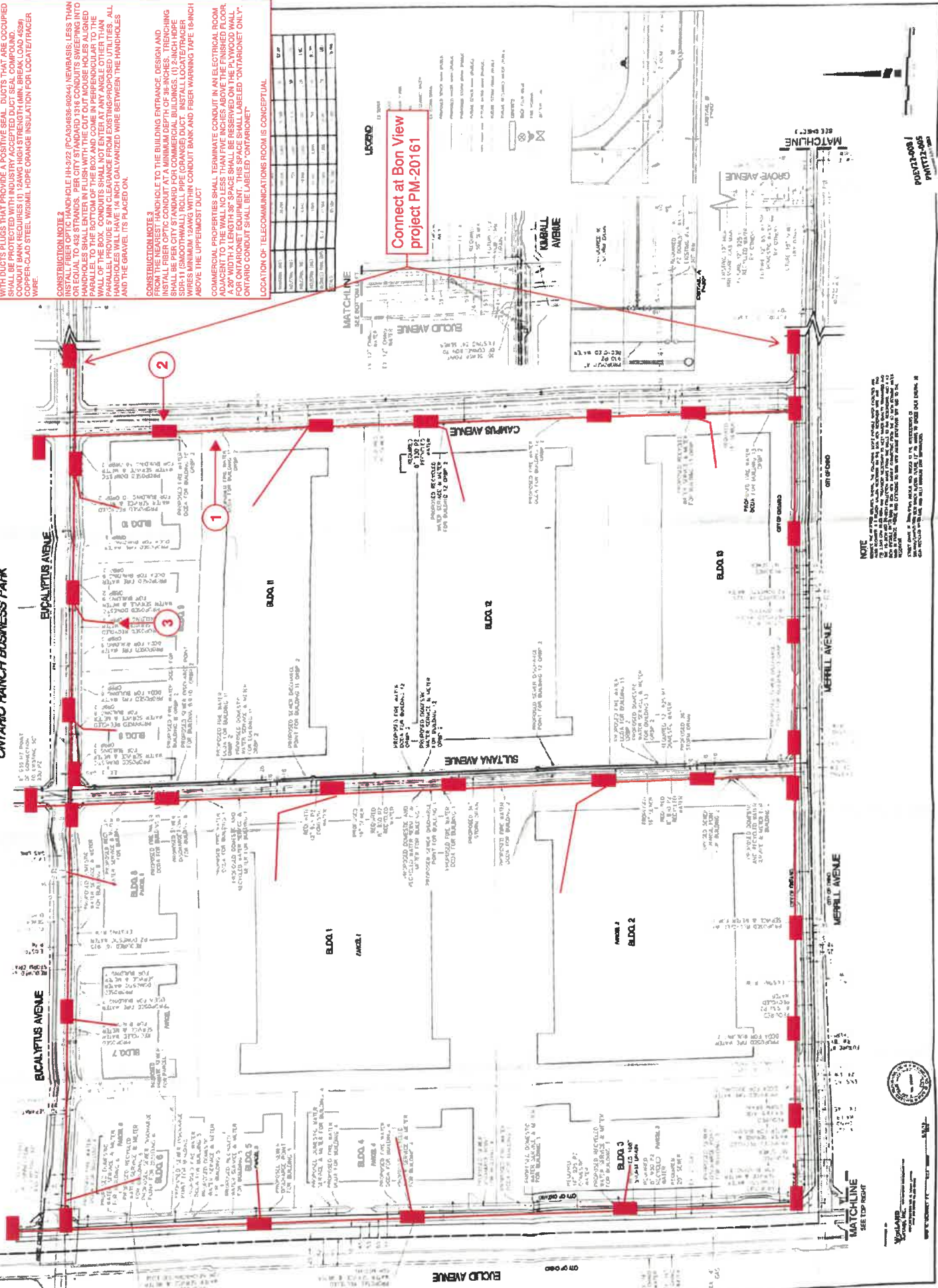
**CONSTRUCTION NOTE 2**  
 CONSTRUCTION INDUCTION (UL-999 (PC-0304586-09044) NEUBASIS, LESS THAN OR EQUAL TO 432 STANDS, PER CITY STANDARD 51% CONDUITS SWEEPING INTO HANDHOLES SHALL ENTER IN FLUSH WITH THE OUT HOUSE HOLES ALIGNED PARALLEL TO THE BOTTOM OF THE BOX AND COME IN PERPENDICULAR TO THE PARALLEL PROVIDE 5" MIN CLEARANCE FROM EXISTING APPROVED UTILES. ALL HANDHOLES WILL HAVE 1/4 INCH GALVANIZED WIRE BETWEEN THE HANDHOLES AND THE GRAVEL ITS PLACED ON.

**CONSTRUCTION NOTE 3**  
 FROM THE NEAREST HANDHOLE TO THE BUILDING ENTRANCE, DESIGN AND INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36-INCHES, TRENCHING 18" (SMOOTHWALL) ROLL PIPE (ORANGE) DUCT. INSTALL LOCATE/TRACER WIRES MINIMUM 12AWG WITHIN CONDUIT BANK AND FIBER WARNING TAPE (8-INCH ABOVE THE UPPERMOST DUCT).

**COMMERCIAL PROPERTIES SHALL TERMINATE CONDUIT IN AN ELECTRICAL ROOM ADJACENT TO THE WALL NO LESS THAN FIVE INCHES ABOVE THE FINISHED FLOOR. A 30" WIDTH X LENGTH 85" SPACE SHALL BE RESERVED ON THE PLYWOOD WALL ADJACENT TO THE ELECTRICAL ROOM. THE ELECTRICAL ROOM SHALL BE LABELED "ONTARIO RANCH COMMUNICATIONS ROOM IS CONCEPTUAL"**

CONDUIT BANK	CONDUIT SIZE	CONDUIT TYPE	CONDUIT COLOR	CONDUIT LENGTH	CONDUIT WEIGHT	CONDUIT VOLUME	CONDUIT AREA	CONDUIT PERIMETER
1	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14
2	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14
3	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14
4	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14
5	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14
6	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14
7	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14
8	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14
9	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14
10	1/2"	SMOOTHWALL	ORANGE	100'	1.5	150	0.015	3.14

Connect at Bon View  
Project PM-20161



**NOTE**  
 THIS UTILITIES SYSTEM MAP IS A CONCEPTUAL DESIGN AND SHOULD NOT BE USED FOR CONSTRUCTION. THE UTILITIES SYSTEM MAP IS SUBJECT TO THE APPROVAL OF THE CITY OF ONTARIO RANCH. THE UTILITIES SYSTEM MAP IS SUBJECT TO THE APPROVAL OF THE CITY OF ONTARIO RANCH. THE UTILITIES SYSTEM MAP IS SUBJECT TO THE APPROVAL OF THE CITY OF ONTARIO RANCH.



DATE: 10/15/2016  
 PROJECT: PM-20161  
 DRAWING: UTILITIES SYSTEM MAP



# LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

**Date Prepared:** 4/18/2023  
**File No:** PDEV22-008  
**Related Files:** PMTT22-005

**Project Description:** A public hearing to consider a Development Plan to construct six industrial buildings totaling 1,559,204 square feet, on 80 acres of land bordered by Eucalyptus, Campus, Merrill, and Sultana Avenues, and located within the BP (Business Park) and IG (Industrial General) land use districts of the Ontario Ranch Business Park Specific Plan ; (APN(s): 1054-041-01, 1054-041-02, 1054-031-01, 1054-031-02, 1054-261-01, 1054-261-02, 1054-291-01, 1054-291-02); **submitted by Euclid Land Ventures, LLC.**

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

The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

**1.0 Standard Conditions of Approval.** The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

**2.0 Special Conditions of Approval.** In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

**2.1** Time Limits.

**(a)** Development Plan approval shall become null and void 2 years following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director. This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

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

**(a)** All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape



and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the deemed-final approved entitlement plans on file with the Planning Department. The entitlement plans shall be updated by the applicant to address all departmental comments and conditions, to the satisfaction of the Planning Director.

**(i)** Planning Department updates to reflect accurate project information on the plan set include, but are not limited to, revised data tables, street and landscape cross-sections, site plan call-outs, site plan materials legend, enhanced entryway paving details, drive aprons, minimum landscape dimensions, and screening of exterior stairwells.

**(b)** The project site shall be developed in conformance with the deemed final approved plans on file with the City, per the details of line item 2.2(a)(i), above. 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 the Ontario Ranch Business Park Specific Plan parking requirements and 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, including but not limited to colored concrete, score patterns, and decorative pavers. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space. Enhanced paving at passenger vehicle entries shall be

provided with a contrasting color in addition to decorative scoring. Enhanced paving at truck trailer entries may remain natural gray with decorative scoring.

**(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). Final design and placement of bicycle parking facilities shall be subject to Planning Department review and approval.

**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:

<b>Screen Wall Height</b>	<b>Minimum Gate Height</b>
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet

<b>Screen Wall Height</b>	<b>Minimum Gate Height</b>
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.

**(a)** All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (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)** CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

**(b)** The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

**(c)** CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

**(i)** Landscaping and irrigation systems within common areas;  
**(ii)** Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

**(iii)** Shared parking facilities and access drives; and  
**(iv)** Utility and drainage easements.

**(d)** CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

**(e)** The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

**(f)** A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

### **2.13** Environmental Requirements.

**(a)** The environmental impacts of this Project were previously reviewed in conjunction with Subsequent Environmental Impact Report (State Clearinghouse No. 2019050018) for the Ontario Ranch Business Park Specific Plan in association with File No. PSPA21-002, an amendment to the Ontario Ranch Business Park Specific Plan to include and assign land use designations to the Project site. The Project is subject to the mitigation measures provided in the Ontario Ranch Business Park Specific Plan Environmental Impact Report.

**(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 will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

**(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** Related Applications.

**2.17**

**(a)** Development Plan (File No. PDEV22-008) approval shall not be final and complete until such time that related Tentative Tract Map 20517, File No. PMTT22-005 has been approved by the Planning Commission.

**(b)** Development Plan (File No. PDEV22-008) approval shall not be final and complete until such time that related Development Agreement, File No. PDA21-006 has been approved by the City Council.

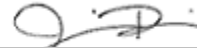
**2.18** Public Art. The Project is subject to the requirements of the City's Public Art Ordinance (Ontario Municipal Code Section 5-33.05. Private Art for Public Enjoyment in Commercial and Industrial Development Projects).

**2.19** Final Occupancy. The Project Architect of record will certify that construction of each building site and the exterior elevations of each structure shall be completed in compliance with the approved plans. Any deviation to approved plans shall require a resubmittal to the Planning Department for review and approval prior to construction. The Occupancy Release Request Form/Architect Certificate of Compliance shall be provided prior to final occupancy. After the receipt of this Certification, the Planning Department will conduct a final site and exterior elevations inspection. The Owner's Representative and Contractor shall be present.

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

**CONDITIONS OF APPROVAL**

Sign Off



Jamie Richardson, Sr. Landscape Planner

4/14/2023

Date

Reviewer's Name:

**Jamie Richardson, Sr. Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:

PDEV22-008 (PMTT22-005)

Case Planner:

Alexis Vaughn

Project Name and Location:

6 Industrial Building  
 SW Corner of Merrill Ave and Campus Ave

Applicant/Representative:

Euclid Land Ventures LLC. (949) 945-6809 [jjohnston@redallc.com](mailto:jjohnston@redallc.com)  
 2355 Main Street Suite 100  
 Irvine, CA 92614



**Preliminary Plans (dated 3/31/2023) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**



**Preliminary Plans (dated) have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

**A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.**

Landscape construction plans with plan check number may be emailed to:  
[landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

Civil/Site Plans

1. Provide an arborist report and 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 onsite tree planting. Add tree protection notes on construction and demo plans to protect trees to remain. Replacement and mitigation for removed trees shall equal the trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020.
2. 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.
3. Locate any underground stormwater chamber systems away from landscape and island planters; show under paving and reconfigure around islands. Locate behind screen walls and enclosures; provide details for any fencing, walls, and doors associated with the enclosure areas.
4. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
5. Show transformers set back 5' from paving all sides. Coordinate with landscape plans.

6. Show backflow devices set back 4' from paving all sides. Locate on level grade.
7. Show street sections, including the parkways, sidewalks, multipurpose trails, and neighborhood edges.
  - The east side of Grove includes a 20' ROW - a 7' parkway, 5' sidewalk, 5' landscape buffer, and an 8' multipurpose trail within the 40' neighborhood edge.
  - The east side of Walker includes a 12' ROW - a 7' parkway, 5' sidewalk, an 8' multipurpose trail within a 30' neighborhood edge.
  - The east side of Euclid Ave shall dimension a 35' landscape buffer..
8. Dimension all planters to have a minimum 5' wide inside dimension.
9. Show the correct dimensions of street sections and landscape areas. See all "greenline" clouds. See all "green lines," conceptual grading/street improvement, and utility plans. See comment above.

#### Landscape Plans

10. Provide an arborist report and tree inventory, as noted in #1.
11. During plan check, coordinate with Ontario Municipal Utilities Company (OMUC) to submit irrigation plans for recycled water systems to [omucwaterquality@ontarioca.gov](mailto:omucwaterquality@ontarioca.gov). OMUC shall review and approve irrigation systems utilizing recycled water prior to final landscape approval. Submit an electronic approval letter or memo from OMUC with resubmittal of the landscape package.
12. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans.
13. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
14. Show corner ramp and sidewalk per city standard drawing 1213.
15. Show a row of trees within the neighborhood edge along Sultana Avenue; consider something small like Cercis, Lagerstroemia, Pineapple Guava.
16. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
17. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV22-008 & PMTT22-005

Address: SWC of Merrill Ave and Campus Ave

APN: 1054-041-01, 02, 1054-031-01, 02, 1054-261-01, 02, 1054-291-01 & 02

Existing Land Use: Vacant

Proposed Land Use: Development Plan to construct 6 industrial buildings totaling 1,522,240 SF

Site Acreage: 73.6 Proposed Structure Height: 43 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT and Chino

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Alexis Vaughn

Date: 6/8/2022

CD No.: 2022-012

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: 130 - 155 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 was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

The project is located within Chino Airport Influence Area and Safety Zone 6, 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. See attached Conditions

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



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2022-012  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

1. The project will need to provide a minimum of 7.36 acres of open land and 10.3 acres of open land has been provided.
2. The attached open land exhibit identifies the interior truck yard as an acceptable location for meeting the open land requirements. The area within the truck yard designated for open land shall be remain free of permanent structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
3. Project is located within Safety Zone 6 and above ground storage of hazardous materials greater than 6,000 gallons is not allowed.
4. The project site is located within an area where 130-155 foot building heights are allowed. Allowable building heights gradually increase from the northeast to the southwest corner of the project site. Given its close proximity to Chino Airport the applicant will be required to file for an FAA Obstruction Evaluation/Airport Airspace Analysis (FAA Form 7460-1) for any temporary construction equipment such as cranes and receive a Determination of No Hazard for any temporary structures/objects that are over 100 feet in height.
5. The planting palette will need to include tree species that will not grow to a mature height that would create future hazards to aircraft in flight and shall have a mature height of no more than 100 feet in height.
6. Attached is the land use intensity calculation for the proposed building. Future land uses that deviate from what is currently being approved must meet the policies and criteria of the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics and receive Planning Department approval prior to issuance of any business license.



Owner:



Address: -  
Phone: -

Project:

ONTARIO RANCH  
BUSINESS PARK  
PHASE II  
BUILDING 8, 9, 10,  
11, 12, & 13

CALIFORNIA, ONTARIO

Consultants:

- CIVIL Thienes Engineering
- STRUCTURAL Hunter Landscape
- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE
- FIRE PROTECTION
- SOILS ENGINEER

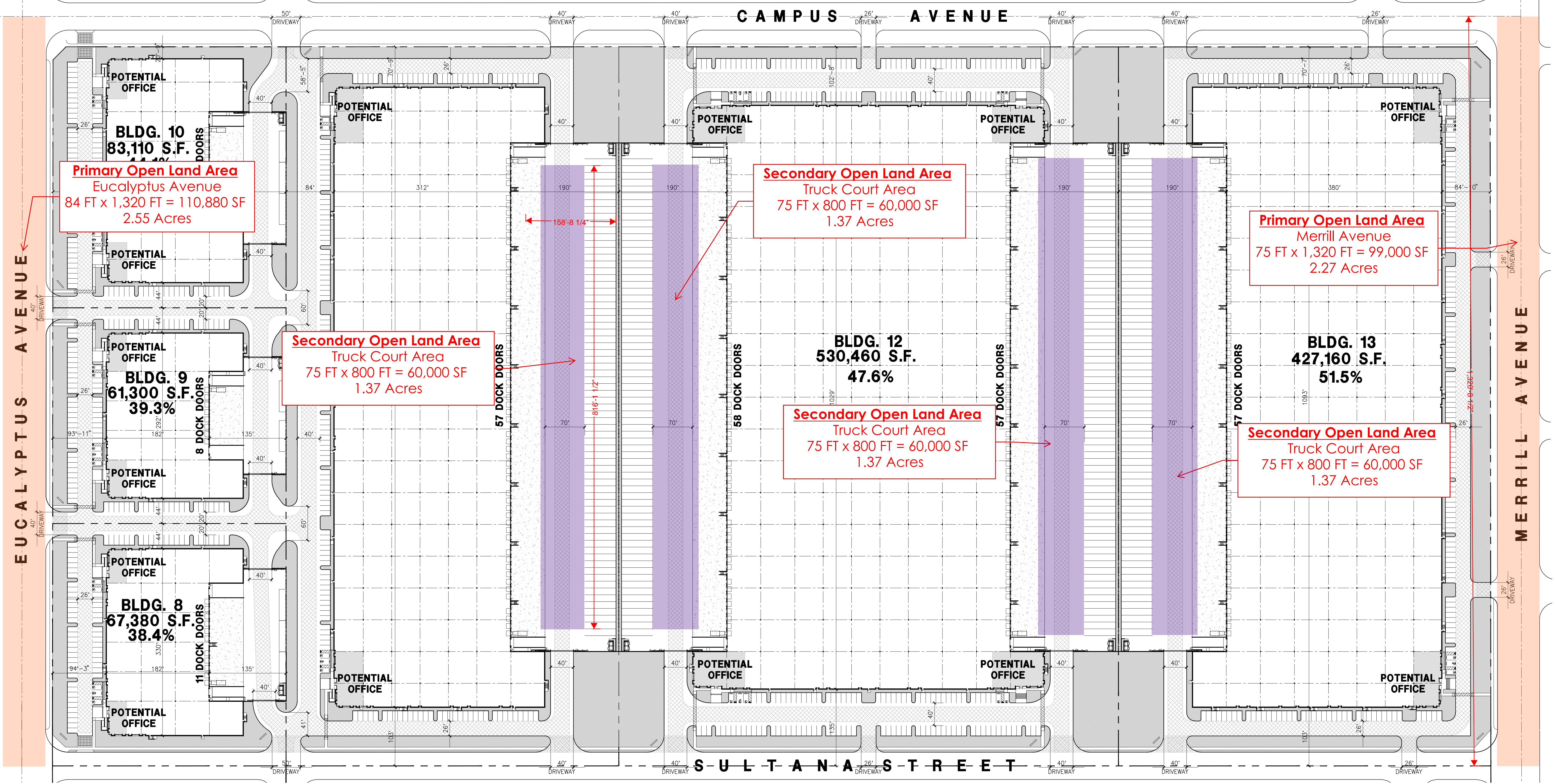
Title: MASTER SITE PLAN

Project Number: 17534  
Drawn by: RC  
Date: 7/01/21  
Revision:

Sheet:

DAB-A1.0

OFFICIAL USE ONLY



**OVERALL SITE PLAN A**  
scale: 1" = 40'-0"  
0 40' 80' 120'  
TRUE NORTH

**Safety Zone Open Land Calculations**  
Project Site within Safety Zone 6 = 73.6 acres  
10% Open Land required = 7.36 acres  
Total Open Land Provided = 10.3 acres

1054-031-01 1054-041-01  
1054-031-02 1054-041-02  
1054-261-01 1054-291-01  
1054-261-02 1054-291-02

**ZONING**

IP - INDUSTRIAL PARK

**LEGAL DESCRIPTION**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:  
LOTS 7, 8, 9, 10, 23, 24, 25 AND 26, SECTION 20, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE MAP OF SUBDIVISION OF RANCHO SANTA ANA DEL CHINO, AS PER PLAT RECORDED IN BOOK 6 OF MAPS, PAGE 15, RECORDS OF SAID COUNTY.

**APPLICANT'S REPRESENTATIVE**

NORAH JAFFAN  
EPD SOLUTIONS, INC.  
2 PARK PLAZA SUITE 1120  
IRVINE, CA 92614  
CONTACT: 949-226-1854  
EMAIL: NORAH@EPDSOLUTIONS.COM

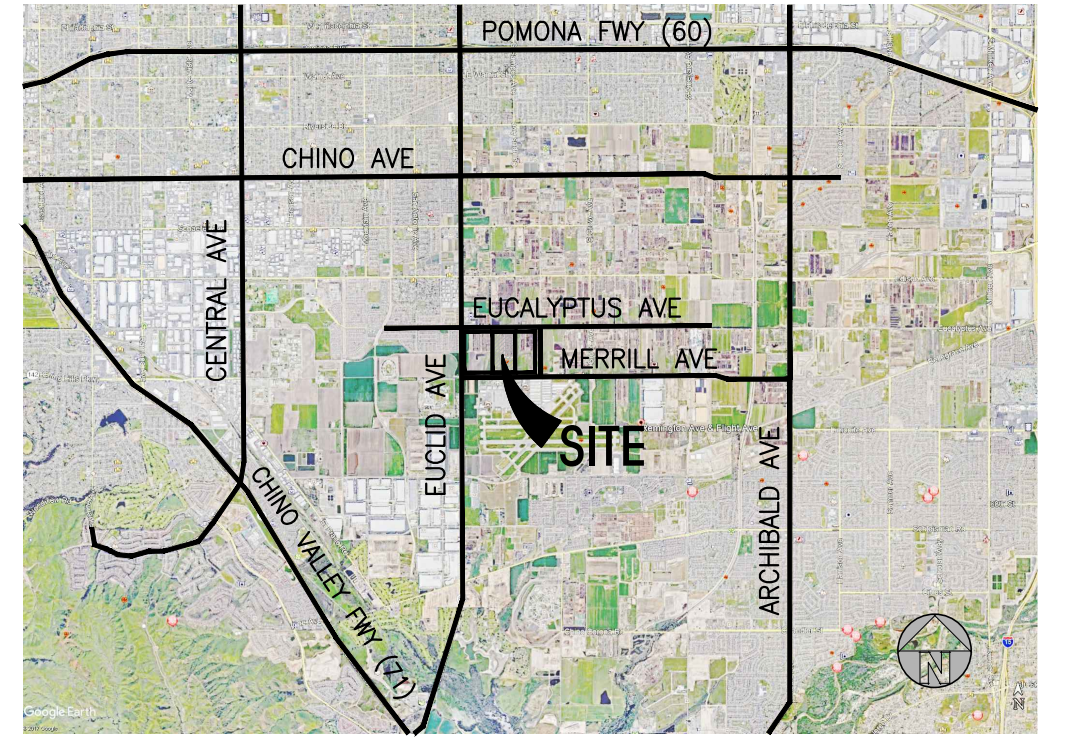
**SITE PLAN GENERAL NOTES**

- ALL LIGHTING SHALL CONFORM WITH MUNICIPAL STANDARDS.
- SEE CIVIL AND STRUCTURAL FOR SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- REFER TO CIVIL PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- REFER TO CIVIL DWGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. REFER TO CIVIL DRAWINGS.
- CONTRACTOR TO REFER TO CIVIL DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- REFER TO CIVIL DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
- ALL SIGNAGE SHALL CONFORM WITH THE MUNICIPAL STANDARD.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
- PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- SITE PLAN SHALL MEET ALL ENGINEERING AND NPDES REQUIREMENT.
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- NOT USED.
- ALL VERTICAL MOUNTING POLES OF CHAIN LINK FENCING SHALL BE CAPPED.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB

**SITE PLAN GENERAL NOTES**

- CONCRETE PAVING - RE: CIVIL DRAWINGS THICKNESS
- STANDARD PARKING STALL 9'-0" X 18'
- ACCESSIBLE PARKING STALL 9' X 18' + 5' W ACCESSIBLE AISLE
- VAN ACCESSIBLE 12' X 18' + 5' W ACCESSIBLE AISLE
- CLEAN AIR VAN/POOL/EV 10% OF PARKING PROVIDED
- LIGHT STANDARD
- 30' WIDE FIRE LANE. PROVIDE RED CURBS AND SIGNAGE PER FIRE DEPT REQUIREMENT

**VICINITY MAP**



**PROJECT DATA**

BLDG. 8	BLDG. 9	BLDG. 10	BLDG. 11	BLDG. 12	BLDG. 13	TOTAL	BLDG. 8-13
175,500	156,115	180,443	742,292	1,114,639	829,690	3,208,659	3,208,659
4.0	3.6	4.3	17.0	25.6	19.0	73.6	73.6
67,380	61,300	83,110	352,830	530,460	427,100	1,522,240	1,522,240
10,000	10,000	10,000	10,000	10,000	10,000	60,000	60,000
0	0	0	0	0	0	0	0
57,380	51,300	73,110	342,830	520,460	417,100	1,462,240	1,462,240
67,380	61,300	83,110	352,830	530,460	427,100	1,522,240	1,522,240
38.4%	39.3%	44.1%	47.6%	47.6%	51.5%	47.8%	47.8%
32'-0"	32'-0"	32'-0"	36'-0"	40'-0"	36'-0"		
BP	BP	BP	BP	IO	IO		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	12	5	N/A	N/A	N/A	17	17
21	22	20	20	20	20	123	123
24	21	31	170	277	220	751	751
45	43	51	199	297	240	674	674
74	90	87	158	198	174	781	781
3	3	3	3	6	3	21	21
2	2	2	2	4	2	14	14
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
79	95	82	163	208	179	816	816
3	2	3	70	140	70	288	288
0	0	0	0	0	0	0	0
82	97	95	235	348	258	1,113	1,113
37	54	44	34	51	18	239	239
26,429	20,652	29,888	61,575	112,922	117,490	401,926	401,926
19.8%	13.2%	15.8%	12.3%	10.1%	14.2%	12.2%	12.2%
FAR - 55							
Buildings							
Build: 35'							
Eucalyptus Ave - 23'							
Merrill Ave - 23'							
Sultana Ave - 10'							
Build Ave - 35'							
Landscapes							
Eucalyptus Ave - BP 23'							
Eucalyptus Ave - BP 23'							
Merrill Ave - IO 23'							
Sultana Ave - 10'							
Build Ave - 35'							
ZONING ORDNANCE FOR CITY							
New specific plan to be determined							



## Intensity Calculations for PDEV22-008

CD No. 2022-012

				Load Factors	Sitewide Average Calculations (Zone 6 = 300 P/AC max)	Single Acre SF	Single Acre Intensity Calculations (Zone 6 = 1,200P/AC max)
Proposed Land Use	Land Use SF	Acreage	Safety Zone	ALUCP Load Factor	ALUCP Load Factor	Land Use SF	ALUCP Load Factor
Warehouse	1,462,240		6	1,000	1462	10,000	10
Office	60,000		6	215	279	33,560	156
<b>Totals</b>	<b>1,522,240</b>	<b>73.6</b>			<b>24</b>		<b>166</b>
	<b>Sitewide Average Calculation</b>			<b>Single Acre Intensity Calculation</b>			
	<b>24</b>			<b>166</b>			
<p><b>Site Wide Average Calculation</b> is for Zone 6. Chino criteria for Zone 6 allows a maximum of 300 people. The proposed project would generate a site wide average of 24 people as indicated in the calculations above.</p>							
<p><b>Single Acre Intensity Calculation</b> is for Zone 6. Chino single acre criteria for Zone 6 allows a maximum of 1,200 people. The proposed project would generate a single acre intensity of 166 people as indicated in the above calculations.</p>							



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

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

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> <b>PARCEL MAP</b> <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. PM-20517</b>  <b>RELATED FILE NO(S). PMTT22-005, PDEV22-008</b>	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

**CITY PROJECT ENGINEER & PHONE NO:** Michael Bhatanawin, P.E. (909) 395-2130

**CITY PROJECT PLANNER & PHONE NO:** Alexis Vaughn (909) 395-2416

**DAB MEETING DATE:** May 1, 2023

**PROJECT NAME / DESCRIPTION:** PM-20517, a Tentative Parcel Map to subdivide 73.6 acres of land into six (6) parcels within the Industrial General land use district of the Ontario Ranch Business Park Specific Plan

**LOCATION:** Northwest corner of Merrill Avenue and Campus Avenue

**APPLICANT:** Real Estate Development Associates, LLC

**REVIEWED BY:** Raymond Lee      4/25/23  
 Raymond Lee, P.E.      Date  
 Assistant City Engineer

**APPROVED BY:** [Signature]      4-25-23  
 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 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:** 
  - A. Merrill Ave to the ultimate north half street right-of-way width of 54 feet along the project frontage
  - B. Eucalyptus Ave to the ultimate south half street right-of-way width of 54 feet along the project frontage
  - C. Campus Ave to the ultimate west half street right-of-way width of 54 feet along the project frontage

Property line corner 'cut-back' required at the intersection of:

  - A. Sultana Ave & Merrill Ave
  - B. Sultana Ave & Eucalyptus Ave
  - C. Campus Ave & Merrill Ave
  - D. Campus Ave & Eucalyptus Ave
  
- 1.02 Dedicate to the City of Ontario, the following easement(s):** 
  - A. 10 feet wide easement for landscape buffer purposes on the east side of Sultana Ave from the ultimate right-of-way along the project frontage
  - B. 23 feet wide easement for neighborhood edge and trail purposes on the north side of Merrill Ave from the ultimate right-of-way along the project frontage for a 35 feet neighborhood edge
  - C. 23 feet wide easement for neighborhood edge and trail purposes on the south side of Eucalyptus Ave along the project frontage for a 35 feet neighborhood edge
  - D. 23 feet wide easement for neighborhood edge and trail purposes on the west side of Campus Ave along the project frontage for a 35 feet neighborhood edge
  
- 1.03 Restrict vehicular access to the site as follows:** \_\_\_\_\_
  
- 1.04 Vacate the following street(s) and/or easement(s):** 
  - A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.
  
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.**
  
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.**





- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658).
  
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement. 
  - (1) \_\_\_\_\_
  - (2) \_\_\_\_\_
  
- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.
  
- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: [www.ontarioca.gov](http://www.ontarioca.gov)) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
  
- 1.11 Provide a preliminary title report current to within 30 days.
  
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
  
- 1.13 Ontario Ranch Developments: 
  - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
  - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
  - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
  
- 1.14 Other conditions: 
  - A. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).
  - B. The Parcel Map shall comply with the approved Ontario Ranch Business Park Specific Plan, the Development Agreement and the Conditions of Approval for this Tentative Parcel Map.
  - C. Applicant/developer shall obtain all off-site right-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.



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

### A. GENERAL

(Permits includes Grading, Building, Demolition and Encroachment)

- 2.01 Record Parcel Map No. 20517 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per \_\_\_\_\_
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972.
- 2.05 Apply for a: 
  - Certificate of Compliance with a Record of Survey;
  - Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);
  - Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658).
- 2.08 Submit a soils/geology report.



2.09 **Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:**

- State of California Department of Transportation (Caltrans) – for any improvements encroaching into their right-of-way on Euclid Ave (State Route 83)**
- 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) – for recycled water connections at the intersections of Sultana Ave & Eucalyptus Ave and Campus Ave & Eucalyptus Ave**
- Other: San Bernardino County Department of Airports – for any improvements encroaching into their property**  
**City of Chino – for any improvements encroaching into their right-of-way**

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 Vacate the following street(s) and/or easement(s):   
 A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.

2.13 **Ontario Ranch 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 14 feet.**

2.14 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.

2.15 **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.**



- 2.16 Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$3,016,482, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.**
  
- 2.17 Other conditions:** \_\_\_\_\_





**B. PUBLIC IMPROVEMENTS**

(See attached Exhibit 'A' for plan check submittal requirements.)

- 2.18 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 Ave	Eucalyptus Ave	Sultana Ave	Campus Ave
<b>Curb and Gutter</b>	<input checked="" type="checkbox"/> New; 42 ft. from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 42 ft. from C/L (E) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 24 ft. from C/L (G) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 42 ft. from C/L (I) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
<b>AC Pavement</b>	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New; 40 ft. from C/L, including pavm't transitions (A, B)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New; 40 ft. from C/L along frontage, including pavm't transitions (E, F)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New; 22 ft. from C/L along frontage, including pavm't transitions (G, H)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New; 40 ft. from C/L along frontage, including pavm't transitions (I, J)
<b>PCC Pavement (Truck Route Only) (see Sec. 2.F, 2.38F)</b>	<input checked="" type="checkbox"/> New (C) <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Drive Approach</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Sidewalk</b>	<input checked="" type="checkbox"/> New (A) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (E) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (G) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (I) <input type="checkbox"/> Remove and replace
<b>ADA Access Ramp</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Parkway</b>	<input checked="" type="checkbox"/> Trees (A, D) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (A, D) <input checked="" type="checkbox"/> Neighborhood edge (A, D)	<input checked="" type="checkbox"/> Trees (E) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (E) <input checked="" type="checkbox"/> Neighborhood edge (E)	<input checked="" type="checkbox"/> Trees (G) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (G)	<input checked="" type="checkbox"/> Trees (I) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (I) <input checked="" type="checkbox"/> Neighborhood edge (I)
<b>Raised Landscaped Median</b>	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace



<b>Fire Hydrant</b>	<input checked="" type="checkbox"/> <b>New (A)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (E)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (G)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (I)</b> <input type="checkbox"/> Relocation
<b>Sewer (see Sec. 2.C)</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>
<b>Water (see Sec. 2.D)</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>
<b>Recycled Water (see Sec. 2.E)</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Service</b>
<b>Traffic Signal System (see Sec. 2.F, 2.38D &amp; E)</b>	<input checked="" type="checkbox"/> <b>New</b> <input checked="" type="checkbox"/> <b>Modify existing at Euclid Ave</b>	<input checked="" type="checkbox"/> <b>New</b> <input checked="" type="checkbox"/> <b>Modify existing at Euclid Ave</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>
<b>Traffic Signing and Striping (see Sec. 2.F)</b>	<input checked="" type="checkbox"/> <b>New (A)</b> <input checked="" type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New (E)</b> <input checked="" type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New (G)</b> <input checked="" type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New (I)</b> <input type="checkbox"/> <b>Modify existing</b>
<b>Street Light (see Sec. 2.F)</b>	<input checked="" type="checkbox"/> <b>New (A)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (E)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (G)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (I)</b> <input type="checkbox"/> Relocation
<b>Bus Stop Pad or Turn-out (see Sec. 2.F, 2.38H &amp; I)</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>	<input type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>	<input type="checkbox"/> <b>New</b> <input type="checkbox"/> <b>Modify existing</b>
<b>Storm Drain (see Sec. 2G)</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>
<b>Fiber Optics (see Sec. 2K)</b>	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>
<b>Overhead Utilities</b>	<input type="checkbox"/> <b>Underground</b> <input type="checkbox"/> <b>Relocate</b>	<input checked="" type="checkbox"/> <b>Underground</b> <input type="checkbox"/> <b>Relocate</b>	<input type="checkbox"/> <b>Underground</b> <input type="checkbox"/> <b>Relocate</b>	<input type="checkbox"/> <b>Underground</b> <input type="checkbox"/> <b>Relocate</b>
<b>Removal of Improvements</b>	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____
<b>Other Improvements</b>	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____



Improvement	Euclid Ave
Curb and Gutter	<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
PCC Pavement (Truck Route Only) (see Sec. 2.F, 2.38F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Sewer (see Sec. 2.C)	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input type="checkbox"/> Service



Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F, 2.38D & E)	<input type="checkbox"/> New <input checked="" type="checkbox"/> <b>Modify existing at Merrill Ave and Eucalyptus Ave</b>
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<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
Storm Drain (see Sec. 2G)	<input checked="" type="checkbox"/> <b>Main</b> <input checked="" type="checkbox"/> <b>Lateral</b>
Fiber Optics (see Sec. 2K)	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<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. North side from Euclid Ave to Carpenter Ave. Improvements beyond the project frontage are limited to curb, gutter and pavement widening only.**
- B. Pavement widening will be required on the south side within the City of Chino. Coordinate with the City on those requirements.**
- C. For the following new signalized intersections:**
  - i. Sultana Ave & Merrill Ave**
  - ii. Campus Ave & Merrill Ave**
- D. Parkway improvements will not be required along frontage of County owned parcels (APN: 1054-301-01 and 1054-301-02).**
- E. South side from Sultana Ave to Campus Ave**
- F. A 14' circulation lane and a 5' paved shoulder are required on the north side**
- G. East side from Eucalyptus Ave to Merrill Ave**
- H. A 14' circulation lane and a 5' paved shoulder are required on the west side**
- I. West side from Eucalyptus Ave to Merrill Ave**
- J. A 14' circulation lane and a 5' paved shoulder are required on the east side**





- 2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): \_\_\_\_\_
- 2.20 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.
- 2.21 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.
- 2.22 **Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892).**
- 2.23 Other conditions: \_\_\_\_\_

### C. SEWER

- 2.24 **A 36 inch sewer main is available for connection by this project in Merrill Ave (Ref: Sewer Drawing Number: S16634)**
- 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.26 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.
- 2.27 **Other conditions:**   
**See OMUC Conditions of Approval attached.**

### D. WATER

- 2.28 **A 16 inch water main is available for connection by this project in Eucalyptus Ave (Ref: Water Drawing Number: W16783)**
- 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.30 **Other conditions:**   
**See OMUC Conditions of Approval attached.**

### E. RECYCLED WATER

- 2.31 **A 30 inch recycled water main is available for connection by this project at the intersections of Sultana Ave & Eucalyptus Ave and Campus Ave & Eucalyptus Ave. Please note that this main is owned and maintained by Inland Empire Utilities Agency (IEUA). See COA 2.09.**
- 2.32 **Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.**
- 2.33 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.



- 2.34 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.

- 2.35 Other conditions:

See OMUC Conditions of Approval attached.

#### F. TRAFFIC / TRANSPORTATION

- 2.36 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

- 2.37 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.

- 2.38 Other conditions:

- A. The Applicant/Developer shall be responsible to perform all mitigation measures and operational improvements in accordance with the Ontario Ranch Business Park Specific Plan Traffic Analysis by Urban Crossroads, and to the satisfaction of the City Engineer.
- B. The Applicant/Developer shall be responsible to design and construct the necessary pavement and striping transitions from existing roadway conditions to the widened roadway portions along all project frontages. Striping improvements shall include the removal existing interim signing and striping beyond the project frontage limits and the installation of ultimate signing and striping necessary to accommodate fully widened street improvements. Provide conceptual layouts with lane widths for the signalized intersections to determine lane alignment between widened and existing roadways.
- C. Additional R/W shall be provided to accommodate additional left turn and right turn lanes at intersections based on required queue lengths per the Ontario Ranch Business Park Specific Plan Traffic Analysis by Urban Crossroads. Improvements shall include, but not be limited to concrete curb and gutter, sidewalk, LED street lights, landscaped parkways, signing & striping, and necessary pavement transitions.
- D. The Applicant/Developer shall be responsible to design and construct modifications to the existing traffic signal on Euclid Avenue at Merrill Avenue and Eucalyptus Avenue per the mitigation measures and operational improvements listed in the Ontario Ranch Business Park Traffic Analysis by Urban Crossroads. The traffic signal modification shall address relocation of any equipment including video detection, CCTV, interconnect cable and conduit, emergency vehicle preemption systems, and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.
- E. The Applicant/Developer shall be responsible to design and construct traffic signals at the following intersections:
  - i. Merrill Avenue at Campus Avenue
  - ii. Merrill Avenue at Sultana Avenue
  - iii. Eucalyptus Avenue at Campus Avenue
  - iv. Eucalyptus Avenue at Sultana Avenue

The new traffic signal shall include video detection, CCTV, interconnect cable and conduit, emergency vehicle preemption systems and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.

- F. Merrill Avenue is designated truck route in the City of Ontario. The Applicant/Developer shall be responsible to design and construct concrete pavement at the following intersections in accordance with City of Ontario Standard Drawing No. 1207:



- i. Merrill Avenue at Campus Avenue
  - ii. Merrill Avenue at Sultana Avenue
- G. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and potential new service pedestals along its project frontage on Merrill Avenue, Eucalyptus Avenue, Campus Avenue and Sultana Avenue. Street lighting shall be LED-type and in accordance with City’s Approved Material List LED Luminaires. The Applicant/Developer shall also install smart nodes on all new street light fixtures.
- H. The Applicant/Developer shall be responsible to design and construct a bus pad to serve future bus stop on the south side of Eucalyptus Avenue, east of Sultana Avenue. The bus pad shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.
- I. The Applicant/Developer shall be responsible to design and construct a bus pad to serve future bus stop on the north side of Merrill Avenue, west of Campus Avenue. The bus pad shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.
- J. All property frontage streets shall be signed as either “No Parking Any Time” or “No Stopping Any Time”.
- K. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
- L. The Applicant/Developer’s engineer-of-record shall meet with City Engineering staff prior to start of signing and striping, traffic signal, and street lighting design, and develop an interim striping plan that includes any necessary pavement transitions in preparation for the plan check stage.

**G. DRAINAGE / HYDROLOGY**

- 2.39 A \_\_\_\_\_ inch storm drain main is available to accept flows from this project in \_\_\_\_\_. (Ref: Storm Drain Drawing Number: \_\_\_\_\_)
- 2.40 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.
- 2.41 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.
- 2.42 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.
- 2.43 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.



2.44 Other conditions:

**Design and construct storm drain improvements along the following segments per the Master Plan of Drainage. Pipe sizes shall be based on the final City approved technical studies.**

- A. 54" RCP on Campus Ave from Eucalyptus Ave to Merrill Ave
- B. 30" RCP on Sultana Ave from Eucalyptus Ave to Merrill Ave
- C. 9.5' x 9.5' RCB on Merrill Ave from Euclid Ave to Campus Ave
- D. Pay an in-lieu fee of \$2,880,450 for the construction of the ultimate storm drain improvements on Euclid Ave south of Merrill Ave
- E. Design and construct storm drain bleeder line or alternative interim connection at the discretion of the City on Euclid Ave south of Merrill Ave. This shall connect to the storm drain lines on Merrill Ave e/o Euclid Ave and Euclid Ave n/o Merrill Ave.

**H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)**

2.45 401 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.

2.46 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbccounty.gov/dpw/land/npdes.asp>.**

2.47 **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.**

2.48 Other conditions:

A. Design and a debris separation baffle box or equivalent alternative approved device to satisfy the statewide trash mandate at the intersection of Euclid Ave and Merrill Ave.

**J. SPECIAL DISTRICTS**

2.49 **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.**

2.50 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

2.51 A \_\_\_\_\_ fiber optic line is available for connection by this project in \_\_\_\_\_.  
 (Ref: Fiber Optic Drawing Number: \_\_\_\_\_)





- 2.52 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally located along the project frontages of Merrill Ave, Eucalyptus Ave, Sultana Ave and Campus Ave. Additionally, see Broadband Conditions of Approval attached.
- 2.53 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.

### 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 Ontario Ranch 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**

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Project Number: PDEV22-008, PMTT22-005 and/or Parcel Map No. 20517

**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.  **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)**
9.  **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)**
10.  **Four (4) sets of Public Sewer improvement plan**
11.  **Five (5) sets of Public Storm Drain improvement plan**
12.  **Three (3) sets of Public Street Light improvement plan**
13.  **Three (3) sets of Signing and Striping improvement plan**
14.  **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15.  **Three (3) sets of HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
16.  **Five (5) sets of CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
17.  **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)**
18.  **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.**
19.  **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**



- 20.  **One (1) copy of Hydrology/Drainage study**
- 21.  **One (1) copy of Soils/Geology report**
- 22.  **Payment for Final Map/Parcel Map processing fee**
- 23.  **Three (3) copies of Final Parcel Map**
- 24.  **One (1) copy of approved Tentative Map**
- 25.  **One (1) copy of Preliminary Title Report (current within 30 days)**
- 26.  **One (1) copy of Traverse Closure Calculations**
- 27.  **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.**
- 28.  **Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use**
- 29.  **Other:** \_\_\_\_\_





# CITY OF ONTARIO MEMORANDUM



**DATE:** April 20, 2023  
**TO:** Michael Bhatanawin, Engineering Department  
**CC:** Alexis Vaughn, Planning Department  
**FROM:** Eric Woosley, Utilities Engineering  
**SUBJECT:** DPR#3- Utilities Engineering Conditions of Approval (#9164/9165)  
**PROJECT NO.:** PM-20517 (PMTT22-05)/PDEV22-008

## BRIEF DESCRIPTION

A Tentative Parcel Map (TPM 20517) to subdivide 73.6 acres of land into six (6) parcels bordered by Eucalyptus Avenue to the north, Sultana Avenue to the west, Merrill Avenue to the south, and Campus Avenue to the east, and a Development Plan to construct six (6) industrial buildings, within the Industrial and Business Park land use zoning districts of the Ontario Ranch Business Park Specific Plan. Related files: PSPA21-002. APNs: (1054-041-01,02, 1054-031-01,02, 1054-261-01,02, 1054-291-01, & 02).

## OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

**CONDITIONS OF APPROVAL:** *The Ontario Municipal Utilities Company (OMUC) Utilities Engineering Division recommends this application for approval subject to the Conditions of Approval outlined below and compliance with the City's Design Development Guidelines, Specifications Design Criteria, and City Standards. The Applicant shall be responsible for the compliance with and the completion of all the following applicable Conditions of Approval prior to the following milestones and subject to compliance with City's Design Development Guidelines, Specifications Design Criteria, and City Standards:*

1. Standard Conditions of Approval: Project shall comply with the requirements as set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017, or as amended or superseded by Council Resolution; as well as the project-specific conditions/requirements as outlined below.

***Prior to Issuance of Any Permits (Grading, Building, Demolition and Encroachment), unless other timeline milestones are specified by individual conditions below, the Applicant Shall:***

***General Conditions (Section 2.A, Other conditions): The Applicant shall comply with the following:***

2. Inherited Requirements and Conditions of Approval: This project is subject to all the Requirements and Conditions of Approval of the Ontario Ranch Business Park Specific Plan (PSPA-21-002) and the Development Agreement (DA21-006).
3. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See *Utility Systems Map (USM) Requirements* document for details.
  - a. The proposed utilities, utility alignments, and Public Rights-of-Way(ROW)/Public Utility Easements (PUE) shown on the Conceptual Utilities Systems Map (CUSM) and other Entitlement documents are not considered final and shall be revised during Final Design to meet all City Design Guidelines, Standards, City Requirements, and all the Conditions of Approval contained in this document.
4. Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements: Public Improvements shall be designed per City Public Design Guidelines and City Standards and constructed through a City

Encroachment Permit; and Private Onsite Improvements shall be designed per Building Code and Plumbing Code and constructed through a City Building Permit.

- a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/ROW; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc.) connecting to a Public Water Main per City Standards; and Fire Services connecting to a Public Water Main from the Main up to the DCDA. Public Water Improvements and Public Sewer Improvements are required to be designed and constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.
  - b. Private Utility Improvements include the following: onsite water plumbing lines after a Public Meter, or after the Fire DCDA and including the DCDA; Backflow Devices and other Cross-Connection Prevention; onsite sewer upstream of the Public Sewer Lateral, including the Cleanout (or Manhole) at PL/ROW/PUE Edge; Monitoring Manholes and other Wastewater Pretreatment Facilities. Private Onsite Utility Improvements are required to be designed and constructed per Building and Plumbing Plans with: the Backflows, DCDAs, Cleanout (or Manhole) at PL/ROW/PUE Edge, and Monitoring Manholes being designed and constructed through a Precise Grading Plan; and, the other Pretreatment Devices (Grease Interceptor, Sand, Oil Interceptors, etc.) and the connections to the buildings and structures through a building Plumbing Plan.
5. Public Utility Easements: Any City of Ontario Public Utilities that will not be installed within the public Right-of-Way (ROW), shall be installed within a Public Utility Easement (PUE) and shall comply with the following requirements (as applicable, these requirements also apply to utilities in Public ROW and Public ROW/PUE combinations):
- a. The PUE shall be a minimum of 20 feet wide, centered on the utility main contained within it with 10 feet of PUE on each side of each main;
  - b. The PUE shall be a minimum of 10 feet wide, centered on the utility services/laterals contained within it with 5 feet of PUE on each side of each service/lateral;
  - c. The PUE shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box, and 5 feet on each side of water apparatuses (fire hydrants, blowoffs, airvacs, etc.);
  - d. The PUE shall not contain any storm water improvements (infiltration, detention, retention, bioswale, etc.), landscaping with thick or intrusive root structures, or any permanent structures or overhangs of permanent structures;
  - e. The PUE surface shall be improved and shall be designed to allow vehicle access over and along the full length and width of the utility main by any City maintenance vehicle.
6. Existing Groundwater Wells: Existing groundwater wells shall be abandoned per County of San Bernardino and State of California Requirements prior to grading.

***Sewer Conditions (Section 2.C): The Applicant shall comply with the following:***

7. Public Sewer Improvements: Design and construct the following required public sewer mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
  - a. A 36-inch sewer main on Euclid Avenue between Kimball Avenue and Merrill Avenue; connected to the existing Inland Empire Utilities Agency (IEUA) 60-inch sewer main in Kimball Avenue.
  - b. A 36-inch sewer main on Merrill Avenue between Euclid Avenue and Campus Avenue.
  - c. A 16-inch sewer main on Sultana Avenue between Merrill Avenue and Eucalyptus Avenue; including a stub northerly for a future connection on Sultana Avenue.
  - d. A 16-inch sewer main on Campus Avenue, between Merrill Avenue and Eucalyptus Avenue; including a stub northerly for a future connection on Campus Avenue.
8. Sewer Laterals: Per City of Ontario Standard Drawing No. 2003:
  - a. Install a sewer lateral connected to the new 16-inch sewer main in Sultana Avenue for Buildings 8 and 9.
  - b. Install a sewer lateral connected to the new 16-inch sewer main in Sultana Avenue for Building 11.
  - c. Install a sewer lateral connected to the new 16-inch sewer main in Sultana Avenue for Building 12.
  - d. Install a sewer lateral connected to the new 16-inch sewer main in Sultana Avenue for Building 13.

- e. Install a sewer lateral connected to the new 16-inch sewer main in Campus Avenue for Building 10.
9. On-Site Sewer System: Each building shall have an onsite monitoring manhole prior to the point of connection with the Public Sewer System designed and constructed per City of Ontario Standard Drawing Nos. 2201 & 2203.

***Potable Water Conditions (Section 2.D): The Applicant shall comply with the following:***

10. Public Water Improvements: Design and construct the following required public potable water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
  - a. A 24-inch potable water main on Eucalyptus Avenue between Carpenter Avenue and Grove Avenue; connected to the existing 24-inch potable water main in Eucalyptus Avenue east of Carpenter Avenue.
  - b. A 16-inch potable water main on Eucalyptus Avenue between Grove Avenue and Sultana Avenue; connected to the required 24-inch potable water main on Eucalyptus Avenue.
  - c. A 16-inch potable water main on Merrill Avenue between Carpenter Avenue and Sultana Avenue; connected to the existing 12-inch potable water main in Merrill Avenue east of Carpenter Avenue.
  - d. A 12-inch potable water main on Campus Avenue between Merrill Avenue and Eucalyptus Avenue.
  - e. A 12-inch potable water main on Sultana Avenue between Merrill Avenue and Eucalyptus Avenue.
11. Fire Hydrants: Install fire hydrants along all frontages connected to the new respective potable water main per City of Ontario Standards. Fire hydrants connected to potable water mains shall be spaced a maximum of 300 feet apart or per Fire Department Standards/Requirements.
12. Fire Service with Fire System Double Check Detector Assembly (DCDA): Per City of Ontario Standard Drawing No. 4208:
  - a. Install two (2) fire services each equipped with a DCDA for Building 8. Install one (1) connected to the new 16-inch water main in Eucalyptus Avenue, and one (1) connected to the new 12-inch water main in Sultana Avenue. The on-site fire system downstream of the DCDA's shall be designed as a looped fire system.
  - b. Install two (2) fire services each equipped with a DCDA for Building 9, both connected to the new 16-inch water main in Eucalyptus Avenue. The on-site fire system downstream of the DCDA's shall be designed as a looped fire system.
  - c. Install two (2) fire services each equipped with a DCDA for Building 10. Install one (1) connected to the new 16-inch water main in Eucalyptus Avenue, and one (1) connected to the new 12-inch water main in Campus Avenue. The on-site fire system downstream of the DCDA's shall be designed as a looped fire system.
  - d. Install two (2) fire services each equipped with a DCDA for Building 11. Install one (1) connected to the new 12-inch water main in Sultana Avenue, and one (1) connected to the new 12-inch water main in Campus Avenue. The on-site fire system downstream of the DCDA's shall be designed as a looped fire system.
  - e. Install two (2) fire services each equipped with a DCDA for Building 12. Install one (1) connected to the new 12-inch water main in Sultana Avenue, and one (1) connected to the new 12-inch water main in Campus Avenue. The on-site fire system downstream of the DCDA's shall be designed as a looped fire system.
  - f. Install two (2) fire services each equipped with a DCDA for Building 13. Install one (1) connected to the new 12-inch water main in Sultana Avenue, and one (1) connected to the new 12-inch water main in Campus Avenue. The on-site fire system downstream of the DCDA's shall be designed as a looped fire system.
13. Water Service with Meter and Backflow Prevention Assembly Reduced Pressure Device: Install a water service and meter connected to the respective potable water main per City of Ontario Standards. The water service shall be equipped with a backflow prevention device. The water meter shall be located within the ROW:
  - a. Buildings 8, 9, & 10 shall connect separately to the new 16-inch potable water main in Eucalyptus Avenue.
  - b. Buildings 11, 12, & 13 shall connect separately to the new 12-inch potable water main in Sultana Avenue.
14. Phase 2 Water Improvements: Phase 2 Water Improvement payments shall be made by the Owner as described in the Development Agreement (DA21-006).

***Recycled Water Conditions (Section 2.E): The Applicant shall comply with the following:***

15. Public Recycled Water Improvements: Design and construct the following required public recycled water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
  - a. An 8-inch recycled water main on Sultana Avenue between Merrill Avenue and Eucalyptus Avenue; connected to the existing 30-inch IEUA recycled water main in Eucalyptus Avenue.
  - b. An 8-inch recycled water main on Merrill Avenue between Sultana Avenue and Campus Avenue.
  - c. An 8-inch recycled water main on Campus Avenue between Merrill Avenue and Eucalyptus Avenue; connected to the existing 30-inch IEUA recycled water main in Eucalyptus Avenue.
16. City Ordinance 2689: 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. This includes:
  - a. Separate recycled water irrigation service and meter for each building's private landscape areas.
  - b. Separate recycled water irrigation services for the city-maintained neighborhood edges and medians.
17. Recycled Water Irrigation Service and Meter: Install a separate recycled water irrigation service with a meter for each building connected to the respective recycled water main per City of Ontario Standards. The irrigation meter shall be located within the ROW:
  - a. Building 8 shall connect separately to the new 8-inch recycled water main in Sultana Avenue.
  - b. Building 9 shall connect separately to the existing 30-inch IEUA recycled water main in Eucalyptus Avenue.
  - c. Buildings 10 through 13 shall connect separately to the new 8-inch recycled water main in Campus Avenue.
  - d. Two (2) separate connections shall be made for the city-maintained neighborhood edges. One (1) irrigation service shall be connected to the new 8-inch recycled water main in Merrill Avenue along the frontage of Building 13, and one (1) irrigation service shall be connected to the new 8-inch recycled water main in Campus Avenue along the frontage of Building 10.
18. Engineering Report: Submit 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 regarding this requirement.

***Recycled Water Conditions (Section 3): The Applicant shall comply with the following:***

19. Recycled Water Requirements: Complete all requirements for recycled water usage.
  - a. 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.
  - b. 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.
  - c. Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



**CITY OF ONTARIO  
BROADBAND OPERATIONS**  
303 East "B" Street, Ontario, CA 91764

**CONDITIONS OF APPROVAL**

Sign Off  
*Cameron Chadwick*  
Broadband Operations 3/08/22

Reviewer's Name

**Cameron Chadwick**

Phone

**909-395-2090**

File # **PDEV22-008**

Project Engineer:

Project Name and Location:

Sent to:

<input type="checkbox"/>	Plan does adequately address the departmental concerns at this time. <b>No Comments.</b>
<input checked="" type="checkbox"/>	Plan does adequately address the departmental concerns at this time. <b>Report below.</b>
<input type="checkbox"/>	Plan does not adequately address the departmental concerns. <b>The conditions contained below must be met prior to scheduling for Development Advisory Board.</b>

Req'd for Project	CONDITIONS OF APPROVAL -	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Project shall be designed and constructed 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 in the Right-of-Way (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.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Contractor is responsible for locating and connecting conduit to existing OntarioNet hand holes on adjacent properties within a reasonable distance. There should be no "Gaps" in conduit between the contractor's development and the adjacent property. OntarioNet hand holes are typically located in the ROW at the extreme edge of a property.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Where a joint telcom or street light street crossing is required, include (2) 2" hdpe sdr-11 conduits or (1) 4" schedule 80 conduit sleeve. Terminate the street crossing conduit(s) in a new HH-3/22 ontarionet hand hole in the right of way
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. The City requires a public utility easement for fiber optics on all private aisles/alley ways.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. Hand holes - Design and install OntarioNet fiber optic hand hole HH-2 (17x30x24), HH-2A (24x36x30), HH-3 (30x48x36) and/or HH-4 (36x60x36) as needed. Respectively Newbasis Part # PCA-173024-90116, PCA-243630-90064, PCA-304836-90244 and PCA-366036-90146 per City Standard 1316. Conduits sweeping into hand holes shall enter in flush with the cut-out mouse holes aligned parallel to the bottom of the box and come in perpendicular to the wall of the box. Conduits shall not enter at any angle other than parallel. Provide 5 foot minimum clearance from existing/proposed utilities. All hand holes will have 1/4-inch galvanized wire between the hand holes and the gravel it is placed on.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. ROW Conduit -- Design and install fiber optic conduit at a minimum depth of 36-inch. Trenching shall be per City Standard 1306. Install (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct and (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange with Black Stripe) duct. Conduit(s) between ROW hand holes and hand holes on private property shall be 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct.
<input type="checkbox"/>	<input type="checkbox"/>	7. Building Entrance (Single Family) -- Design and install 0.75-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct from hand holes on property or hand holes in the ROW. Consult City's Fiber Team for design assistance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Building Entrance (Multi-family and Commercial) - From the nearest handhole to the building entrance, design and install fiber optic conduit at a minimum depth of 36-inches. Trenching shall be per City Standard for Commercial Buildings. (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install locate/tracer wires minimum 12AWG within conduit bank and fiber warning tape 18-inch above the uppermost duct

Req'd for Project	CONDITIONS OF APPROVAL -	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	9. Multi-family and commercial properties shall terminate conduit in an electrical room adjacent to the wall no less than five inches above the finished floor. A 20" width X length 36" space shall be reserved on the plywood wall for OntarioNet equipment. This space shall be labeled "OntarioNet Only". Ontario Conduit shall be labeled "OntarioNet"
<input checked="" type="checkbox"/>	<input type="checkbox"/>	10. A minimum 1.5-inch joint use telecommunications conduit with pull-rope from the multi-family or commercial building communal telecomm/electrical room/closet to each multi-family or commercial building unit shall be installed. See Structured Wiring Checklist on City's website for additional details.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Warning Tape - Contractor shall supply and install an approved non-detectable warning tape 18-inch above the uppermost conduit when backfilling trenches, pits or excavations greater than 10' in length. Warning Tape shall be non-detectable, Orange in color, 4-inch minimum width, 4 mil, 500% minimum elongation, with bold printed black letters "CAUTION - BURIED FIBER OPTIC CABLE BELOW" printed in bold black lettering no less than 2-inch high.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. All hand holes, conduits, conduit banks, materials and installations are per the City's Fiber Optic Master Plan and City Fiber Optic Cable and Duct Standards. All hand holes, conduits and ducts shall be placed in the public right of way.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	13. All unused conduits/ducts/microducts shall be protected with duct plugs that provide a positive seal. Ducts that are occupied shall be protected with industry accepted duct seal compound.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Locate/Tracer Wire - Conduit bank requires (1) 12AWG high strength (minimum break load 452#) copper-clad steel with 30mil HDPE orange insulation for locate/tracer wire. Contact City's Fiber Team for tracer wire specifications and see note 8.
<input type="checkbox"/>	<input type="checkbox"/>	15. Developer to install 3 inch SCE conduit stub for future City fiber optic meter pedestal within an 8-foot wide, 5-foot deep reserved area for City fiber optic network cabinet. A 3-foot clearance must be maintained around the cabinet and the meter. HH4 shall be placed near the reserved area for cable entrance to network cabinet. The pedestal and network cabinet will be supplied and installed by the City. The service submittal to SCE will be coordinated by the City.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	16. Multi-family dwellings are considered commercial property.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	17. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	18. Please contact City's Fiber Team at <a href="mailto:OntarioNet@ontarioca.gov">OntarioNet@ontarioca.gov</a> for conduit design assistance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	19. For additional information please refer to the City's Fiber Optic Master Plan.
<input type="checkbox"/>	<input type="checkbox"/>	20. Please see attached corrections.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	21. Please provide plans in digital format (PDF) on future revisions.

# UTILITIES SYSTEM MAP FOR ONTARIO RANCH BUSINESS PARK

**CONSTRUCTION NOTE 1**  
 CONSTRUCT AND INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36"  
 (SMOOTHWALL) ROLL PIPE (ORANGE AND 1-ORANGE WITH BLACK STRIPE) OR  
 WITH CUTS PLUS TIGHTLY CLOSED JOINTS. FIBER OPTIC PRODUCTS SHALL BE PROTECTED  
 SHALL BE PROTECTED WITH INDUSTRY ACCEPTED DUCT SEAL COMPOUND.  
 CONDUIT BANK REQUIRES (1) 12AWG HIGH STRENGTH (MIN. BREAK LOAD 4589L)  
 COPPER-CLAD STEEL WIREMIL HOPE ORANGE INSULATION FOR LOCATE/TRACER  
 WIRE.

**CONSTRUCTION NOTE 2**  
 CONSTRUCTION AND INSTALL FIBER OPTIC CONDUIT IN AN ELECTRICAL ROOM  
 OR EQUAL TO 432 STANDS, PER CITY STANDARD 519E CONDUITS SWEEPING INTO  
 HANDHOLES SHALL ENTER IN FLUSH WITH THE OUT HOUSE HOLES ALIGNED  
 PARALLEL TO THE BOTTOM OF THE BOX AND COME IN PERPENDICULAR TO THE  
 PARALLEL PROVIDE 5" MIN. CLEARANCE FROM EXISTING APPROVED UTILES. ALL  
 HANDHOLES WILL HAVE 1/4 INCH GALVANIZED WIRE BETWEEN THE HANDHOLES  
 AND THE GRAVEL ITS PLACED ON.

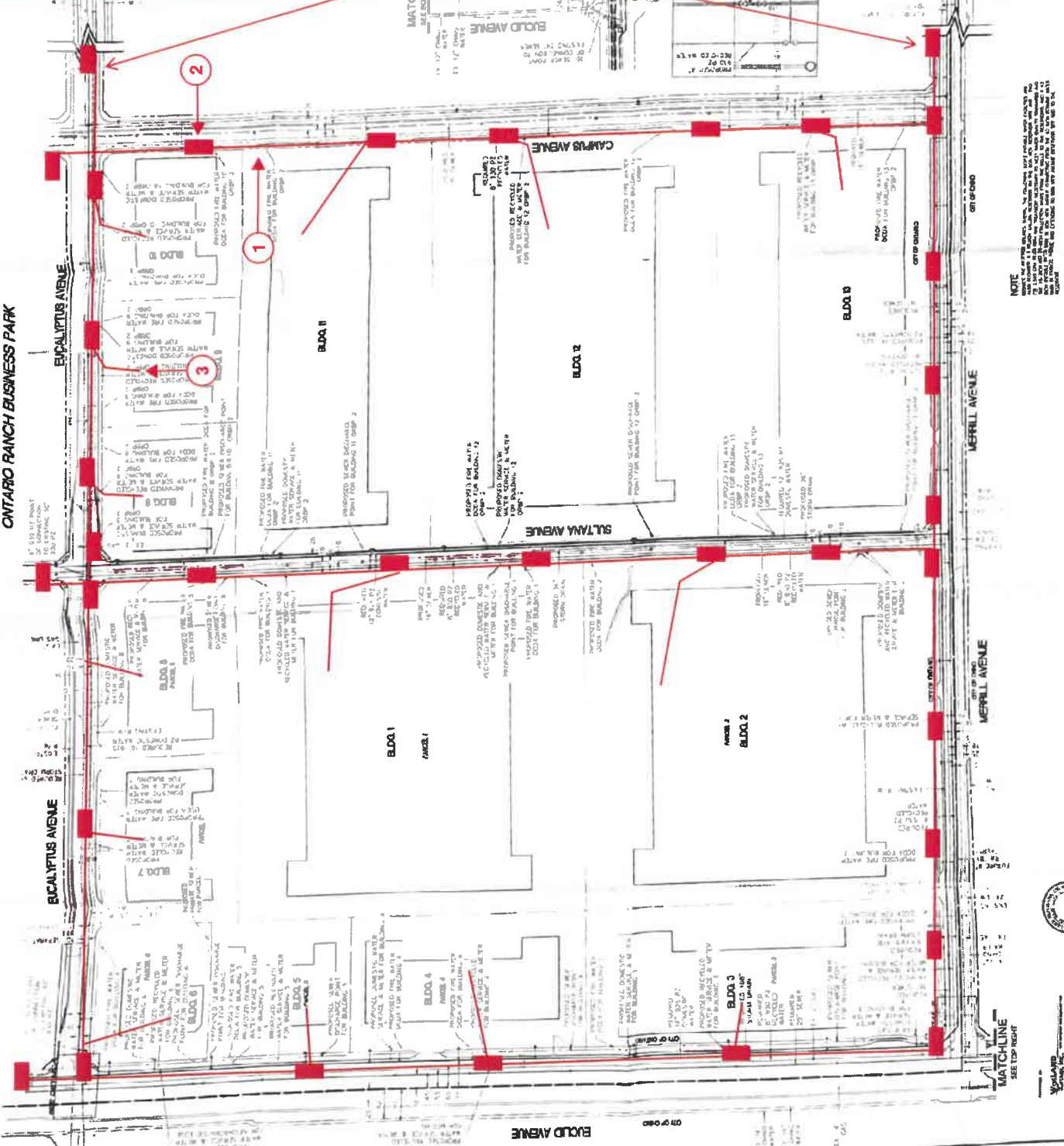
**CONSTRUCTION NOTE 3**  
 FROM THE NEAREST HANDHOLE TO THE BUILDING ENTRANCE, DESIGN AND  
 INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36-INCHES, TRENCHING  
 SDR11 (SMOOTHWALL) ROLL PIPE (ORANGE) DUCT. INSTALL LOCATE/TRACER  
 WIPES MINIMUM 12AWG WITHIN CONDUIT BANK AND FIBER WARNING TAPE (8-INCH  
 ABOVE THE UPPERMOST DUCT

**COMMERCIAL PROPERTIES SHALL TERMINATE CONDUIT IN AN ELECTRICAL ROOM  
 ADJACENT TO THE WALL NO LESS THAN FIVE INCHES ABOVE THE FINISHED FLOOR.  
 A 30" WIDTH X LENGTH 85" SPACE SHALL BE RESERVED ON THE PLYWOOD WALL  
 ADJACENT TO THE TELECOMMUNICATIONS ROOM. THIS SPACE SHALL BE LABELED "ONTARIO NET ONLY."  
 CONDUIT CONDUIT SHALL BE LABELED "ONTARIO NET"**

LOCATION OF TELECOMMUNICATIONS ROOM IS CONCEPTUAL

CONDUIT BANK	CONDUIT BANK	CONDUIT BANK	CONDUIT BANK	CONDUIT BANK	CONDUIT BANK
100	100	100	100	100	100
100	100	100	100	100	100
100	100	100	100	100	100
100	100	100	100	100	100
100	100	100	100	100	100
100	100	100	100	100	100
100	100	100	100	100	100
100	100	100	100	100	100
100	100	100	100	100	100
100	100	100	100	100	100
100	100	100	100	100	100

Connect at Bon View  
Project PM-20161



**NOTE**  
 THIS UTILITIES SYSTEM MAP IS A CONCEPTUAL DESIGN ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION. THE LOCATION AND DEPTH OF UTILITIES SHALL BE VERIFIED BY FIELD SURVEY AND SHALL BE SHOWN ON THE FINAL UTILITIES SYSTEM MAP. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATORY APPROVALS. THIS UTILITIES SYSTEM MAP IS NOT TO BE USED FOR CONSTRUCTION.



PROJECT NO: PM-20161  
 SHEET NO: 10/1



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Alexis Vaughn, Assistant Planner

**FROM:** Tony Galban, Police Department

**DATE:** March 8, 2022

**SUBJECT:** PDEV22-008 A DEVELOPMENT PLAN TO CONSTRUCT SIX INDUSTRIAL BUILDINGS TOTALING 1,522,240 SQUARE FEET, LOCATED AT THE SOUTHWEST CORNER OF MERRILL AVENUE AND CAMPUS AVENUE.

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The “Standard Conditions of Approval” contained in Resolution No. 2017-027 apply. The applicant shall read and be thoroughly familiar with these conditions, including, but not limited to, the requirements 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.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to contact Officer Tony Galban at (909) 408-1006 with any questions or concerns regarding these conditions.





# CITY OF ONTARIO

## MEMORANDUM

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

**FROM:** Paul Ehrman, Sr. Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** March 10, 2022

**SUBJECT:** PDEV22-008 - A Development Plan to construct six (6) industrial buildings totaling 1,522,240 square feet on 73.6 acres of land located at the southwest corner of Merrill Avenue and Campus Avenue, within the Industrial General land use district of the Ontario Ranch Business Park Specific Plan (APNs: 1054-041-01, 02,031-01, 02, 261-01, 02, 291-01, 02.) Related File: PMTT22-005.

- 
- 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: 6 Buildings
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 1
- E. Total Square Footage: Varies
- F. 2019 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/Fire/Prevention](http://www.ontarioca.gov/Fire/Prevention).
- ☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

### **2.0 FIRE DEPARTMENT ACCESS**

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

### 3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 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 may be 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 13. 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.
- ☒ 5.4 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.
- ☒ 5.6 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.





# DEVELOPMENT ADVISORY BOARD DECISION

May 1, 2023

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

**DECISION NO.:** [insert #]

**FILE NO.:** PMTT22-021 (TTM 20536)

**DESCRIPTION:** A public hearing to consider an Addendum to the Countryside Specific Plan Environmental Impact Report (State Clearinghouse No. 200407100) certified by the City Council on April 18, 2006, for Tentative Tract Map No. 20536, subdividing 23.2 acres of land for condominium purposes, into 141 numbered lots and 27 lettered lots to facilitate the development of 265 dwellings, located approximately 875 feet south of the intersection of Riverside Drive and Archibald Avenue, within the Planning Area 1 Neighborhood 2 of the Countryside Specific Plan. (APNs: 0218-111-60 and 0218-111-61); **submitted by RB Ontario LLC. Planning Commission action is required.**

## PART 1: BACKGROUND & ANALYSIS

RB ONTARIO LLC, (herein after referred to as "Applicant") has filed an application requesting approval of Tentative Tract Map No. 20536, File No. PMTT22-021, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**PROJECT SETTING:** The Project site is comprised of 23.2 acres of land located approximately 875 feet south of the intersection of Riverside Drive and Archibald Avenue, and is depicted in Exhibit A: Project Location Map, attached. Existing land uses, Policy Plan (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>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
Site:	Agriculture	Medium Density Residential (MDR; 11.1 – 25.0 du/ac); Low Medium Density Residential (LMDR; 5.1 – 11.0 du/ac)	Countryside Specific Plan (Planning Area 1)	Neighborhood 2 [RD-6,000]
North:	Multiple Family Residential	Medium Density Residential (MDR; 11.1 – 25.0 du/ac)	MDR-18 (Medium Density Residential - 11.1 – 18.0 du/ac)	N/A

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
South:	Single Family Residential, Agriculture	Low Density Residential (LDR; 2.1 – 5.0 du/ac)	Countryside Specific Plan (Planning Area 2)	Neighborhood 4 [RD-5,000]
East:	Multiple Family Residential	Medium Density Residential (MDR; 11.1 – 25.0 du/ac)	MDR-18 (Medium Density Residential - 11.1 – 18.0 du/ac)	N/A
West:	Single Family Residential, Recreation	Low Density Residential (LDR; 2.1 – 5.0 du/ac)	Countryside Specific Plan (Planning Area 1)	Neighborhood 1 [RD-5,500]

**PROJECT DESCRIPTION:**

The Project analyzed under the Addendum to Countryside Specific Plan Environmental Impact Report (State Clearinghouse No. 2004071001, certified by the City Council on April 18, 2006) ("Certified EIR") consists of subdividing the Project site for condominium purposes and includes 141 numbered lots, 27 lettered lots, onsite and offsite improvements such as private streets, private drives, sidewalks, landscaping, utilities infrastructure and utilities connections.

The Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an 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 Addendum (see Attachment A – Addendum, attached).

**PART 2: RECITALS**

WHEREAS, the Countryside Specific Plan Environmental Impact Report (State Clearinghouse No. 2004071001) was certified on April 18, 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 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, approval of this Project is contingent upon the City Council approving a Specific Plan Amendment (File No. PSPA22-002), Development Agreement (File No. PDA22-005) and an EIR Addendum to the Countryside Specific Plan Environmental Impact Report (State Clearinghouse No. SCH# 2004071001), which was certified on April 18, 2006; and

WHEREAS, on May 1, 2023, 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 3: THE DECISION***

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED AND DECIDED 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 Countryside Specific Plan Environmental Impact Report (State Clearinghouse No. 2004071001), certified by the Ontario City Council on April 18, 2006, in conjunction with File No. PSP04-001; 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 Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

SECTION 4: Airport Land Use Compatibility Plan ("ALUCP") Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State;

and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT 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 ONT ALUCP.

SECTION 5: 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 6: Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 7: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

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APPROVED AND ADOPTED this 1st day of May 2023.

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Development Advisory Board Chairman

**Exhibit A: PROJECT LOCATION MAP**



**Attachment A—Addendum to the Countryside Specific Plan  
Environmental Impact Report**

*(EIR Addendum follows this page)*



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

1. Project Title/File No.: Barth Farms/PMTT22-021 & PSPA22-002
2. Lead Agency: City of Ontario, 303 East B Street, Ontario, California 91764, (909) 395-2036
3. Contact Person: Edmelyne Hutter, Senior Planner, 909-395-2429, ehutter@ontarioca.gov
4. Project Sponsor: The Landmark Company, 555 N. El Camino Real #A285, San Clemente California 92672, (858)610-0600
5. 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 Numbers (APN): 0218-111-60 & 61, which is comprised of 23.1 acres of land generally located south of State Route 60 (SR-60), and west of Interstate 15 (I-15).

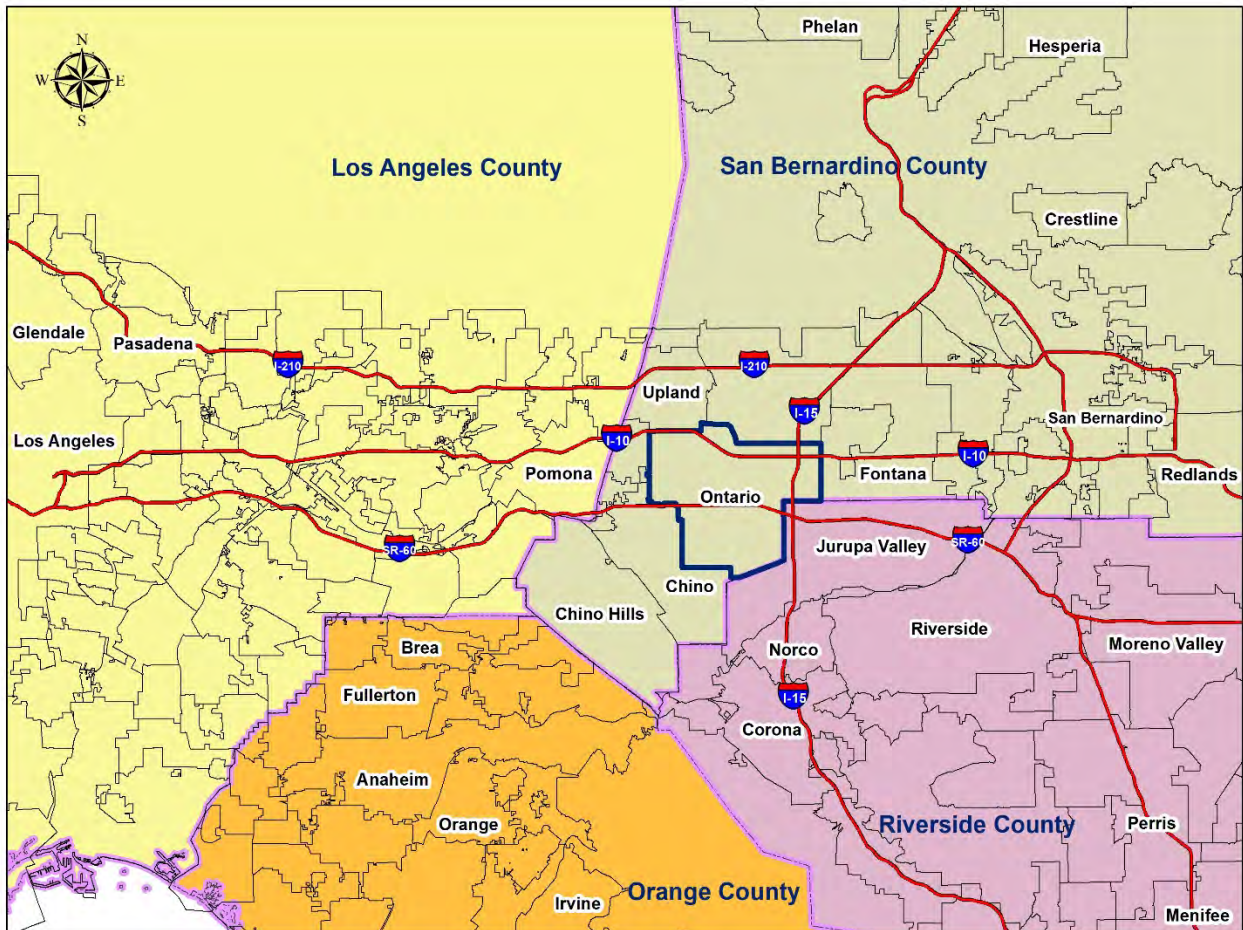


Figure 1: REGIONAL LOCATION MAP



Figure 2: Aerial Site Photograph

6. Policy Plan (General Plan) Designation: Existing: Countryside Specific Plan - Residential Development (RD) 6,000 square foot lots. The Ontario Plan (TOP) - Medium Density Residential (MDR; 11.1 to 25 du/ac) for northern parcel of project site and Low-Medium Density Residential (LMDR; 5.1-11.0 dwelling units/acre (du/ac)) for southern parcel of project site. Proposed: Medium Density Residential (MDR; 11.1 to 25 du/ac).
7. Zoning Designation: Existing: Countryside Specific Plan. Proposed: Countryside Specific Plan.
8. Description of Project: The project proposes the following entitlements:
  1. Specific Plan Amendment (SPA, File No. PSPA22-002) to the Countryside SP Neighborhood 2 from RD – 6,000 (6,000 square foot lots) with 106 units to Neighborhood 2A Courtyard Townhomes (96 units), Neighborhood 2B Row Townhomes (96 units), and Neighborhood 2C (82 units) RD-3,000, for a combined total of 265 units. A private recreation area is proposed between Neighborhoods 2A, 2B, and 2C;
  2. Tentative Tract Map (File No. PMTT22-021) to subdivide a 23.1 acre site into 265 lots, for development of 83 cluster single family detached, 126 townhouses, and 56 single family detached houses.



9. Project Setting: The project site consists of approximately 23.1 acres of land within southern Ontario. The site is generally rectangular in shape and is surrounded by residential establishment. The vacant site was historically used for agriculture uses, including row crop production and a nursery. The site is surrounded to the north by medium density residential housing and neighborhood commercial development, low density residential development to the south, neighborhood commercial and medium density residential development to the east and low density residential units to the west.

10. Project Background: On April 18, 2006, the Ontario City Council adopted the Countryside Specific Plan (SP) and certified the Environmental Impact Report (EIR) (SCH number 2004071001). The Countryside SP is comprised of "Residential - Low Density" land use designation and proposed a variety of housing types within a traditional neighborhood setting designed around a network of paseos, parks, and bicycle trails. The SP anticipated the development of approximately 819 residential units on approximately 178 acres and consists of eight neighborhoods of varying densities. Approximately 10.11 acres of the SP was proposed to be set aside as open space. The Countryside SP Certified EIR is incorporated by reference and available at the City of Ontario, 303 East B Street, Ontario, California 91764.

On August 16, 2022, the Ontario City Council adopted The Ontario Plan (TOP) 2050 and certified the Supplemental EIR (SEIR) (SCH Number 2021070364). TOP 2050 is an update to TOP to guide the City's development and conservation for the next 30 years through 2050 with particular emphasis on conducting technical refinements to the Policy Plan to comply with state-required mandates; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan. TOP 2050 Certified SEIR is incorporated by reference and available at the City of Ontario, 303 East B Street, Ontario, California 91764.

11. Surrounding Land Uses:

	<u>Existing Land Use</u>	<u>General Plan Designation</u>	<u>Zoning Designation</u>	<u>Specific Plan Land Use</u>
Site:	Farming/ Nursery	LMDR/ MDR	RD-6,000	RD-6,000
North:	Multi-Family Residential	NC/ MDR	MDR-18/CC	NA
South:	Single Family Detached Residential, Farming	LDR	RD-5,000	RD-5,000
East:	Multi-Family Residential	NC/LDR	MDR-18/CN	NA
West:	Single Family Detached Residential, Park	LDR	RD-5,500	RD-5,500

12. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement): State Water Resources Control Board for General Construction Stormwater Activity Permit.

13. 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

**NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS CEQA DOCUMENT.**

The environmental factors checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion 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)


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On the basis of this initial evaluation:

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.
- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.



- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects, or there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects, or there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects, or there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.

Signature: 	Date: April 3, 2023
Printed Name: Edmelynn V. Hutter	For: City of Ontario

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## EVALUATION OF ENVIRONMENTAL IMPACTS

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1. A finding of "No New Impact/No Impact" means that the potential impact was fully analyzed and/or mitigated in the prior CEQA document and no new or different impacts will result from the proposed activity. A brief explanation is required for all answers except "No New Impact/No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No New Impact/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 New Impact/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. A finding of "New Mitigation is Required" means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document and that new mitigation is required to address the impact.

3. A finding of "New Potentially Significant Impact" means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document that cannot be mitigated to below a level of significance or be avoided.
4. A finding of "Reduced Impact" means that a previously infeasible mitigation measure is now available, or a previously infeasible alternative is now available that will reduce a significant impact identified in the previously prepared environmental document.
5. 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.
6. 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. 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 proposed action.
  - c. Infeasible Mitigation Measures. Since the previous EIR was certified or previous ND or MND was adopted, discuss any mitigation measures or alternatives previously found not to be feasible that would in fact be feasible or that are considerably different from those previously analyzed and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.
  - d. Changes in Circumstances. Since the previous EIR was certified or previous ND or MND was adopted, discuss any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause a change in conclusion regarding one or more effects discussed in the original document.
7. 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.
8. Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
9. 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.
10. The explanation of each issue should identify:

- a. the significance criteria or threshold, if any, used to evaluate each question;
- b. differences between the proposed activity and the previously approved project described in the approved ND or MND or certified EIR; and
- c. the previously approved mitigation measure identified, if any, to reduce the impact to less than significance.

<i>Issues</i>	<i>New Potentially Significant Impact</i>	<i>New Mitigation is Required</i>	<i>No New Impact / No Impact</i>	<i>Reduced Impact</i>
1. AESTHETICS. Except as provided in Public Resources Code section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 Dept. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	New Potentially Significant Impact	New Mitigation is Required	No New Impact / No Impact	Reduced Impact
Code section 51104(g)?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>



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 File Nos.: PMTT22-021 & PSPA22-002

Issues	New Potentially Significant Impact	New Mitigation is Required	No New Impact / No Impact	Reduced Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS. Would the project:				

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Issues	New Potentially Significant Impact	New Mitigation is Required	No New Impact / No Impact	Reduced Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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:				
i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 File Nos.: PMTT22-021 & PSPA22-002

Issues	New Potentially Significant Impact	New Mitigation is Required	No New Impact / No Impact	Reduced Impact
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Supplemental Environmental Checklist  
 File Nos.: PMTT22-021 & PSPA22-002

Issues	New Potentially Significant Impact	New Mitigation is Required	No New Impact / No Impact	Reduced Impact
replacement housing elsewhere?				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Supplemental Environmental Checklist  
 File Nos.: PMTT22-021 & PSPA22-002

Issues	New Potentially Significant Impact	New Mitigation is Required	No New Impact / No Impact	Reduced Impact
section 5020.1(k), or				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
21. MANDATORY FINDINGS OF SIGNIFICANCE. (State CEQA Guidelines section 15065(a).)				

Issues	New Potentially Significant Impact	New Mitigation is Required	No New Impact / No Impact	Reduced Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATION OF ISSUES**

1. AESTHETICS. Would the project:

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

Discussion of Effects: The Initial Study for this Project determined no significant impacts within the area of aesthetics. The Initial Study of the Countryside Specific Plan (Countryside SP) Certified EIR indicated the project site does not contain any scenic vistas nor is the site located within or adjacent to a State-designated scenic highway and partial views of the San Gabriel Mountains to the north would be maintained. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Initial Study to the Countryside SP EIR.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified 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. As outlined in the Initial Study of the Countryside SP

Certified EIR the project site is not located within or adjacent to a State-designated scenic highway and has no historic buildings, or other scenic resources. 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analyses are necessary.

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

Discussion of Effects: The Initial Study of the Countryside SP Certified EIR determined no significant impacts within the area of aesthetics. Development of the residential component of the project would be compatible with the existing residential subdivisions and would not degrade the existing visual character or quality of the site or surrounding areas. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Initial Study to the Countryside SP EIR.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified 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: The Initial Study for of the Countryside SP Certified EIR determined no significant impacts within the area of aesthetics. The proposed development will introduce new sources of light and glare through the construction of new homes, however they will be required to comply with the requirements of the Ontario Municipal Code and would not substantially affect day or nighttime views. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Initial Study to the Countryside SP EIR.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP 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 project site is Neighborhood 2 of the Countryside SP. As outlined in the Countryside SP Certified EIR, Neighborhood 2 encompasses 23.2 acres designated as Prime Farmland. The conversion of Prime Farmland to nonagricultural uses from implementation of the Countryside SP was evaluated in the Countryside SP Certified EIR as significant and unavoidable and there was no feasible mitigation identified. The City Council adopted a Statement of Overriding Considerations addressing the impact (City Council Resolution No. 2006-013).

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

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

Discussion of Effects: As outlined in the Countryside SP Certified EIR, Neighborhood 2 is within Williamson Act properties, contract no. 72-384, which encompasses 23.2 acres. The applicant has not filed plans for immediate cancellation of the existing Williamson Act contracts, but a Notice of Nonrenewal will be filed for contract number 72-384, which comprises Neighborhood 2. Any cancellation would be performed in accordance with Government Code Section 51282, subdivision (a). The development of residential uses on property that is under Williamson Act contract would conflict with the Act and this conflict would be significant and unavoidable. The conflict between proposed residential development uses and the Williamson Act and cancellation of these contracts from implementation of the Countryside SP was evaluated in the Countryside SP Certified EIR as significant and unavoidable and there was no feasible mitigation identified. The City Council adopted a Statement of Overriding Considerations addressing the impact (City Council Resolution No. 2006-013).

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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: At the time the Countryside SP EIR was prepared, impacts to forest land or timberland were not included in the CEQA Guidelines Appendix G checklist and therefore it did not identify any significant impacts related to forest or timberland. 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. 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP 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: At the time the Countryside SP EIR was prepared, impacts to forest land or timberland were not included in the CEQA Guidelines Appendix G checklist and therefore it did not identify any significant impacts related to forest or timberland. Per the Ontario Plan 2050 (TOP 2050) Certified SEIR, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP 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: As previously discussed, the project site encompasses 23.2 acres designated as Prime Farmland. The conversion of Prime Farmland to nonagricultural uses from implementation of the Countryside SP was evaluated in the Countryside SP Certified EIR as significant and unavoidable and there was no feasible mitigation identified. 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP 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 in the TOP 2050 Certified SEIR. The project site's northern parcel is designated as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), in TOP 2050, which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, buildout of TOP 2050 would be consistent with the AQMP under the first criteria, however, air pollutant emissions associated with buildout of TOP 2050 would cumulatively contribute to the nonattainment designations in the South Coast Air Basin (SoCAB) and TOP 2050 would be inconsistent with the AQMP. Mitigation Measures from TOP that would reduce impacts associated with inconsistency with the South Coast AQMD that are applicable to the project and shall be implemented include:



Mitigation Measure 3-1: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance [a technical assessment was prepared as part of the Countryside SP Certified EIR indicating peak construction activities would exceed SCAQMD thresholds], the City of Ontario building department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil disturbance 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 4 interim 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 manufacturers can be found on the South Coast Air Quality Management District's website at: [http://www/aqmd.gov/prdas/brochures/Super-Compliant\\_AIM.pdf](http://www/aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf).

These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.

Mitigation Measure 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).

Mitigation Measure AQ-1: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance [a technical assessment was prepared as part of the Countryside SP Certified EIR indicating daily operations would exceed SCAQMD thresholds], the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational

activities. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 section 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of the CALGreen (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 and A5.106.5.2 of the CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).
- Applicant-provided appliances shall be Energy Star-certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers and dryers). Installation of Energy Star-certified or equivalent appliances shall be verified by the City during plan check.

Mitigation: No additional 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 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR 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 subject site was previously analyzed in the TOP 2050 Certified SEIR. The project site's northern parcel is designated as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), in TOP 2050, which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, buildout of TOP 2050 would generate short-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB and would be significant and unavoidable. TOP 2025 Mitigation Measures 3-2 and AQ-1 [above] would reduce air pollutant emissions to the extent feasible.

Mitigation: No additional 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 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR

analyses are necessary.

- c. Expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: The Countryside SP Certified EIR determined toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed land uses within the project site and no mitigation is required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP 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 Initial Study for of the Countryside SP Certified EIR determined no impacts as the project does not propose and would not facilitate uses that are significant sources of objectionable odors. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Initial Study to the Countryside SP Certified EIR.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP 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 in the Countryside SP Certified EIR and categorized as entirely denuded/developed land with intensive disturbance resulting from a variety of land uses associated with the project site including row crops, residential and commercial activities and roads. According to the Countryside SP Certified EIR, no special-status botanical species were present nor any suitable habitat that would support them. No threatened or endangered species have been reported to occur within the project site, however some sensitive species such as loggerhead shrike (*Lanius ludovicianus*) and burrowing owl (*Athene cunicularia*), as well as migratory avian species and raptors, which may use portions of the site and adjacent areas during the breeding season are protected under the Migratory Bird Treaty Act (MBTA.) The loss of a special-status avian species, an occupied nest, or substantial interference with roosting and foraging opportunities for migratory Species of Special Concern or raptors as a result of construction or demolition activities, would constitute a potentially significant impact. However, this impact would be reduced to a less than significant level with implementation of Mitigation Measures BIO-1(a)-SP and BIO-4-SP, that are applicable to the project. A project-specific Delhi Sands Flower-Loving Fly (DSF) Habitat Suitability Assessment was prepared by ELMT Consulting, Inc. in December 2022. As outlined in this report, the project site is mapped by the US

Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) as sporting Delhi fine sand soils in a band running north to south on the western and eastern boundary of the project site with the middle of the site supporting Hilmar loamy fine sand. However, since the project site has been continuously farmed for several decades with a variety of crops and disked between rotation of crops with the disking across the band of Delhi Sand soils at a 90-degree angle, the band of Delhi Sand soils that may have historically been present on the site has been thoroughly integrated into the larger areas of clay soils found on the site. Due to these historic and ongoing land uses, no undisturbed native plant community exist on the site. Due to the long-standing regime of crop rotation and disking, the small bands of Delhi Sand soils that was mapped as historically occurring on the site, has been thoroughly mixed with the clay soils and clean Delhi Sands are no longer present. The site is considered unsuitable habitat for DSF. Therefore, no adverse impacts to special status species are anticipated.

Mitigation Measure BIO-1(a)-SP: To ensure that avian Species of Concern, protected migratory species (e.g., Migratory Bird Treaty Act), or raptor species are not injured or disturbed by construction in the vicinity of nesting habitat, the project applicant shall implement the following measures:

- When feasible, all tree removal shall occur between August 30 and February 15 to avoid the breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an upcoming construction area. This period may be modified with the authorization of the California Department of Fish and Game (CDFG) [now California Department of Fish and Wildlife, CDFW]; or if it is not feasible to remove trees outside this window then, prior to the beginning of mass grading, including grading for major infrastructure improvements, during the period between February 15 and August 30, all trees and potential burrowing owl habitat within 250 feet of any grading or earthmoving activities shall be surveyed for active raptor nests or burrows by a qualified biologist no more than 30 days prior to disturbance. If active raptor nests or burrows are found, and the site is within 250 feet of potential construction activity, a fence shall be erected around the tree or burrow(s) at a distance of up to 250 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City in consultation with CDFG [now CDFW].
- No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zones), unless directly related to the management or protection of legally protected species.
- In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the developer shall contact CDFG [CDFW] and, subject to CDFG [CDFW] approval fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).
- If legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30, or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist.

Mitigation Measure BIO-2(a)-SP: Prior to any groundbreaking within the Specific Plan Area, mitigation fees shall be paid to a land conservancy selected to oversee habitat land acquisition in accordance with the settlement agreement between the City, Sierra Club, and Endangered Habitat League.

Mitigation Measure BIO-4-SP: The project applicant, in consultation with the California

Department of Fish and Game (CDFG) [now CDFW], shall conduct a pre-construction survey within the phases of the project site that are scheduled for construction activities. The survey shall be conducted by a qualified biologist to determine if western burrowing owls are occupying the project site. The survey shall be conducted no more than three weeks prior to grading of the project site.

If the above survey does not identify burrowing owls on the project site, then no further mitigation would be required. However, should western burrowing owls be found on the project site, the following measures shall be required:

The applicant shall avoid all potential western burrowing owl burrows that may be disturbed by project construction during the breeding season between February 15 and August 30 (the period when nest burrows are typically occupied by adults with eggs or young). Avoidance shall include the establishment of a 300-foot diameter non-disturbance buffer zone around any occupied burrows. The buffer zone shall only occur outside of the breeding season (September 1 through February 14).

Based on approval by the CDFG [CDFW], preconstruction and non-breeding season exclusion measures may be implemented to preclude burrowing owl occupation of the project site prior to project-related disturbance, such as grading). Burrowing owls may be passively excluded from burrows in the construction area by placing one-way doors in the burrows according to current CDFG [CDFW] protocol. The one-way doors must be in place for a minimum of three days. All burrows that may be occupied by burrowing owls, regardless of whether they exhibit signs of occupation, must be cleared. Burrows that have been cleared through the use of one-way doors shall then be closed or backfilled to prevent owls from entering the burrow. The one-way doors shall not be used more than two weeks before construction to ensure that owls do not re-colonize the area of construction.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified 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 project site was previously analyzed in the Countryside SP Certified EIR and does not contain any riparian habitat or other sensitive natural community identified by the California Department of Fish & Game [CDFW] or U.S. 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 Countryside SP EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?



Discussion of Effects: The project site was previously analyzed in the Countryside SP Certified EIR and no wetland habitat is present. 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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 project site was previously analyzed in the Countryside SP Certified EIR and contains row crops and a nursery property that are bounded on all four sides by development. As a result, there are no wildlife corridors connecting this site to other areas. Therefore, no adverse environmental impacts are anticipated.

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

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

Discussion of Effects: The project site was previously analyzed in the Countryside SP Certified EIR which concluded that the implementation of the Specific Plan, in accordance with the mitigation measures contained within the Countryside SP EIR, would ensure that the proposed project would be in substantial conformance with the local applicable policies protecting biological resources. The applicable mitigation measures from the Countryside SP Certified EIR for the proposed project site are outlined above and with implementation, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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 project site was previously analyzed in the Countryside SP Certified EIR and as outlined in the Initial Study, the project site is not located within an adopted HCP, NCCP or other approved habitat conservation plan. The project site is not located within the DSF HCP, a 19-acre area near the intersection of Greystone Drive and the eastern City boundary. 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is necessary.

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 project site was previously analyzed in the Countryside SP Certified EIR and no historic or potentially historic resources were identified within the project site, as part of the Barth Farms property. Per the Cultural Resources Assessment (BCR Consulting, LLC., December 2022) of the project site, no cultural resources of any kind (including historic-period or prehistoric archaeological resources, or historic-period architectural resources) were identified. Therefore, no significant impact related to historical resources 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is necessary.

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

Discussion of Effects: Per the Countryside SP Certified EIR, although an intensive pedestrian field survey was not conducted for Neighborhood 2 of the project site, the entire SP area has been subject to substantial disturbance over lengthy periods of time, as a result of livestock movement, livestock waste collection and disposal, agriculture, and other development that would have displaced potential surface and subsurface archaeological resources. Therefore, potential impacts to archaeological resources are not anticipated. Per the Cultural Resources Assessment (BCR Consulting, LLC., December 2022) an intensive pedestrian field survey of the project site was conducted and no cultural resources of any kind (including historic-period or prehistoric archaeological resources, or historic-period architectural resources) were identified. Therefore, no significant impact related to archaeological resources are anticipated. Per the Countryside SP Certified EIR, despite the lack of documented resources in the vicinity, the possibility of discovering archaeological remains during excavation for future projects within the Specific Plan area cannot be completely discounted. No provisions exist for the recovery of previously unknown archaeological resources as a result of ground-disturbing activities associated with site preparation and construction and therefore mitigation measures CUL-2 (a-c)-SP are applicable to the project and would reduce impacts to unknown archaeological resources to a less than significant level.

Mitigation Measure CUL-2(a)-SP: Prior to site preparation or grading activities, construction personnel shall be informed of the potential for encountering unique archaeological resources. This shall include the provision of written materials to familiarize personnel with the range of resources that might be expected, the type of activities that may result in impacts, and the legal framework of cultural resources protection. All construction personnel shall be instructed to stop work in the vicinity of a potential discovery until a qualified archaeologist assess the significance of the find and implements appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of archaeological resources is prohibited.

Mitigation Measure CUL-2(b)-SP: Prior to site preparation and grading activities, the

applicant shall retain a qualified (SOPA certified) archaeologist to monitor earth-disturbing activities. The frequency of monitoring shall occur at the discretion of the archaeologist, based upon site condition or other relevant factors. The archaeologist shall also be available on-call to assess any potential resources that may be exposed or discovered when the archaeologist is not present.

Mitigation Measure CUL-2(c)-SP: For any potential archaeological resource uncovered during construction, a qualified archaeologist shall first determine whether it is a "unique archaeological resource" under Public Resources Code Section 21083.2(g). If the archaeological resource is determined to be a "unique archaeological resource," the archaeologist shall formulate a mitigation plan in consultation with the campus that satisfies the requirements of Section 21083.2 of CEQA. If the archaeologist determines that the archaeological resources is not a unique archaeological resource, the archaeologist may record the site and submit the recordation form to the California Historic Resources Information System South Central Coastal Information Center. The archaeologist shall prepare a report of the results of any study prepared as part of a mitigation plan, following accepted professional practice. Copies of the report shall be submitted to the University and to the California Historic Resources Information System San Bernardino Archaeological Information Center.

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

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

Discussion of Effects: Per the Countryside SP Certified EIR, no archaeological materials, including human burials, have been discovered in the Countryside Specific Plan Area. However, archaeological contexts are known in the general New Model Colony (Ontario Ranch) area, and the potential still exists for such resources to be present in the Countryside Specific Plan Area. Excavation during project related construction activities would have the potential to disturb unknown/undiscovered human remains. Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California Public Resources Code (P.R.C). Disturbing human remains could violate the health code, as well as destroy the resource, which would result in a potentially significant impact. As such, mitigation measure MM CUL-4-SP is proposed to reduce this impact to a less-than-significant level.

Mitigation Measure CUL-4-SP: In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately, the area of the find shall be protected, and the University immediately shall notify the San Bernardino County Coroner of the find and comply with the provisions of P.R.C. Section 5097 with respect to Native American involvement, burial treatment, and re-burial, if 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is necessary.

- 6. ENERGY. Would the project:

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

Discussion of Effects: At the time the Countryside SP Certified EIR was prepared, impacts related to wasteful, inefficient, or unnecessary consumption of energy resources was not included in the CEQA Guidelines Appendix G checklist and therefore it did not identify any significant impacts related to wasteful, inefficient, or unnecessary consumption of energy. The subject site was previously analyzed in the TOP 2050 Certified SEIR. The TOP 2050 designates the project site's northern parcel as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, regulatory compliance (e.g., Building Energy Efficiency Standards, CALGreen, Renewable Portfolio standard (RPS), and Corporate Average Fuel Economy (CAFE) standards) will increase building energy efficiency and vehicle fuel efficiency and reduce building energy demand and transportation-related fuel usage. Additionally, the TOP 2050 includes policies related to land use and transportation planning and design, energy efficiency, public and active transit, and renewable energy generation that will contribute to minimizing building and transportation-related energy demands overall and demands on nonrenewable sources of energy. Implementation of the policies in TOP 2050 and Community Climate Action Plan (CCAP) policies, in conjunction with regulatory requirements would ensure that energy demand associated with growth under TOP 2050 would not be inefficient, wasteful, or unnecessary. As no significant energy impacts were identified, no mitigation measures are warranted.

Mitigation: No additional 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 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR analyses are necessary.

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

Discussion of Effects: At the time the Countryside SP Certified EIR was prepared, impacts related to wasteful, inefficient, or unnecessary consumption of energy resources was not included in the CEQA Guidelines Appendix G checklist and therefore it did not identify any significant impacts related to wasteful, inefficient, or unnecessary consumption of energy. The subject site was previously analyzed in the TOP 2050 Certified SEIR. The project site's northern parcel is designated as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), in TOP 2050, which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, the state's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as Southern California Edison (SCE), whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. The land uses in the TOP 2050 would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen. Furthermore, TOP 2050 includes Environmental Resources Element policies (AR3-1, ER3-2, ER3-3, ER3-4, ER3-5 and ER3-6) and Safety Element policies (S9-1, S9-2, and S9-3) which would support the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving

standards. The TOP 2050 would not conflict with or obstruct implementation of California's RPS program.

Mitigation: No additional 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 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR 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: Per the Countryside SP Certified EIR, the project site is located outside the Fault Rupture Hazard Zone (formerly Alquist-Priolo zone) and is approximately 6 miles from the nearest fault line, the Chino-Central Avenue Fault. The project site, however, is in a seismically active region and seismic hazards must be taken into account in the design and construction of the residential structures proposed in the SP. As determined by the Preliminary Geotechnical Evaluation (LGC Geotechnical, Inc., April 2022) for this Project, the subject site is not located within an Alquist-Priolo Earthquake Fault Zone and no faults were identified on the site during the site evaluation. The possibility of damage due to ground rupture is considered low since no active faults are known to cross the site. The Countryside SP Certified EIR concluded that implementation of mitigation measures MM G-1 and MM GEO-1-SP would reduce impacts from seismic hazards to less than significant levels. Mitigation measures MM G-1 and MM GEO-1-SP that are applicable to the project and shall be implemented include:

Mitigation Measure G-1: The City shall develop (pull together from existing materials) a Grading and Geotechnical Investigation Standards manual which will be available to developers and consultants in order to ensure the minimum proper soils engineering and engineering geologic study for all sites where grading will occur. Together these standards and policies should effectively mandate proper studies before development approval, in which grading, foundations, and slope stability would be analyzed and any potential hazards identified. Mitigation of the potential hazards would occur through the proper application of recommendations arising from these studies. Topics shall include but not necessarily be limited to soils engineering and foundations, slope stability, erosion, liquefaction/dynamic settlement, shallow groundwater, and fault location/ activity. This manual shall be available at the permit stage prior to initial feasibility and design studies in order to enhance (streamline) the development review and environmental review processes.

Mitigation Measure GEO-1-SP: A final design geotechnical report shall be prepared for the proposed development to provide structure-specific geotechnical recommendations. The final report shall address all issues initially covered in the Preliminary Geotechnical Report. Final recommendations on earthwork, spread footings with slabs-on-grade, reinforced mat foundations, post-tensioned mats, friction piles, cathedral retaining (basement) walls, and measures to address soil corrosion shall be identified. The final report shall specify foundation recommendations to ensure issues associated with underlying soils are



addressed. Construction of the project shall comply with all recommendations in the final geotechnical report.

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

ii. Strong seismic ground shaking?

Discussion of Effects: As determined by the Preliminary Geotechnical Evaluation (LGC Geotechnical, Inc., April 2022) for this Project, no faults were identified on the site during the site evaluation. The possibility of damage due to ground rupture is considered low since no active faults are known to cross the site. The main seismic hazard that may affect the site is ground shaking from one of the active regional faults. The subject site will likely experience strong seismic ground shaking during its design life. The Countryside SP Certified EIR concluded that implementation of mitigation measures MM G-1 and MM GEO-1-SP would reduce impacts from seismic hazards to less than significant levels.

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

iii. Seismic-related ground failure, including liquefaction?

Discussion of Effects: As identified in the Countryside SP Certified EIR, groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 50 feet to the surface can cause the highest liquefaction susceptibility. The risk of liquefaction in the immediate project area is low due to a depth to groundwater of greater than 100 feet below ground (fbg). 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 Countryside SP Certified EIR. No changes or additions to the Certified Countryside SP Certified EIR analysis is necessary.

iv. Landslides?

Discussion of Effects: Per the Preliminary Geotechnical Evaluation (LGC Geotechnical, Inc., April 2022), regional geologic mapping and local topographic expressions do not indicate the presence of large-scale landslides within or adjacent to the project area. Therefore, the project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving landslides due to the relatively flat topography of the project site making 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP

Certified EIR analysis is necessary.

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

Discussion of Effects: Soil erosion and loss of topsoil has been previously analyzed by the Countryside SP Certified EIR and found to be less than significant. All construction activity for this Project will comply with Chapter 29 of the CBC, which regulates excavation activities and construction of foundations and retaining walls, as well as Chapter 70 of the CBC, which regulates grading activities, including drainage and erosion control. Compliance with City permit and CBC requirements would minimize effects from erosion. The proposed project would also be implemented in accordance with SOI GPA Policies 21.2.1, 22.1.3 and 22.1.6 (SOI GPA EIR MM G-1). The noted policies and MM G-1 both address erosion impacts through investigation, monitoring, and mitigation, and are designed to reduce potentially substantial adverse effects resulting from soil erosion during all phases of project development, implementation, and operation. In addition, project-specific measures MM GEO-2(a)-SP, MM GEO-2(b)-SP, and MM GEO-2(c)-SP from the Countryside SP Certified EIR are applicable and shall be implemented to ensure that specific construction-related erosion risks are further reduced.

Mitigation Measure GEO-2(a)-SP: Erosion control shall be employed and maintained on all vacant areas of the project site that have been graded.

Mitigation Measure GEO-2(b)-SP: The project applicant shall submit a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) for coverage under the Statewide General Construction Activity Stormwater Permit and shall comply with all applicable requirements, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP). A copy of the NOI shall be submitted to the City prior to issuance of a grading permit.

Mitigation Measure GEO-2(c)-SP: An erosion control plan shall be reviewed and approved by the City of Ontario prior to issuance of grading permits.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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: As outlined in the Countryside SP Certified EIR, slope instability is not expected to pose constraints on development because the SP area is relatively flat. The Project will not create greater landslide potential impacts than were identified in the Countryside SP Certified EIR. In addition, 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 Preliminary Geotechnical Evaluation (LGC Geotechnical, Inc., April 2022) also concludes project site soils are not generally susceptible to liquefaction due to the lack of groundwater in the upper 50 feet, isolated dry sand settlement is estimated to be 1-inch or less, and site soils are anticipated to have very low expansion potential. The Preliminary Geotechnical Evaluation indicates that the recommendations contained therein are considered preliminary and should be confirmed upon

completion of grading and earthwork operations. With implementation of The Ontario Plan strategies, Uniform Building Code, Ontario Municipal Code, and Mitigation Measure GEO-1-SP 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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: According to the Countryside SP Certified EIR, 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. The Preliminary Geotechnical Evaluation (LGC Geotechnical, Inc., April 2022) also concludes project site soils are anticipated to have very low expansion potential. With implementation of The Ontario Plan strategies, Uniform Building Code, Ontario Municipal Code, and Mitigation Measure GEO-1-SP 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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: Per the Countryside SP Certified EIR, the area is served by the local sewer system and the use of septic tanks or alternative waste disposal systems is not proposed. There will be no impact to the sewage system. There would be no impact related to having soils incapable of inadequately supporting septic tanks or alternative waste disposal systems.

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

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

Discussion of Effects: Per the Countryside SP Certified EIR, potential disturbance or damage to undocumented archaeological resources, undocumented paleontological resources, or human remains could occur and would be reduced to less than significant levels through implementation of Mitigation Measure MM CUL-3(c)-SP.

Mitigation Measure CUL-3(c)-SP: For any potential paleontological resource uncovered during construction, a qualified paleontologist shall first determine whether it is a "unique resource". If the paleontological resource is determined to be a "unique resource," the paleontologist shall formulate a mitigation plan in consultation with the City that satisfies the requirements off the Conformable Mitigation Guidelines of the Society of Vertebrate Paleontology (News Bulletin Number 163, January 1995). If the paleontologist determines

that the paleontological resource is not a unique resource, the paleontologist may record the site and submit the recordation form to the Natural History Museum of San Bernardino County. The paleontologist shall prepare a report of the results of any study prepared as part of a mitigation plan, following accepted professional practice. Copies of the report shall be submitted to the City of Ontario and to the Natural History Museum of San Bernardino County.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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 in the TOP 2050 Certified SEIR. The project site's northern parcel is designated as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), in TOP 2050, which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, the Greenhouse Gas (GHG) evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur from future development accommodated by TOP 2050. With implementation of the CCAP, the city would achieve the Executive Order (EO) S-03-05 GHG emissions reduction targets, resulting in an 80 percent decrease in GHG emissions in the city by 2050 from existing conditions, and would make substantial progress toward the State's carbon neutrality goals under EO B-55-18. The TOP 2050, which includes the CCAP, would reduce GHG emissions impacts compared to the TOP 2010, and impacts 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 TOP 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR analyses are necessary.

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 in the TOP 2050 Certified SEIR. The project site's northern parcel is designated as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), in TOP 2050, which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, future development under the TOP 2050 would be consistent with applicable plans adopted for the purpose of reducing GHG emissions, including California Air Resources Board's (CARB) Scoping Plan and Southern California Association of Governments (SCAG) Connect SoCal. Implementation of TOP 2050 would not obstruct implementation of the CARB Scoping Plan or interfere with SCAG's ability to implement the regional strategies in Connect SoCal and impacts are less than significant.

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 TOP 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR 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: Per the Countryside SP Certified EIR, due to the current and historic uses of the site, including extensive dairy and agricultural operations, the potential exists for hazardous materials to be encountered over the entirety of the site. Specific Plan build out would result in grading of approximately 178 acres of land and demolition of various existing structures. Disturbance of soils and demolition of structures could result in the exposure of construction workers, residential occupants, or parkland/paseo users to health or safety risks if contaminated structures, soils, and/ or groundwater are encountered during construction or maintenance. Exposure to contaminated structures, soil, or groundwater could occur from any of the following: 1) asbestos-containing materials and lead-based paints in on-site structures, pipes, etc.; 2) pesticides/herbicides in the soil; 3) chlorinated solvent plume in the groundwater beneath the site; 4) soil contamination from polychlorinated biphenyl (PCB) in areas with transformers; 5) petroleum hydrocarbon (TPH)-contaminated areas of soil adjacent to above-ground storage tanks (ASTs) on the site; or 6) unknown contaminants not previously identified. The Countryside SP Certified EIR included Mitigation Measure MM HM-1, that requires completion of a Phase I Environmental Site Assessment (ESA) for all areas on-site to screen the site for further contamination potential. A Phase I ESA and Shallow Soil Sampling (Stantec, December 2022) was conducted for the proposed project site (Neighborhood 2) in compliance with Mitigation Measure MM HM-1. As the site was used for agriculture, application of pesticide and herbicide was anticipated and the potential for accumulation of organochloride pesticide (OCPs) and heavy metals (lead and arsenic) that are common with herbicide application in shallow soils. A shallow soils assessment indicated all OCPs, lead, and arsenic that were detected were below all applicable screening levels. The project site also has empty fuel tanks, waste oil drums, and an approximately 500-gallon diesel fuel storage tank. A shallow soil sampling was conducted to evaluate the potential release to the subsurface in these areas. There were no detections of TPH or volatile organic compounds (VOCs). Therefore, OCPs, arsenic, lead, TPH and VOCs are not considered a concern at the site and no further investigation or need for remediation is necessary. The proposed Project would not result in the routine handling, use, or disposal of hazardous materials, with the limited exception of standard household cleaning products inside residences, chlorine and filters used in pools, and the limited application of pesticides associated with residential landscaping and maintenance practices. As outlined in the Countryside SP Certified EIR, the standard conditions of approval for the City of Ontario include compliance with all applicable federal, State, and local regulations pertaining to the handling, storing, applying, and disposing of all pest control, herbicide, insecticide, and other similar substances as well as compliance by the applicant to certify that all deleterious materials, particularly organic residue from dairy, farming, or agricultural activity, have been removed, properly disposed of, and will not impact the development during the project's life. Further in the event of a disaster or an incident requiring complex coordination, pre-selected and trained hazardous materials personnel, in conjunction with City and County firefighters, would respond to any hazardous materials incident or illegal hazardous waste disposal complaint. Therefore, no significant long-term operational emissions hazard to the public, including any nearby school, or the environment is anticipated through the routine transport, use, or disposal of hazardous materials associated with the operation of residential development.



Mitigation: This impact would be less than significant per the Countryside SP Certified EIR and Phase I ESA and Shallow Soil Sampling (Stantec, December 2022) and no additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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 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. As outlined above under threshold 9.a. above, per the Countryside SP Certified EIR, Specific Plan build out would result in grading of approximately 178 acres of land and demolition of various existing structures. Disturbance of soils and demolition of structures could result in the exposure of construction workers, residential occupants, or parkland/paseo users to health or safety risks if contaminated structures, soils, and/or groundwater are encountered during construction or maintenance. The Countryside SP Certified EIR included Mitigation Measure MM HM-1, that requires completion of a Phase I ESA for all areas on-site to screen the site for further contamination potential. A Phase I ESA and Shallow Soil Sampling (Stantec, December 2022) was conducted for the proposed project site (Neighborhood 2) in compliance with Mitigation Measure MM HM-1 and confirmed that all OCPs, lead, and arsenic that were detected were below all applicable screening levels and there were no detections of TPH or VOCs. Therefore, OCPs, arsenic, lead, TPH and VOCs are not considered a concern at the site and no further investigation or need for remediation is necessary. The proposed Project would not result in the routine handling, use, or disposal of hazardous materials, with the limited exception of standard household cleaning products inside residences, chlorine and filters used in pools, and the limited application of pesticides associated with residential landscaping and maintenance practices. As outlined in the Countryside SP Certified EIR, the standard conditions of approval for the City of Ontario include compliance with all applicable federal, State, and local regulations pertaining to the handling, storing, applying, and disposing of all pest control, herbicide, insecticide, and other similar substances as well as compliance by the applicant to certify that all deleterious materials, particularly organic residue from dairy, farming, or agricultural activity, have been removed, properly disposed of, and will not impact the development during the project's life. Further in the event of a disaster or an incident requiring complex coordination, pre-selected and trained hazardous materials personnel, in conjunction with City and County firefighters, would respond to any hazardous materials incident or illegal hazardous waste disposal complaint. Therefore, no significant long-term operational emissions hazard to the public, including any nearby school, or the environment is anticipated through the routine transport, use, or disposal of hazardous materials associated with the operation of residential development.

Mitigation: This impact would be less than significant per the Countryside SP Certified EIR and Phase I ESA and Shallow Soil Sampling (Stantec, December 2022) and no additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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: Per the Countryside SP Certified EIR, the SP area is located within one-quarter mile of Ranch View Elementary School, which is located directly southeast of the proposed project site at 3300 Old Archibald Ranch Road. Construction and operation of the proposed project would develop residential units in a planned community and would not include the processing or storage any acutely hazardous materials. A Phase I ESA and Shallow Soil Sampling (Stantec, December 2022) was conducted for the proposed project site (Neighborhood 2) and concluded there are no contaminated soils or otherwise hazardous materials. As outlined in the Countryside SP Certified EIR, the standard conditions of approval for the City of Ontario include compliance with all applicable federal, State, and local regulations pertaining to the handling, storing, applying, and disposing of all pest control, herbicide, insecticide, and other similar substances as well as compliance by the applicant to certify that all deleterious materials, particularly organic residue from dairy, farming, or agricultural activity, have been removed, properly disposed of, and will not impact the development during the project's life. Further in the event of a disaster or an incident requiring complex coordination, pre-selected and trained hazardous materials personnel, in conjunction with City and County firefighters, would respond to any hazardous materials incident or illegal hazardous waste disposal complaint. Therefore, no significant long-term operational emissions hazard to the public, including any nearby school, or the environment is anticipated with the operation of residential development. As such, the proposed project would have less than significant impacts on the adjacent school.

Mitigation: This impact would be less than significant per the Countryside SP Certified EIR and Phase I ESA and Shallow Soil Sampling (Stantec, December 2022) and no additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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: Per the California Environmental Protection Agency (Cal EPA) website [calepa.ca.gov/sitecleanup/corteselist/](http://calepa.ca.gov/sitecleanup/corteselist/) the following data resources provide information regarding facilities or sites identified as meeting the "Cortese List" requirements: List of Hazardous Waste and Substances sites from the California Department of Toxic Substances Control (DTSC) EnviroStor database, list of leaking underground storage tank sites from the State Water Board's GeoTracker database, list of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit, list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the list from the State Water Board, and list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code identified by DTSC. Per the Phase I ESA and Shallow Soil Sampling (Stantec, December 2022), Neighborhood 2, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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: As outlined in the Initial Study of the Countryside SP Certified EIR, the southern boundary of the SP area is approximately 2.5 miles northwest of the Chino Airport. In addition, the SP area is not located within 2 miles of the Ontario International Airport. Therefore, the project would not result in a safety hazard for people residing or working in a safety zone of an airport land use compatibility plan.

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

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Discussion of Effects: The closest airports and/or airstrips to the project site are the Chino Airport and the Ontario International Airport, there are no other airports or private airstrips in the vicinity of the project site. Therefore, the project would not result in a safety hazard for people residing or working in the vicinity of a private airstrip.

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

g. 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 TOP 2050, 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. 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 TOP 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR analyses are necessary.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Discussion of Effects: According to the Countryside SP Certified EIR, additional development of the projects area could increase exposure of people and structures to a risk of loss, injury, or death involving wildland fires due to its proximity to undeveloped land. Eucalyptus trees adjacent to the SP area are a source of fuel for wildland fires, and fuel management of these

eucalyptus stands has been limited due to lack of urban development in the area. The proposed project could place additional residential units in close proximity to the eucalyptus stands, a known fire hazard. If a wildland fire were to occur, the proposed project would increase the number of persons and residences threatened by such an event. However, the adjacent Cucamonga Creek Channel could serve as a fire brake. In addition, the expansion of the access and circulation within the projects area to include paseos and paved roads would also serve as fire brakes while improving the ability of the City to respond to a fire and reduce the potential hazard of wildland fires to people or structures. The mitigation measures in the Countryside SP Certified EIR applicable to the proposed project and shall be implemented to reduce impacts to less than significant are HM-5(a)-SP through HM-5(d)-SP, as outlined below.

Mitigation Measure HM-5(a)-SP: Landscaping around development areas adjacent to open space shall minimize dense vegetation immediately adjacent to structural development. Specifically, 12 to 18 inches of bare ground shall be kept between structures and grasses or other vegetation.

Mitigation Measure HM-5(b)-SP: In order to maintain a fire break between the undeveloped areas and structures, fuel management setbacks shall be 10 feet from each side of a road and 30 feet from structures.

Mitigation Measure HM-5(c)-SP: Grass and low-to-ground vegetation (e.g., weeds) in proximity to structures shall be kept no more than 6 inches high.

Mitigation Measure HM-5(d)-SP: Design of residential structures shall incorporate appropriate fire suppression systems into building design, which may include fire sprinkler systems, tempered or multiple pane windows, and fire-retardant materials for roofs, exterior walls and siding.

Mitigation: With implementation of mitigation measures MM HM-5(a-d)-SP, this impact would be less than significant per the Countryside SP Certified EIR and no additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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: Per the Countryside SP Certified EIR, implementation of Best Management Practices (BMPs) identified in both the Water Quality Management Plan (WQMP) and the Storm Water Pollution Prevention Plan (SWPPP) and in accordance with the NPDES permit will provide facilities and programs designed to control contaminants in urban runoff from entering the local and regional surface drainage systems and contributing to water quality degradation. Therefore, with the incorporation of mitigation measures applicable to the project (MM WQ-1 through WQ-8) and compliance with applicable permit requirements, all impacts related to water quality would be reduced to less than significant.

Mitigation Measure WQ-1: Prior to the issuance of grading permits, project developers shall submit a final drainage plan for each proposed project for review and approval by the City Engineer.

Mitigation Measure WQ-2: Prior to the issuance of grading permits, project developers shall ensure that coordination between the City of Ontario and the San Bernardino County Flood Control District has been undertaken to demonstrate the ability of the project to meet County flood control requirements.

Mitigation Measure WQ-3: Prior to the issuance of building permits, project developers shall submit to the City Engineer proof of payment of the City's drainage fees, as applicable.

Mitigation Measure WQ-5: Prior to moving construction equipment on a site within the Sphere of Influence, project developers shall provide evidence to the City Engineer that a National Pollutant Discharge Elimination System (NPDES) permit has been obtained from the State Water Resources Control Board (SWRCB). Once obtained, the NPDES permit shall be retained on the construction site throughout the construction period, and a copy shall be filed with the City Engineer.

Mitigation Measure WQ-6: During construction of individual projects, the City Engineer shall ensure compliance with all terms and conditions outlined in the NPDES permit, including the implementation of Best Management Practices (BMPs) consistent with the California Stormwater Quality Association's Construction Handbook.

Mitigation Measure WQ-7: Prior to issuance of grading permits, project developers shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for individual proposed projects. These plans shall be submitted to the City Engineer for review and comment prior to implementing any SWPPP provisions or starting any construction activity. A copy of the SWPPP shall be held by the construction contractor(s) on the construction site throughout development of each project. The City Engineer will monitor and enforce the provisions of the SWPPP.

Mitigation Measure WQ-8: During operation of facilities within the Sphere of Influence, the individual project owners and operators 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. The City Engineer shall monitor and enforce this provision.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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 in the TOP 2050 Certified SEIR. The project site's northern parcel is designated as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), in TOP 2050, which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, with implementation of City policies that promote Low Impact Development (LID) and infiltration for new development projects and compliance with the Chino Basin Watermaster's safe yield restrictions, the potential for the project to substantially decrease



groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin is 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 TOP 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR analyses are necessary.

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

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

Discussion of Effects: The project will result in altered on-site drainage patterns due to grading activities and changes in land use. However, the project has been previously analyzed by the Countryside SP Certified EIR and it is not anticipated to substantially alter the existing drainage pattern of the area, including the alteration of the course of a stream or river, in such a manner that would result in substantial erosion or siltation, flooding, or the exceedance of existing or planned stormwater drainage systems. Furthermore, all construction activities will take place under implementation of a Storm Water Pollution Prevention Plan (SWPPP) 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 and 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is necessary.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Discussion of Effects: Per the Countryside SP Certified EIR, implementation of the proposed project would not result in exacerbation of localized flooding due to construction of proposed storm drain improvements necessary to serve the site and adherence to the requirements of the NPDES permit and the WQMP. In order to ensure adequate drainage improvements, all features of the proposed system would be designed and constructed in accordance with the standards set by the City of Ontario and the San Bernardino County Flood Control District. In addition, plans for grading, drainage, and erosion control would be reviewed by the City Engineer prior to issuance of grading permits (Ontario SOI GPA EIR mitigation measure MM WQ-1). In addition, Ontario SOI GPA EIR mitigation measure MM WQ-2 would ensure that coordination between the City and San Bernardino County Flood Control District occurs to ensure the project meets the County flood control requirements. Therefore, with inclusion of the project features designed to minimize drainage, this impact would be less than significant with no further mitigation needed.

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

Discussion of Effects: Per the Countryside SP Certified EIR, proposed onsite storm drain improvements for the project site would consist of 24-inch pipes, minimum, which would collect and discharge storm water via 48-inch and 72-inch pipes to the Cucamonga Creek Channel and Deer Creek Channel. Both channels drain into the Cucamonga Basin, which is a completed detention basin and groundwater recharge facility designed to accommodate stormwater flows from the region, including the project site. 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. In addition, the developer must submit to the City Engineer proof of payment of the City's drainage fees, as applicable prior to issuance of building permits (mitigation measure WQ-3). Because regional and project-site flood control facilities are available to accommodate the project's increased runoff and project-specific mitigation measure MM HYD-3-SP would ensure consistency with the City's Master Plan of Drainage, impacts are less than significant.

Mitigation Measure HYD-3-SP: All new storm drain infrastructure on site shall be consistent with the City's Master Plan of Drainage, or otherwise formal amendments or deviations shall be made via coordination and approval from the City.

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

- iv. Impede or redirect flood flows?

Discussion of Effects: Per the Countryside SP Certified EIR, implementation of the proposed project would not result in exacerbation of localized flooding due to construction of proposed storm drain improvements necessary to serve the site and adherence to the requirements of the NPDES permit and the WQMP. Therefore, this impact is 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is necessary.

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

Discussion of Effects: Per the Countryside SP Certified EIR, the proposed project would not place housing or structures within a 100-year flood hazard area. Further, the TOP 2050 Certified SEIR states that there are no large bodies of water that would result in a seiche during seismic activity. Additionally, the reservoirs/aboveground water tanks within the City are enclosed, thereby minimizing the possibility of a seiche. The project site is inland and approximately 30 miles from the ocean and is not at risk of flooding due to tsunamis. Therefore, the impacts associated with the release of pollutants due to inundation 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 Countryside SP Certified EIR and the TOP 2050 Certified SEIR. No changes or additions to the Countryside SP Certified EIR or the TOP 2050 Certified SEIR analysis is necessary.

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

Discussion of Effects: Per the TOP 2050 Certified SEIR, adherence to the State Construction General Permit, implementation of the SWPPP, and adherence to the City's Erosion and Sediment Control Plan requirements would ensure that surface and groundwater quality are not adversely impacted during construction. Projects approved under TOP 2050 would be required to comply with the Santa Ana River Basin Plan and to control pollutants in discharges of stormwater from preconstruction activities under the NPDES permit through preparation of a WQMP identifying BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs. Therefore, the project would not obstruct or conflict with the Basin Plan or any groundwater management plan and impacts 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 TOP 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR analyses are necessary.

11. LAND USE & PLANNING. Would the project:

a. Physically divide an established community?

Discussion of Effects: Per the Countryside SP Certified EIR, the Project site was originally identified as part of the ultimate development of the New Model Colony (NMC) area and development of the Countryside SP would not physically divide a planned community. 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

b. Conflict with applicable land use plan, policy or regulation of agencies with jurisdiction over the project (including, but not limited to general plan, airport land use compatibility plan, specific plan, or development code) adopted for the purpose of avoiding or mitigating an environmental effect?

Discussion of Effects: Although the proposed project involves an amendment to the Countryside SP for Neighborhood 2 from RD – 6,000 (6,000 square foot lots) with 106 units to Townhomes (126 units), Cluster Single Family Detached (83 units), and Single Family Detached (56 units), for a combined total of 265 units it was previously analyzed in the TOP 2050 Certified SEIR. The project site's northern parcel is designated as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, one of the purposes of TOP 2050 is to adequately plan and accommodate

future growth. Implementation of TOP 2050 accommodates population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. TOP 2050 accommodates future growth by providing for infrastructure and associated public services to accommodate the projected growth of the City. While buildout in accordance with TOP 2050 would substantially increase both population and employment in the City, impacts would be less than significant. The proposed project will not conflict with the TOP or other plans, policies, or regulations.

Mitigation: No additional 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 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR analyses are necessary.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

Discussion of Effects: The project site was previously analyzed in the Countryside SP Certified EIR and as outlined in the Initial Study, the project site is not located within an adopted HCP, NCCP or other approved habitat conservation plan. The project site is not located within the DSF HCP, a 19-acre area near the intersection of Greystone Drive and the eastern City boundary. 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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 Initial Study of the Countryside SP Certified EIR determined the Project site is located within a mostly developed area surrounded by urban land uses and is not known to contain any mineral resources. 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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: The Initial Study of the Countryside SP Certified EIR determined the site is not known to contain any mineral resources and no impact to mineral resources 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

13. NOISE. Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Discussion of Effects: As outlined in the Countryside SP Certified EIR, upon completion of the project, noise levels within the project site would be dominated by vehicular traffic on the surrounding roadways. Future exterior noise levels at the residential units planned along the surrounding roadways (including Archibald Avenue, between Riverside Drive and Chino Avenue) of the project site would exceed the City's 65 dBA Community Noise Equivalent Level (CNEL) standard for outdoor activity areas. Future noise levels associated with the surrounding roadways would not exceed the City's 45 dBA CNEL interior noise standards for residential uses. Noise impacts associated with noise generated as a result of additional traffic from the proposed project's operation, for both on- and off-site, are considered potentially significant. However, implementation of mitigation measures MM N-1 through MM N-4 would reduce impacts to less than significant levels.

Mitigation Measure N-1: Prior to the issuance of building permits for the planning area in the Sphere of Influence area, an Acoustical Analysis Report shall be submitted to the City Engineer by the project developer. The report shall describe the cumulative effect of road noise on surrounding land uses and recommend mitigation measures, if necessary, to attenuate that noise. If necessary, the City shall establish a noise attenuation fee program that requires developers in the Sphere of Influence area to make a fair share contribution to noise mitigation along some of roads surrounding the Sphere of Influence. The City of Ontario shall evaluate the need for such a fee program and establish participation guidelines prior to the issuance of grading permits.

Mitigation Measure N-2: Prior to the issuance of building permits for the planning areas in the Sphere of Influence area, an Acoustical Analysis Report shall be submitted to the City Building Official and Planning Director by the project developer. The Report shall describe in detail the interior and exterior noise levels for residential uses on the site and the specific design and mitigation features to ensure compliance with the City's noise criteria of 65 dBA CNEL for outdoor living areas and 45 dBA CNEL for habitable rooms.

Mitigation Measure N-3: Prior to the issuance of building permits for planning areas in the Sphere of Influence area, the required location of noise barriers on the project site shall be detailed in the Acoustical Analysis Report. The Report shall specify the height, location, and types of barriers capable of achieving the desired mitigation affect.

Mitigation Measure N-4: Prior to the issuance of building permits for the planning areas in the Sphere of Influence area, the Acoustical Analysis Report shall identify those residential lots that may require mechanical ventilation to achieve interior noise standards. When the operable doors and windows are open for homes facing roadways, interior 45 dBA CNEL interior noise limit for these units may be exceeded. Therefore, a "windows closed" condition may be required for these units. Any proposed mechanical ventilation must meet the requirements of the Uniform Building Code (UBC) standard. It should be noted that the windows facing some roadways may be openable windows, but the homeowners would have the option to close the windows and still obtain adequate ventilation through the use of mechanical ventilation system. This mechanical ventilation system shall supply two air changes per hour to each habitable room, including 20 percent (one-fifth) fresh make-up air obtained directly from the outdoors. The fresh air inlet duct shall be of sound



attenuating construction and shall consist of a minimum of 10 feet of straight or curved duct or 6 feet plus one sharp 90-degree bend. The City Building Official shall ensure that the Acoustical Analysis Report identifies any requirements for mechanical ventilation for the individual onsite residential units.

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

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Discussion of Effects: As outlined in the Countryside SP Certified EIR, the proposed Countryside Specific Plan will be constructed in several phases, over the course of several years, so not all of the neighborhoods would be under construction at one time. With the addition of sensitive receptors (new housing units) within close proximity to active construction, the potential for exposure to excessive vibration levels may exceed the Federal Transit Administration 85 VdB threshold at certain locations where new residential dwelling units are located within the project site. This is the case where the southern portion of Neighborhood 2 construction will occur in very close proximity to the northern existing residences in Neighborhoods 5 and 7. The Countryside SP Certified EIR concluded that because sensitive receptors (future residential units) may be in close proximity to active construction, there is a possibility that they would be exposed to groundborne vibration levels that exceed 85 VdB, which is considered a significant and unavoidable construction-related (temporary) impact. However, mitigation measures were included in the Countryside SP Certified EIR to reduce these potential impacts as much as possible and are applicable to the project.

Mitigation Measure N-6: Construction on the Sphere of Influence site shall be limited to the hours of 7:00 A.M. to 7:00 P.M. Monday through Saturday, and shall be prohibited on Sundays and federal holidays.

Mitigation Measure N-8: Stockpiling and/or vehicle staging areas shall be located as far as practical from existing residential units on and off the proposed project site.

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

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Discussion of Effects: The Countryside SP Certified EIR determined impacts related to exposure of on- and off-site sensitive noise receptors to a substantial permanent increase in off-site ambient noise levels would be less than significant with incorporation of mitigation measures N-1 through N-5. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Initial Study to the Countryside SP Certified EIR.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and

addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is necessary

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Discussion of Effects: As outlined in the Countryside SP Certified EIR, noise levels generated from construction activities would result in temporary increase in ambient noise levels of over 5 dBA at the existing noise-sensitive receptors outside of and adjacent to the SP, and for a prolonged period of time as the SP construction would be completed in phases, considered a significant impact. Mitigation Measure MM NOI-1-SP is required to reduce construction noise, however even with the incorporation of MM NOI-1-SP, construction of development in the SP would result in a substantial and significant periodic increase in ambient noise levels in the project vicinity above existing levels and the impact would be significant and unavoidable. The project shall implement MM NOI-1-SP from the Countryside SP Certified EIR to reduce potential impacts from construction noise to the greatest extent feasible. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Initial Study to the Countryside SP Certified EIR.

Mitigation Measure NOI-1-SP: The project contractor(s) shall implement, but not be limited to, the following best management practices:

- Outdoor construction work on the project shall be limited to the hours of 7:00 A.M. to 7:00 P.M. on weekdays and Saturdays. No construction activities shall occur on Sundays or federal holidays.
- All construction equipment with a high noise generating potential, including all equipment powered by internal combustion engines, shall be muffled or controlled.
- All stationary noise generating equipment, such as compressors, shall be located as far as possible from existing houses.
- Machinery, including motors, shall be turned off when not in use.
- Mobile equipment shall not be allowed to run idle near existing residences.
- Neighbors within 200 feet of major construction areas shall be notified of the construction schedule in writing, prior to construction; the project sponsor shall designate a "disturbance coordinator" who shall be responsible for responding to any local complaints regarding construction noise: the coordinator (who may be an employee of the developer or general contractor) shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented; a telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site.
- Temporary noise barriers shall be installed where feasible and appropriate between the project construction areas and existing and future residences. Barriers shall be at least 10 feet in height.

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

e. For a project located within 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 Initial Study of the Countryside SP Certified EIR determined the southern boundary of the Specific Plan area is approximately 2.5 miles northwest of the Chino Airport and not within 2 miles of the Ontario International Airport and is not located within the study-area noise contours of any airport or airstrip. As a result, no impacts from excessive noise levels related to airport operations 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Discussion of Effects: The Initial Study of the Countryside SP Certified EIR determined the southern boundary of the Specific Plan area is approximately 2.5 miles northwest of the Chino Airport and not within 2 miles of the Ontario International Airport. As a result, no impacts from excessive noise levels related to airport operations 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

14. POPULATION & HOUSING. Would the project:

a. Induce substantial 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 in the TOP 2050 Certified SEIR. The project site's northern parcel is designated as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, one of the purposes of TOP 2050 is to adequately plan and accommodate future growth. Implementation of TOP 2050 accommodates population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. TOP 2050 accommodates future growth by providing for infrastructure and associated public services to accommodate the projected growth of the City. While buildout in accordance with TOP 2050 would substantially increase both population and employment in the City, impacts 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 TOP 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR analyses are necessary.

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

Discussion of Effects: As outlined in the Countryside SP EIR, build out of the SP area would

result in replacement of existing dairy operations, agricultural fields, and nursery with residential uses and would displace at least five on-site housing units. However, this displacement is not considered substantial. Less than significant impacts related to the displacement of housing and population 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Discussion of Effects: As outlined in the Countryside SP EIR, build out of the SP area would result in replacement of existing dairy operations, agricultural fields, and nursery with residential uses and would displace at least five on-site housing units. However, this displacement is not considered substantial. Less than significant impacts related to the displacement of housing and population 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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 and was previously analyzed by the Countryside SP Certified EIR. 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. The project is subject to the City's development impact fee program which funds fire services. with payment of development impact fees, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

ii. Police protection?

Discussion of Effects: The site is in a developed area currently served by the Ontario Police Department and was previously analyzed by the Countryside SP Certified EIR. 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. The

project is subject to the City's development impact fee program which funds police services. With payment of development impact fees, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

iii. Schools?

Discussion of Effects: The Countryside SP Certified EIR has determined impacts to school to be potentially significant. However, implementation of Mitigation Measure PS-1-SP would reduce this impact to a less-than-significant level.

Mitigation Measure PS-1-SP: Consistent with current requirements, the developer shall pay statutory school fees in effect at the time of issuance of building permits to the MVD (Mountain View School District) and CJUHSD (Chaffey Joint Union High School District) for school facilities, thus ensuring that the new development would bear its fair share of the cost of housing additional students generated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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 public facilities or alteration of any existing facilities. A private recreation area is proposed between Neighborhoods 2A, 2B, and 2C. To maintain the current level of service for parks in the City, the City requires payment of specific development impact fees (DIF) for recreational facilities. With payment of development impact fees, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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. The City uses development impact fees collected at building permit issuance to provide funding for general public facilities. With payment of development impact fees, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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: Per the Countryside SP Certified EIR, implementation of the proposed project would include the development of residential units in a previously non-residential area. The adopted and certified Specific Plan Area includes the development of a total of approximately 5.75 acres of parkland in three key areas in and around the project site. These parks would be informal play areas and passive recreational opportunities for residents and would be served by the landscaped paseos. A private recreation area is included in the proposed project, between Neighborhoods 2A, 2B, and 2C. To maintain the current level of service for parks in the City, the City requires payment of specific development impact fees (DIF) for recreational facilities. With payment of development impact fees, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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: As stated above, with payment of development impact fees, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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: As determined in the VMT Assessment, a review of the Project description did not identify any disruption to existing bicycle, pedestrian nor transit facilities; the proposed Project provides consistency related to regional active transportation plans, transit plans, and other mobility infrastructure plans in the New Model Colony (Ontario Ranch) area. New transit trips are anticipated to be generated by the Project, but the Project would not modify transit stop locations or change transit headways. Additional transit ridership demand could increase boarding and alighting activity at existing bus stops and transit terminals located near the Project site. The Project is consistent with the adopted plans regarding bicycle and pedestrian infrastructure and is not expected to decrease the performance or safety of these facilities. Therefore, the Project is considered to have a less-than-significant impact on active transportation and on public transit.

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

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

Discussion of Effects: At the time the Countryside SP Certified EIR was prepared, impacts related to vehicle miles traveled (VMT) was not included in the CEQA Guidelines Appendix G checklist and therefore it did not identify any significant impacts related to VMT. As determined in the VMT Assessment, the Project is consistent with CEQA Guidelines section 15064.3, subdivision (b) regarding policies to reduce VMT. The TOP 2050 Model forecast of total daily VMT/SP is the required method for estimating VMT. The proposed Project is forecast to reduce Home-Based Production (HB) VMT per resident, Origin/Destination (OD) VMT per Service Population (VMT/SP) and Boundary VMT/SP as compared to the approved project, and is forecast to produce VMT/SP below the City's impact thresholds; therefore, this project is anticipated to result in a less-than-significant transportation 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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: As determined in the VMT Assessment, the Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. Additionally, all plans undergo an extensive review process at the City to ensure consistency with these adopted standards. This impact is considered 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

- d. Result in inadequate emergency access?

Discussion of Effects: As determined in the VMT Assessment, the Project would not result in inadequate emergency access. The Project is proposing improvements at intersections consistent with the Ontario Plan Circulation Element Buildout, therefore increasing the capacity of the network, as identified in the Level of Service (LOS) assessment. With the proposed improvements, the Project is anticipated to provide roadway capacity sufficient to support emergency evacuation scenarios even with the increased density. Therefore, this impact is considered 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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 project site was previously analyzed in the Countryside SP Certified EIR and no historic or potentially historic resources were identified within the project site, as part of the Barth Farms property. Per the Cultural Resources Assessment (BCR Consulting, LLC., December 2022) of the project site, no cultural resources of any kind (including historic-period or prehistoric archaeological resources, or historic-period architectural resources) were identified. Therefore, no significant impact related to historical resources 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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: Per the Countryside SP Certified EIR, although an intensive pedestrian field survey was not conducted for Neighborhood 2 of the project site, the entire SP area has been subject to substantial disturbance over lengthy periods of time, as a result of livestock movement, livestock waste collection and disposal, agriculture, and other development that would have displaced potential surface and subsurface archaeological resources. Therefore, potential impacts to archaeological resources are not anticipated. Per the Cultural Resources Assessment (BCR Consulting, LLC., December 2022) an intensive pedestrian field survey of the project site was conducted and no cultural resources of any kind (including historic-period or prehistoric archaeological resources, or historic-period architectural resources) were identified. The results of the Sacred Lands File Search, through the NAHC, did not indicate known Tribal Cultural Resources (TCR) within the project site boundary. Therefore, no significant impact related to Tribal Cultural Resources are anticipated. The City initiated consultation with the following Native American tribes in October 2022, pursuant to AB 52 and/or SB 18: Agua Caliente Band of Cahuilla Indians, Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Indians of California, Fort Yuma Quechan Tribe, Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) and none had comment or requested to consult further. Per the Countryside SP Certified EIR, despite the lack of documented resources in the vicinity, the possibility of discovering archaeological remains during excavation for future projects within the Specific Plan area cannot be completely discounted. No provisions exist for the recovery of previously unknown archaeological resources as a result of ground-disturbing activities associated with site preparation and construction and therefore mitigation measures CUL-2 (a-c)-SP are applicable to the project and would reduce impacts to unknown archaeological resources to a less than significant level.

Mitigation: Refer to mitigation measure CUL-2 (a-c)-SP above.

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: Per the Countryside SP Certified EIR, implementation of the proposed project would not require nor result in the construction of new or expanded water treatment facilities, the construction of which could cause significant environmental effects. The Countryside SP Certified EIR included Mitigation Measure UTIL-1-SP which required the developer of the first phases of development in the SP to prepare a Subarea 5 Sewer Plan in accordance with the New Model Colony (NMC) Sewer Master Plan, which discusses how the project will be served, how the area will be connected to the City's backbone system, and the area's impact on downstream facilities. Sewer improvements to serve the proposed project will be required to be constructed in accordance with the Subarea 5 Sewer Plan. In addition, the proposed project would not substantially increase electric power and natural gas demands beyond available supply. The project-generated demand for electricity and natural gas would be negligible in the context of overall demand within the City of Ontario and the state, and thus is not anticipated to require substantial upgrades or expansion of existing electricity systems. Implementation of MM UTIL-3-SP would further reduce impacts to less-than-significant levels. The Project will not have an impact on telecommunications facilities. Therefore, these impacts are less-than-significant.

Mitigation Measure UTIL-3-SP: Project design and construction shall be coordinated with Southern California Edison and Southern California Gas Company, and improvements provided if necessary, in order to ensure that connections are adequate and capacity is available to accommodate estimate demand for gas and electric utilities.

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

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 subject site was previously analyzed in the TOP 2050 Certified SEIR. The project site's northern parcel is designated as Medium Density Residential (MDR) and the southern parcel is designated as Low Medium Density Residential (LMDR), in TOP 2050, which allows for a combined total of 217-484 dwelling units on the 23.2-acre site. As the proposed project includes 265 units, it is consistent with these TOP land use designations and the associated number of dwelling units, for which impacts were evaluated in the TOP 2050 Certified SEIR. As outlined in the TOP 2050 Certified SEIR, the 2020 Urban Water Management Plan (UWMP) states that there are sufficient water supplies through 2045 to meet project demands in normal years, single dry years, and multiple dry years through 2045 and there are sufficient water supplies to meet the demand for TOP 2050 buildout.

Mitigation: No additional 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 2050 Certified SEIR. No changes or additions to the TOP 2050 Certified SEIR analysis are necessary.

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: As stated in the Countryside SP Certified EIR, implementation of the proposed project would not increase wastewater generation such that existing and planned treatment facilities would be inadequate to serve the project's projected demand in addition to the provider's existing commitments. As part of previous New Model Colony (NMC) planning efforts, wastewater treatment requirements were assessed for future buildout to determine what infrastructure would be necessary. As a result, a new treatment plant RP-5 was proposed to accommodate wastewater demands of the NMC ultimate land uses and was constructed in 2003. The proposed project will be served by the RP-5 treatment plant. This is considered 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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: Per the Countryside SP Certified EIR, the approximate 4.5 tons per day (tpd) generated by the proposed project would represent 0.05 percent of daily tonnage to the El Sobrante Landfill. As discussed, the Solid Waste Department for the City of Ontario has indicated that the proposed project would dispose of solid waste at this landfill and capacity would be adequate for approximately 30 years. In addition, mitigation measure Mitigation Measure UTIL-2-SP would ensure that a project-related solid waste plan is prepared to ensure that an acceptable amount of project-related solid waste is diverted from landfills. Implementation of this mitigation measure would ensure that impacts are reduced to a less-than-significant level.

Mitigation Measure UTIL-2-SP: Prior to issuance of building permits for the first project component, the Applicant shall submit a Solid Waste Management Plan to the City's Recycling Coordinator. This plan shall discuss how the project will implement source reduction and recycling methods in compliance with existing City programs. Additionally, this plan shall include how the project will address the construction and demolition-generated waste from the site. These methods shall include, but shall not be limited to, the following:

- Provision of recycling bins for glass, aluminum, and plastic for visitors and employees of the proposed project
- Provision of recycling bins for glass, aluminum, plastic, wood, steel, and concrete for construction workers during construction phases
- Bins for cardboard recycling during construction
- Scrap wood recycling during construction
- Green waste recycling of landscape materials

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



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

Discussion of Effects: Per the Countryside SP Certified EIR, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis are necessary.

## 20. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to 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, 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: As outlined above under *Biological Resources*, no special-status botanical species were present nor any suitable habitat that would support them. No threatened or endangered species have been reported to occur within the project site, however some sensitive bird species and migratory avian species and raptors may use portions of the site and adjacent areas during the breeding season and are protected under the Migratory Bird Treaty Act (MBTA.) However, this potential impacts to birds and their nests are reduced to a less than significant with implementation of Mitigation Measures BIO-1(a)-SP and BIO-4-SP, that are applicable to the project. The proposed Project does not have the potential to reduce wildlife habitat, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As outlined above under *Cultural Resources*, Per the Cultural Resources Assessment (BCR Consulting, LLC., December 2022) of the project site, no cultural resources of any kind (including historic-period or prehistoric archaeological resources, or historic-period architectural resources) were identified. The project would not eliminate important examples of the major periods of California history or prehistory. Therefore, less than significant 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is 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: As outlined in the Countryside SP Certified EIR, buildout of the SP would result in cumulative impacts that are significant and unavoidable to the following: the loss of Prime Farmland and cancellation of Williamson Act contracts, air quality from construction and operational emissions of criteria pollutants, and regional loss of habitat for sensitive species and raptor foraging habitat.

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

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

Discussion of Effects: As outlined in the analysis above, 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 Countryside SP Certified EIR. No changes or additions to the Countryside SP Certified EIR analysis is necessary.

## **EARLIER ANALYSES**

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*(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) Countryside Specific Plan Certified EIR
- b) The Ontario Plan 2050 Certified SEIR
- c) The Ontario Plan 2050
- d) City of Ontario Zoning

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.

All effects from the above checklist were within the scope of, and adequately analyzed in, the Countryside Specific Plan Certified EIR and The Ontario Plan 2050 (TOP 2050) Certified SEIR.

# ARCHIBALD AVENUE PROJECT

CITY OF ONTARIO, SAN BERNARDINO COUNTY, CALIFORNIA  
ASSESSOR PARCEL NUMBERS (APNs) 0218-111-60 AND -61

**Delhi Sands Flower-Loving Fly Habitat Suitability Assessment**

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December 2022

# ARCHIBALD AVENUE PROJECT

CITY OF ONTARIO, SAN BERNARDINO COUNTY, CALIFORNIA

## Delhi Sands Flower-Loving Fly Habitat Suitability Assessment

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The undersigned certify that the statements furnished in this report and exhibits present data and information required for this biological evaluation, and the facts, statements, and information presented is a complete and accurate account of the findings and conclusions to the best of our knowledge and beliefs.



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Travis J. McGill  
Director



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Thomas J. McGill, Ph.D.  
Managing Director

December 2022



# Executive Summary

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This report contains the findings of a habitat suitability assessment for the Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*; DSF), a federally endangered species, for an approximately 23-acre Project Site located within Assessor Parcel Numbers (APNs) 0218-111-60 and -61, west of Archibald Avenue, north of Chino Avenue, and south of the State Route 60 in the City of Ontario, San Bernardino County, California. The purpose of this assessment was to examine the existing conditions on the proposed Project site and determine if the site supported clean Delhi Sand soils capable of supporting DSF. The habitat suitability assessment fieldwork was conducted by Thomas J. McGill, Ph.D. (ELMT Consulting) on October 31, 2022.

The project site is mapped by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Survey as supporting Delhi fine sand soils in band running north to south on the western and eastern boundary of the project site. The middle of the project site has been mapped as supporting Hilmar loamy fine sandy. Since the project site has been continuously farmed for several decades with a variety of crops and disked between rotation of crops with disking across the band of Delhi Sand soils occurring at a 90-degree angle, the band of Delhi Sands that may have historically been present has been thoroughly integrated into the larger areas of clay soils found on the site. Due to these historic and current land uses, no undisturbed native plant communities exist on the site. The site supports one (1) land cover type that is classified as disturbed. Due to the long-standing regime of crop rotation and disking, the small bands of Delhi Sand soils that were mapped as historically occurring on the site, no longer occur, having been thoroughly mixed into the clay soils that surround the band of Delhi Sand soils. No clean Delhi Sands are present, and the site is considered unsuitable habitat for DSF.

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## **Appendix**

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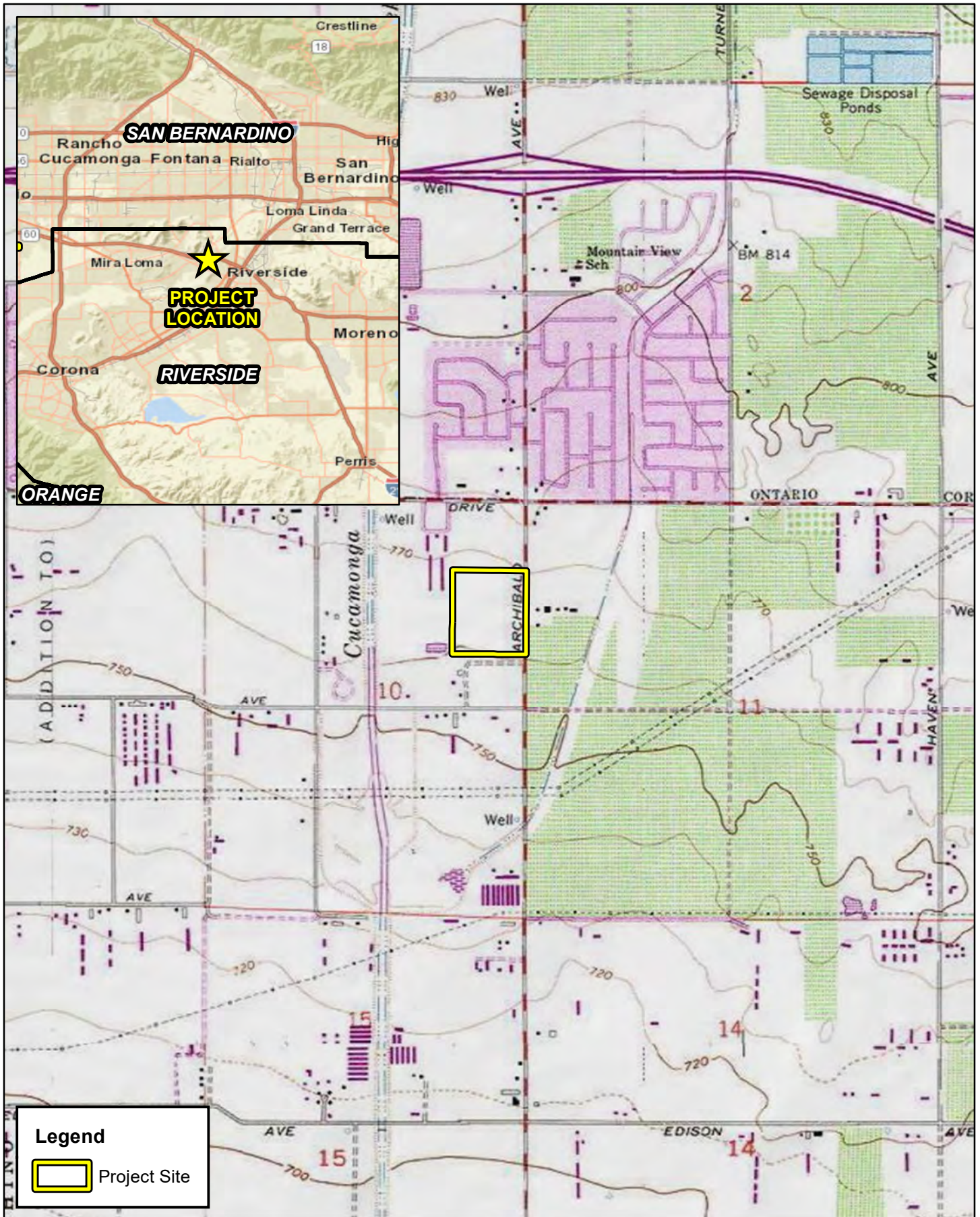
# Section 1 Introduction

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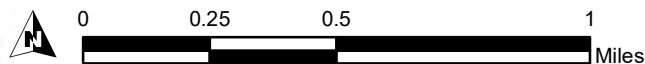
ELMT Consulting (ELMT) conducted a Delhi Sands Flower-loving Fly (DSF) Habitat Suitability Assessment for an approximately 23-acre Project Site located within APNs 0218-111-60 and -61, in the City of Ontario, San Bernardino County, California. Thomas J. McGill, Ph.D., inventoried the project site to determine the suitability ratings of the Delhi Sands habitats on October 31, 2022. This assessment was conducted to determine the extent to which the soils on the project site support clean Delhi fine sand soils capable of providing suitable habitat for DSF, quantify the amount of such habitat, and determine the general location and distribution of such soils within the project site boundaries.

## 1.1 PROJECT LOCATION

The project site is generally located west of Interstate 15 and south of State Route 60, east of State Route 83, and north of the State Route 91 in the City of Ontario, San Bernardino County, California. The site is depicted on Guasti quadrangle of the United States Geological Survey's (USGS) 7.5-minute map series within Section 10 of Township 2 South, Range 7 West (Exhibit 1, *Site Vicinity*). Specifically, the project site is located immediately west of Archibald Avenue, north of Chino Avenue, south of Riverside Drive, and east of the Cucamonga Creek Channel within APNs 0218-111-60 and -61 (Exhibit 2, *Project Site*).



DELHI SANDS FLOWER-LOVING FLY SUITABILITY ASSESSMENT  
 ARCHIBALD AVENUE PROJECT  
**Regional Vicinity**



Source: USA Topographic Map, San Bernardino County





**Legend**

 Project Site

DELHI SANDS FLOWER-LOVING FLY SUITABILITY ASSESSMENT  
 ARCHIBALD AVENUE PROJECT

**Project Site**



Source: ESRI Aerial Imagery, San Bernardino County



## Section 2 Background

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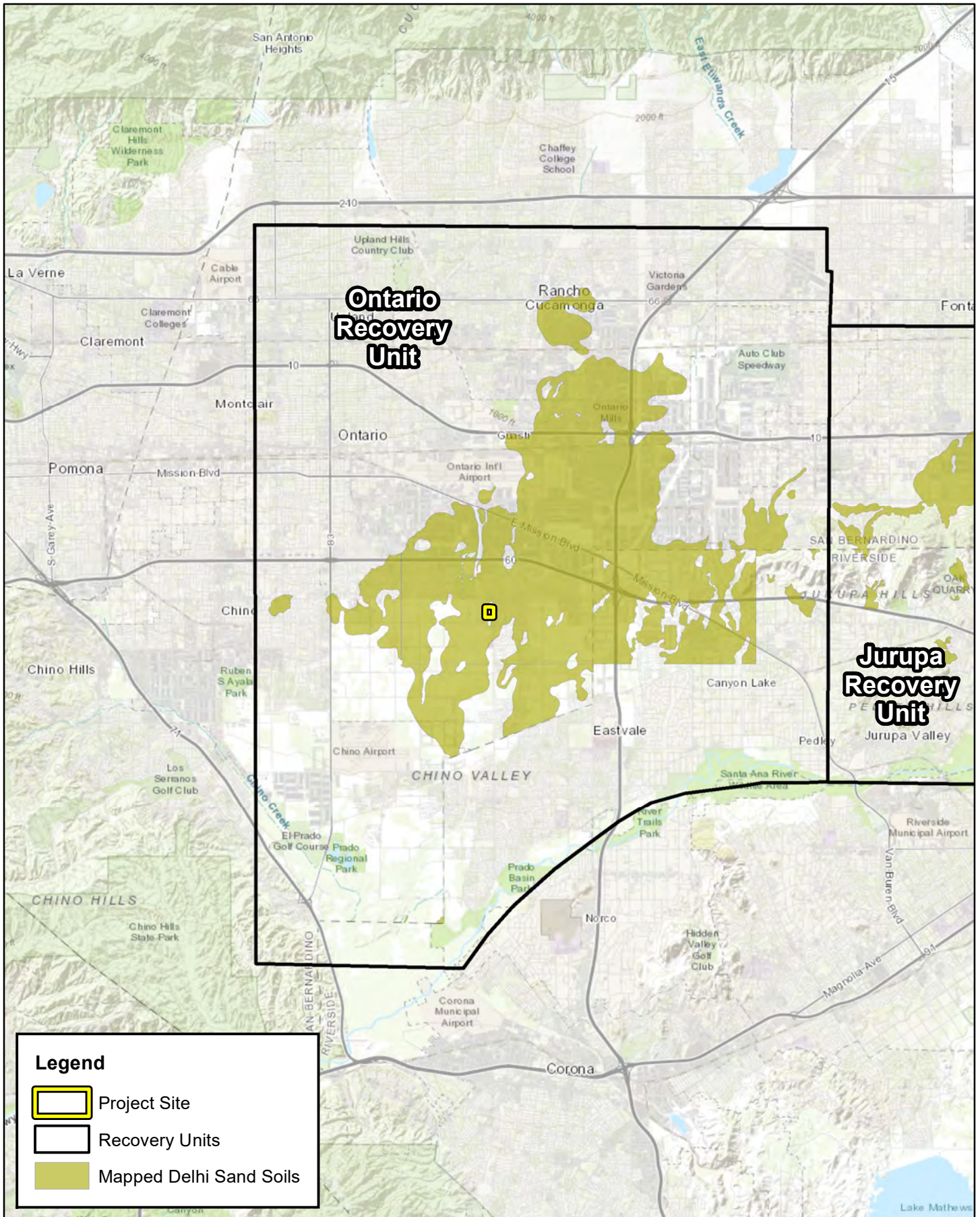
It has been generally acknowledged that DSF can be found to occur in Delhi sand soils, particularly clean dune formations composed of Aeolian sands. Conversely, soils and sands deposited by fluvial processes from the surrounding alluvial fans do not support DSF. These alluvial soils are composed of coarse sands, cobble and gravel (Tujunga soils) or coarse sands, silts and clays (Cieneba soils). In this part of San Bernardino County, the separation of soil types has been lost due to the mixing and cross contamination from years of agricultural activities, development, and other man-made disturbances.

Depending on the extent of mixing and contamination, some areas formally mapped as Delhi sand soils no longer have potential to support DSF populations. Conversely, some areas formally mapped as Cieneba soils may now supported wind deposited Delhi sand soils and have potential to support DSF. Six DSF experts (Ken Osborne, Greg Ballmer, Rudy Matoni, Karin Cleary-Rose, Alison Anderson and Tom McGill) used this criterion, the relative abundance of clean Delhi sand soils versus the amount of Cienba or other alluvial soils, to rate the suitability of the habitat to support DSF (Michael Brandman Associates, 2003). Soils high in gravel and alluvial materials, or high in fine materials such as silts and clays, were rated low, while soils that appear to be high in Aeolian deposited sands were rated high. This qualitative assessment of DSF habitat was further refined by considering the relative degree of soil compaction. Alluvial soils have a tendency to solidify to a hard surface pavement, while Aeolian soils are easier to penetrate and provide good substrate for DSF.

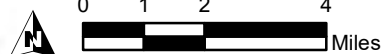
Although it has been common to attribute the presence of four common plant species California buckwheat (*Eriogonum fasciculatum*), California croton (*Croton californicus*), deer weed (*Acmispon glaber*), and telegraph weed (*Heterotheca grandiflora*) as indicators of habitat suitability, for the assessment, vegetation composition was not given much weight in making this habitat evaluation. These dominant plant species, and plant species composition of habitats, may not be directly relevant to larval development (due to likely predatory or parasitic nature of DSF larvae) (Osborne, et al. 2003). The known immature life histories of the nine asiloid fly families, including that to which the DSF is classified, are primarily predatory and/or parasitic on other invertebrate species (mainly insects) and the presence or absence of plant species appears not to be relevant to the life history of these flies.

Land with suitable DSF habitat includes only those areas with open, clean and unconsolidated Delhi Series soils that have not been permanently altered by residential, commercial, or industrial development, or other human actions. Areas known to contain Delhi sand soils and/or to be occupied by DSF have been divided by USFWS into three recovery units (Colton, Jurupa, and Ontario Recovery Units (USFWS, 1997)). These recovery units are defined as large geographic areas based on geographic proximity, similarity of habitat, and potential genetic exchange.

The project site is located within the Ontario Recovery Unit (Exhibit 2, *DSF Recovery Units*). The Project Site was originally in an agricultural preserve in south portion of the City of Ontario but I now surround by residential development on all four sides.



DELHI SANDS FLOWER-LOVING FLY SUITABILITY ASSESSMENT  
 ARCHIBALD AVENUE PROJECT  
**DSF Recovery Units**



Source: World Topographic Map, Riverside County

## **Section 3 Methodology**

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The criteria discussed in detail below were used to rate the relative abundance of clean Delhi sand soils versus the amount of Cieneba Tujunga, or other alluvial soils, to rate the suitability of the habitat to support DSF. Soils high in gravel and alluvial materials, or high in fine materials such as silts and clays, were rated low, while soils that appear to be high in Aeolian deposited sands were rated high. This qualitative assessment of DSF habitat was further refined by considering the relative degree of soil compaction. Alluvial soils have a tendency to solidify to a hard surface pavement, while Aeolian soils are loose sandy soils that are easier to penetrate and provide good substrate for DSF.

### **3.1 SOIL**

Onsite and adjoining soils were researched prior to the field visit using the United States Department of Agricultural (USDA) Natural Resources Conservation Survey (NRCS) Soil Survey for San Bernardino County, California. In particular, the USDA NRCS was reviewed to determine the location of mapped Delhi fine sand soils on or within the immediate vicinity of the project site. The project site is underlain by Delhi fine sand and Hilmar loamy fine sand soils (refer to Exhibit 4, *Soils*).

### **3.2 VEGETATION**

Vegetative resources and surrounding land uses were also assessed as part of determining baseline conditions by walking meander transects and recording all species observed and adjacent land uses. Common plant species observed during the field investigation were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unusual and less-familiar plants were photographed in the field and identified in the laboratory using taxonomic guides. Taxonomic nomenclature used in this study follows the 2012 Jepson Manual (Hickman 2012). In this report, scientific names are provided immediately following common names of plant species (first reference only).

### **3.3 HABITAT SUITABILITY ASSESSMENT**

The scope of the updated habitat suitability assessment was to determine the continued presence and distribution of consolidated and unconsolidated soils and to further evaluate the quality of Delhi Sands across the site as it pertains to DSF. ELMT biologist Tom McGill surveyed the project site on October 31, 2022.

The habitat suitability assessment consisted of a visual and tactile inspection of all areas on the project site that contain Delhi sand soils. The soils within the project site are mapped as Delhi fine sands (Exhibit 3, *Soils*). The site was evaluated for the quality or purity of Delhi Sands and for its potential to support DSF. Areas were assigned one or more ratings ranging between 1 and 5, with 5 being the best quality and most suitable habitat:

1. Soils dominated by heavy deposits of alluvial material including coarse sands and gravels with little or no Delhi sand soils and evidence of soil compaction. Developed areas, non-Delhi sands

- soils with high clay, silt, and/or gravel content. Delhi sands extensively and deeply covered by dumping of exotic soils, rubble, trash or organic debris. *Unsuitable*.
2. Delhi sand soils are present, but the soil characteristics include a predominance of alluvial materials (Tujunga Soils and Hilmar loamy sand), or predominance of other foreign contamination. Sever and frequent disturbance (such as maintenance yard or high use roadbed). *Very Low Quality*.
  3. Although not clean, sufficient Delhi sand soils are present to prevent soil compaction. Moderately contaminated Delhi sands. Delhi sands with moderate to high disturbance (such as annual disking). Sufficient Delhi sands are present to prevent soil compaction (related to contamination by foreign soils). Some sandy soils exposed on the surface due to fossorial animal activity. *Low Quality*.
  4. Abundant clean Delhi sand soils with little or no foreign soils (such as alluvial material, Tujunga soils or Hilmar loamy sand) present. Moderate abundance of exposed sands on the soil surface. Low vegetative cover. Evidence of moderate degree of fossorial animal activity by vertebrates and invertebrates. May represent high quality habitat with mild or superficial disturbance. *Moderate Quality*.
  5. Sand dune habitat with clean Delhi sand soils. High abundance of exposed sands on the soil surface. Low vegetative cover. Evidence (soil surface often gives under foot) of high degree of fossorial animal activity by vertebrates and invertebrates. Sand associated plant and arthropod species may be abundant. *High Quality*.

It should be noted that habitat qualities often vary spatially within a site so that conditions on a site fall within a range of qualities. Further, overall habitat quality is affected by the overall habitat value of a site.





DELHI SANDS FLOWER-LOVING FLY SUITABILITY ASSESSMENT  
 ARCHIBALD AVENUE PROJECT  
**Soils**



Source: ESRI Aerial Imagery, Soil Survey Geographic Databases, San Bernardino County



## Section 4 Results

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### 4.1 EXISTING CONDITIONS

The proposed project site is an undeveloped property in the City of Ontario. The site is bounded to the north, west, south, and east by existing development. The site has been actively farmed for several years with a variety of crops and disked between rotation of crops. No native vegetation exists on the project site. The current crop in place during the assessment was wheat.

The project site is mapped by the as supporting Delhi fine sand soils in band running north to south on the western and eastern boundary of the project site. The project site has been subject to a variety of anthropogenic impacts for several decades due to farming of the site, including crop rotation, disking, irrigation and use of fertilizers, herbicides and insecticides. There is no indication of a band of intact band of clean Delhi Sand soils.

### 4.2 SUITABILITY ASSESSMENT

Dr. McGill examined of the soil quality on the project site on October 31, 2022, using the referenced DSF habitat suitability scale (Ballmer, Osborne, McGill 2003). Although a small portion of the project site is mapped by NRCS as supporting Delhi Sand soils, farming of the site, combined with disking the band of Delhi Sand soils at a 90-degree angle, has thoroughly mixed what Delhi Sands that may have historically existed on the project site, with the much larger areas of clay soils found on either side of the central band of Delhi Sand soils. Due to these historic and ongoing land uses, no undisturbed native plant communities exist on the site. The site supports one (1) land cover type that is classified as disturbed. It is evident that the long-standing regime of crop rotation and disking that the small band of Delhi Sand soils mapped within the center of the site, has been thoroughly mixed with the clay soils that surround this small band. No clean Delhi Sands are present and the site is considered unsuitable habitat for DSF (refer to Exhibit 5, *DSF Habitat Suitability*).





DELHI SANDS FLOWER-LOVING FLY SUITABILITY ASSESSMENT  
 ARCHIBALD AVENUE PROJECT  
**DSF Habitat Suitability**



Source: ESRI Aerial Imagery, San Bernardino County



## **Section 5      Summary and Conclusion**

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A small band of Delhi Sand soil was assessed on October 31, 2022, using the referenced DSF habitat suitability scale (Ballmer, Osborne, McGill 2003), to determine the band provided intact, clean Delhi Sand soils capable of supporting a population of DSF. Although the project site is mapped by NRCS as sporting Delhi Sand soils, farming of the site, combined with the disking of the band of Delhi Sand soils at a 90-degree angle has thoroughly mixed what Delhi Sands that may have historically on the site with the much larger areas of clay soils found on either side of the central band of Delhi Sand soils. Due to these historic and ongoing land uses, no undisturbed native plant community exist on the site. The small band of Delhi Sand soils that was mapped as historically occurring on the site, has been thoroughly mixed with the clay soils and clean Delhi Sands are no longer present. The site is considered unsuitable habitat for DSF and was assigned a habitat suitability rating of 1.

## Section 6      References

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- Osborne, K.H. 2002a. Focused surveys for the Delhi Sand giant flower-loving fly (*Rhaphiomidas terminatus abdominalis*) on a 125-acre portion of the Fontana Business Center site. Submitted to USFWS October 15, 2002.
- U.S. Department of Agriculture, Natural Resources Conservation Service. 2021. *Web Soil Survey*. Online at <http://websoilsurvey.nrcs.usda.gov/app/>.
- U.S. Fish and Wildlife Services. 1996. Habitat Conservation Plan in support of the issuance of a Section 10(a) permit for incidental take of the endangered Delhi Sands Flower-Loving Fly (*Rhaphiomidas terminatus abdominalis*) in connection with the completion of the Cantara residential project in the City of Colton, California.
- U.S. Fish and Wildlife Services. 1997. Final Recovery Plan for Delhi Sands Flower-Loving Fly (*Rhaphiomidas terminatus abdominalis*) U.S. Fish and Wildlife Services, Portland, Or. 51 pages.
- U.S. Fish and Wildlife Service. 2019. Recovery Plan Amendment for Delhi Sands Flower-Loving Fly (*Rhaphiomidas terminatus abdominalis*).
- U.S. Fish and Wildlife Services. 2008. Delhi Sands Flower-Loving Fly (*Rhaphiomidas terminatus abdominalis*) 5-Year Review: Summary and Evaluation. Carlsbad, California. March 2008.

## **Appendix A      Site Photographs**

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**Photograph 1.** Looking Northwest across the agricultural field from the southern boundary of the Site.



**Photograph 2.** Looking West from inside the eastern boundary of the Site.





**Photograph 3.** A close-up of the soils within center of the Site. Soils are dark, indicative of Clay Soils.



**Photograph 4.** Looking North at the center of the Site where Delhi Sand soils have been mapped.





**Photograph 5.** Closeup of the soils with the center of the site. Note the dark color and clumping of the soils, indicative of high clay content of the soils.



**Photograph 6.** Looking North from the center of the site, along the north boundary. Note the dark color and clumping of the soils, indicative of the high clay content of the soils.

# CULTURAL RESOURCES ASSESSMENT

Assessor Parcel Number 0218-111-60  
City of Ontario, San Bernardino County, California

Prepared for:

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Claremont, California 91711  
Project No. RBO2201

## **Data Base Information:**

*Type of Study:* Intensive Survey

*Resources Recorded:* None

*Keywords:* Archibald Ave, Negative Findings

*USGS Quadrangle:* 7.5-minute Guasti, California (1981)



**BCRCONSULTING LLC**

December 16, 2022

## MANAGEMENT SUMMARY

BCR Consulting LLC (BCR Consulting) is under contract to RB Ontario LLC to complete a Cultural Resources Assessment of Assessor Parcel Number 0218-111-60 Project (the project) located in the City of Ontario (City), San Bernardino County, California. A cultural resources records search, intensive-level pedestrian field survey, Native American Heritage Commission (NAHC) Sacred Lands File Search, and vertebrate paleontological resources overview were conducted for the project in partial fulfillment of the California Environmental Quality Act (CEQA). The records search results revealed that 11 previous cultural resource studies have taken place, and five cultural resources have been identified within the half-mile research radius. None of the previous studies have assessed the project site for cultural resources and no cultural resources have been identified within its boundaries. No cultural resources of any kind were identified during the field survey. Therefore, no significant impact related to historical resources is anticipated and no further investigations are recommended for the proposed project unless:

- The proposed project is changed to include areas that have not been subject to this cultural resource assessment;
- Cultural materials are encountered during project activities.

The current study attempted to determine whether significant archaeological deposits were present on the proposed project site. Although none were yielded during the records search and field survey, ground-disturbing activities have the potential to reveal buried deposits not observed on the surface. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register of Historic Places (National Register), plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- groundstone artifacts, including mortars, pestles, and grinding slabs;
- dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks;
- human remains.

Findings were negative during the Sacred Lands File search with the NAHC (see Appendix C). The City will initiate Assembly Bill (AB) 52 Native American Consultation for the project. Since the City will initiate and carry out the required Native American Consultation, the results of the consultation are not provided in this report. However, this report may be used during



the consultation process, and BCR Consulting staff is available to answer questions and address concerns as necessary.

According to CEQA Guidelines, projects subject to CEQA must determine whether the project would “directly or indirectly destroy a unique paleontological resource”. The Paleontological Overview provided in Appendix D has recommended that:

The geologic units underlying the project area are mapped primarily as alluvial fan deposits from the Holocene and late Pleistocene epochs (Morton and Miller, 2006). Pleistocene alluvial units are considered to be highly paleontologically sensitive. The Western Science Center does not have localities within the project area or within a 1 mile radius; however, WSC does have localities in similarly mapped localities across Southern California.

Any fossil specimen from the Assessor Parcel Number 0218-111-60 Project would be scientifically significant. Excavation activity associated with the development of the project area would impact paleontologically sensitive Pleistocene alluvial units, and it is the recommendation of the Western science Center that a paleontological resource mitigation program be put in place to monitor, salvage, and curate any recovered fossils associated with the study area.

If human remains are encountered during any project activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

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## INTRODUCTION

BCR Consulting LLC (BCR Consulting) is under contract to RB Ontario LLC to complete a Cultural Resources Assessment of Assessor Parcel Number 0218-111-60 Project (project) in the City of Ontario (City), San Bernardino County, California. The project occupies approximately 23 acres and is bounded by residential properties to the west, south, and north and Archibald Avenue borders the project site to the east. A cultural resources records search, intensive pedestrian field survey, vertebrate paleontological resources overview, and Sacred Lands File search with the Native American Heritage Commission (NAHC) were conducted for the project in partial fulfillment of the California Environmental Quality Act (CEQA). The project site is located in Section 10 of Township 2 South, Range 7 West, San Bernardino Baseline and Meridian. It is depicted on the United States Geological Survey (USGS) *Guasti, California* (1981) 7.5-minute topographic quadrangle (Figure 1).

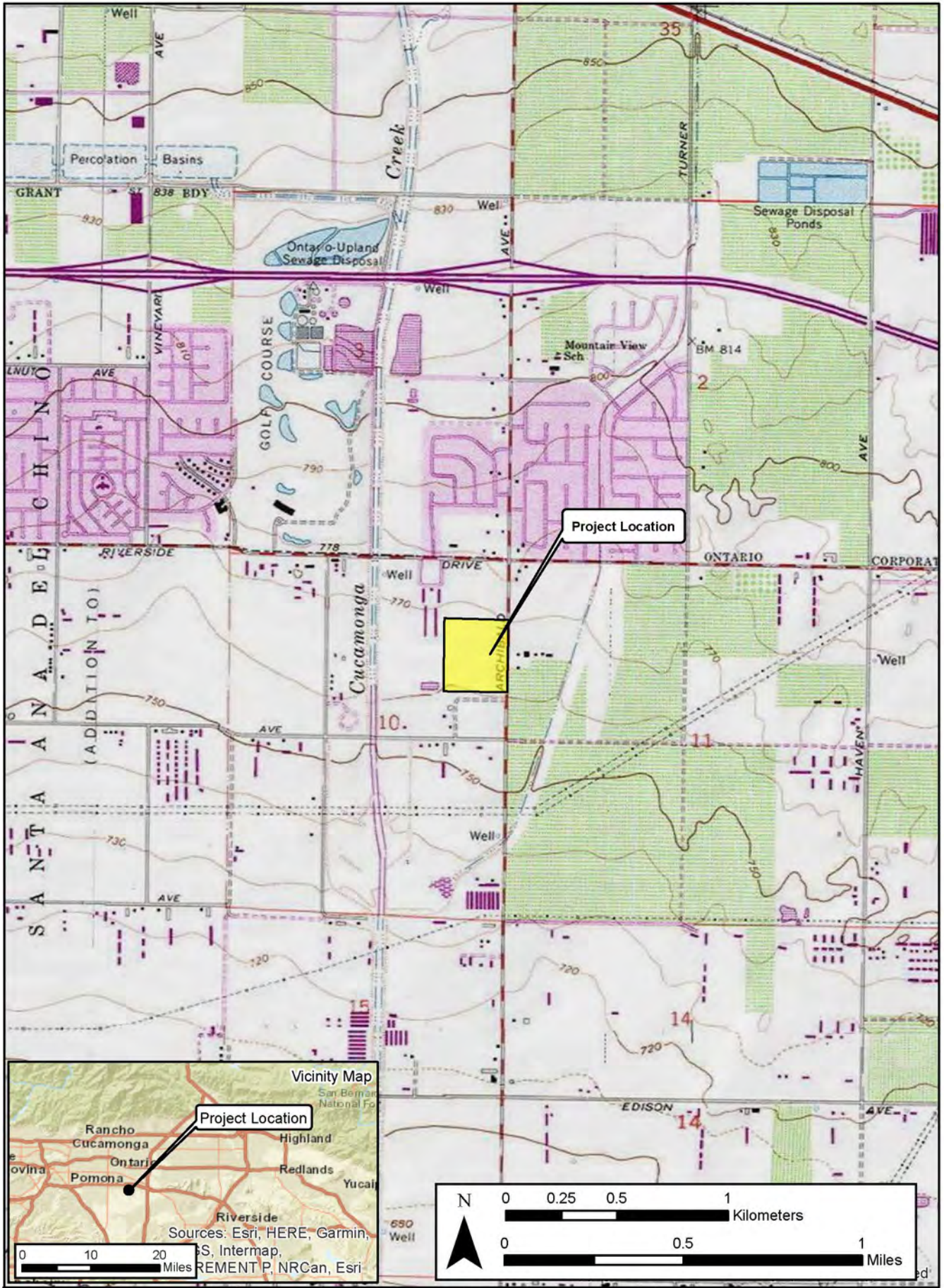
### Regulatory Setting

**The California Environmental Quality Act.** CEQA applies to all discretionary projects undertaken or subject to approval by the state's public agencies (California Code of Regulations 14(3), § 15002(i)). Under CEQA, "A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (Cal. Code Regs. tit. 14(3), § 15064.5(b)). State CEQA Guidelines section 15064.5(a) defines a "historical resource" as a resource that meets one or more of the following criteria:

- Listed in, or eligible for listing in, the California Register of Historical Resources (California Register)
- Listed in a local register of historical resources (as defined at Cal. Public Res. Code § 5020.1(k))
- Identified as significant in a historical resource survey meeting the requirements of § 5024.1(g) of the Cal. Public Res. Code
- Determined to be a historical resource by a project's lead agency (Cal. Code Regs. tit. 14(3), § 15064.5(a))

A historical resource consists of "Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California...Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing in the California Register of Historical Resources" (Cal. Code Regs. tit. 14(3), § 15064.5(a)(3)).

The significance of a historical resource is impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for the California Register. If an impact on a historical or archaeological resource is significant, CEQA requires feasible measures to minimize the impact (State CEQA Guidelines § 15126.4 (a)(1)). Mitigation of significant impacts must lessen or eliminate the physical impact that the project will have on the resource. Section 5024.1 of the Cal. Public Res. Code established the California Register. Generally, a resource is considered by the lead agency to be "historically significant" if the resource meets



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 626-255-1778

Project Location Site  
 Assessor Parcel Number 0218-111-60 Project  
 Reference: ESRI; USGS Quad: Guasti, California (1981)

Figure 1

**RB Ontario LLC**



the criteria for listing in the California Register (Cal. Code Regs. tit. 14(3), § 15064.5(a)(3)). The eligibility criteria for the California Register are similar to those of the National Register of Historic Places (National Register), and a resource that meets one or more of the eligibility criteria of the National Register will be eligible for the California Register.

The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under CEQA. Criteria for Designation:

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

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). Fifty years is normally considered sufficient time for a potential historical resource, and in order that the evaluation remain valid for a minimum of five years after the date of this report, all resources older than 45 years (i.e. resources from the "historic-period") will be evaluated for California Register listing eligibility, or CEQA significance. The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

Finally, CEQA requires that significant effects on unique archaeological resources be considered and addressed. CEQA defines a unique archaeological resource as any archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

CEQA Guidelines Section 15064.5 Appendix G includes significance criteria relative to archaeological and historical resources. These have been utilized as thresholds of significance here, and a project would have a significant environmental impact if it would:

- a) cause a substantial adverse change in the significance of a historical resource as defined in section 10564.5;
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 10564.5;
- c) Disturb any human remains, including those interred outside of formal cemeteries.

**Tribal Cultural Resources.** The Legislature added requirements regarding tribal cultural resources for CEQA in Assembly Bill 52 (AB 52) that took effect July 1, 2015. AB 52 requires consultation with California Native American tribes and consideration of tribal cultural resources in the CEQA process. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a Proposed Project. Since the City will initiate and carry out the required AB52 Native American Consultation, the results of the consultation are not provided in this report. However, this report may be used during the consultation process, and BCR Consulting staff are available to answer questions and address comments as necessary.

**Paleontological Resources.** CEQA provides guidance relative to significant impacts on paleontological resources, indicating that a project would have a significant impact on paleontological resources if it disturbs or destroys a unique paleontological resource or site or unique geologic feature. Section 5097.5 of the California Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, California Penal Code Section 622.5 sets the penalties for damage or removal of paleontological resources. CEQA documentation prepared for projects would be required to analyze paleontological resources as a condition of the CEQA process to disclose potential impacts. Please note that as of January 2018 paleontological resources are considered in the geological rather than cultural category. Therefore, paleontological resources are not summarized in the body of this report. A paleontological overview completed by the Western Science Center is provided as Appendix D.

**City of Ontario.** The City has adopted the Ontario Development Code that establishes historic preservation activities and requirements. Properties may be designated at the local level as Historic Landmarks or Districts. Unless there is evidence for extraordinary importance, only properties over 50 years of age are eligible for inclusion. A property that meets one or more of the following criteria is eligible to be placed on the City's List of Historic Landmarks and Districts if:

1. It meets the criteria for listing in the NRHP; or
2. it meets the criterion for listing in the CRHR; or
3. it meets one of more of the following criteria:
  - A. It exemplifies or reflects special elements of the City's history;
  - B. It is identified with persons or events significant in local, state, or national history;
  - C. It is representative of the work of a notable builder, designer, architect, or artist;
  - D. It embodies distinguishing characteristics of a style, type, period, or method of construction;
  - E. It is noteworthy example of the use of indigenous materials or craftsmanship;
  - F. It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
  - G. It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community of the City; or
  - H. It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.
  - I. It has yielded or is likely to yield information important to the City's history or prehistory.

Landmarks and Districts listed in the National Register or the California Register are automatically listed as City Historic Landmarks and Districts. A City Landmark and/or District must also possess integrity.

## **NATURAL SETTING**

The project is located in the Pomona Valley, which is bounded on the west by the San Jose Hills, on the south by the Chino Hills, on the north by the foothills of the San Gabriel Mountains (USGS 1981), and on the east by La Sierra and the Jurupa Mountains. Local rainfall ranges from 5 to 15 inches annually (Jaeger and Smith 1971:36-37). The area containing the project site exhibits a very gradual southerly slope, which lies on a flood plain that feeds the Santa Ana River approximately five miles to the south (USGS 1981). The native biology of the region is difficult to reconstruct due to weed abatement, development of agriculture, and municipal, and industrial impacts. However, the project site is situated in the Upper Sonoran Life Zone, which is locally present between approximately 500 and 5,000 feet AMSL. This zone typically comprises cismontane valleys and low mountain slopes dominated by mixed coastal sage scrub and chaparral vegetation communities (Williams 2008).

## **CULTURAL SETTING**

### **Prehistoric Context**

The project site is located within the traditional boundaries of the Gabrielino (Bean and Smith 1978; Kroeber 1925). The Gabrielino probably first encountered Europeans when Spanish explorers reached California's southern coast during the 15th and 16th centuries (Bean and Smith 1978; Kroeber 1925). The first documented encounter, however, occurred in 1769 when Gaspar de Portola's expedition crossed Gabrielino territory (Bean and Smith 1978). Other brief encounters took place over the years, and are documented in McCawley 1996 (citing numerous sources). The Gabrielino name has been attributed by association with the Spanish mission of San Gabriel, and refers to a subset of people sharing speech and customs with

other Cupan speakers (such as the Juaneño/Luiseño/Ajachemem) from the greater Takic branch of the Uto-Aztecan language family (Bean and Smith 1978). Gabrielino villages occupied the watersheds of various rivers (locally including the Santa Ana) and intermittent streams. Chiefs were usually descended through the male line and often administered several villages. Gabrielino society was somewhat stratified and is thought to have contained three hierarchically ordered social classes which dictated ownership rights and social status and obligations (Bean and Smith 1978:540-546). Plants utilized for food were heavily relied upon and included acorn-producing oaks, as well as seed-producing grasses and sage. Animal protein was commonly derived from rabbits and deer in inland regions, while coastal populations supplemented their diets with fish, shellfish, and marine mammals (Boscana 1933, Heizer 1968, Johnston 1962, McCawley 1996). Dog, coyote, bear, tree squirrel, pigeon, dove, mud hen, eagle, buzzard, raven, lizards, frogs, and turtles were specifically not utilized as a food source (Kroeber 1925:652).

## History

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

**Spanish Period.** The first European to pass through the area is thought to be a Spaniard called Father Francisco Garcés. Having become familiar with the area, Garcés acted as a guide to Juan Bautista de Anza, who had been commissioned to lead a group across the desert from a Spanish outpost in Arizona to set up quarters at the Mission San Gabriel in 1771 near what today is Pasadena (Beck and Haase 1974). Garcés was followed by Alta California Governor Pedro Fages, who briefly explored the region in 1772. Searching for San Diego Presidio deserters, Fages had traveled through Riverside to San Bernardino, crossed over the mountains into the Mojave Desert, and then journeyed westward to the San Joaquin Valley (Beck and Haase 1974).

**Mexican Period.** In 1821, Mexico overthrew Spanish rule and the missions began to decline. By 1833, the Mexican government passed the Secularization Act, and the missions, reorganized as parish churches, lost their vast land holdings, and released their neophytes (Beattie and Beattie 1974).

**American Period.** The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by a significant drought further diminished the economic impact of local ranching. This decline combined with ubiquitous agricultural and real estate developments of the late 19<sup>th</sup> century, set the stage for diversified economic pursuits that continue to this day (Beattie and Beattie 1974; Cleland 1941).



**Ontario.** Ontario, California was founded as a township in September 1882 by George and William B. Chaffey, named after their home of Ontario, Canada. The brothers purchased 6,218 acres of land with water rights and set aside 640 acres for the community of Ontario. Half of the initial 640 acres was deeded to the Chaffey Agricultural College as an endowment. On December 10, 1891, Ontario was incorporated as a city under the California Constitution with a City Council-City Manager form of government. In 1903, Ontario was proclaimed a “Model Irrigation Colony” by an Act of Congress. Ontario had many modern innovations, many of which still show their value today. An impressive two-hundred feet wide and eight miles long, Euclid Avenue (on the National Register List of Historic Places) was the stately back-bone of the colony.

Provisions for an electric railway, water rights for each landowner, a local educational institution, electric lights, one of the first long distance telephone lines, and public access to water and transportation set a new standard for rural communities and irrigation practices and ensured the success of the Model Colony. Water originating from the nearby San Gabriel Mountains was readily available. In addition to accessible water, climate conditions in Ontario were similar to those in the Mediterranean with dry, hot summers and cool, moist winters as regular occurrences. Ontario first developed as an agricultural community, largely, but not exclusively, devoted to the citrus industry. In addition to oranges, the production of peaches, walnuts, lemons, olives and grapes were also important to the growth of Ontario and neighboring cities (City of Ontario; Galvin & Associates 2004:7).

In 1923, airplane enthusiasts Waldo Waterman and Archie Mitchell established Latimer Field. From that point on, Ontario became an aviation town. Urban growth pushed the fliers east until they took up their permanent residence located at the Ontario World Airport. During WWII, this airport was a busy training facility for pilots. After WWII, construction boomed in Ontario as the city’s growth more than doubled by the end of the 1950s. In 1954, four new schools were built, with land for three more being purchased. That same year, the Interstate 10 opened for public use, diminishing or altering commercial traffic through Ontario. The downtown area found competition in neighborhood shopping centers that featured large parking lots and national brand chain stores (Rounds 1999:125-126).

As the citrus industry declined, large tracts of orange groves gave way to new housing for settlers to the region. Following the 1960s and 1970s, the city’s population had grown from 46,617 to 87,300 residents as Ontario expanded its boundaries eastward to encompass Guasti and the large tracts of vineyards beyond it (Rounds 1999:130). Ontario has become a diversified community with approximately 173,000 residents in 2015. Although the City boundaries have been extended from 0.38 square miles in 1891 to almost 50 square miles today, Ontario’s Historic Downtown still retains the original subdivision pattern established by the Chaffey brothers (City of Ontario 2018).

The dry, arid climate made Ontario amenable to several agricultural products. While irrigation innovations brought abundant water to Ontario for its booming citrus industry, the cultivation of grape vineyards and wineries enjoyed similar success in the area. Secondo Guasti, an Italian immigrant who arrived in California in 1883, saw promise in the sandy sediment and subsurface water supply of the area south of Cucamonga and Ontario. Together with several other Italians,

Guasti purchased 2,000 acres of land for \$60,000 to establish the Italian Vineyard Company (The Ontario City Library 2017:74; Rounds 1999:88). Guasti township, an unincorporated community comprising 1,200 mostly Italian and Mexican immigrants who worked on the vineyards and wine-making processes, was concurrently established. Secondo Guasti funded the construction of a fire station, a school, markets and shops, a dairy and farms, rows of clapboard houses for workers, and much more to be utilized by the community. Guasti's winery operation was modern by contemporary standards, with grapes being mechanically crushed and transported by conveyors, pumps, and hoses. In 1908 a narrow-gauge railroad brought grapes to the crusher, and in 1909 a refrigeration plant was installed to control fermentation temperatures. At its peak, the Italian Vineyard Company was renowned as the largest vineyard in the world, comprising nearly 5,000 acres of vineyards (Hees 2015).

Vineyards and wineries persisted as a specialty of the area through the first half of the 1900s. Even during the years of Prohibition, the vineyards continued to produce grapes for sacramental wine or home winemaking. Over the course of the ensuing decades, the vineyard workforces diversified from Italian immigrant labor to include Mexicans, Asians, and African Americans. Secondo Guasti passed away in 1927, leaving the company to his son Secondo II before his death in 1934. The Italian Vineyard Company's winery site was sold to Garrett & Company in 1945, then to the Biane family in 1957 who operated Brookside Winery on-site until the 1980s (Ontario City Library 2017: 73, 75). The success of vineyards and their production in the first half of the twentieth century would not carry over to the latter half. At its peak in the 1940s, the region contained 60 wineries and over 45,000 acres of vineyards (Weeks 2008: 49). By the 1950s, profits for the region's sweet wine began to decline as national tastes began to favor dry table wines. New, more profitable wineries began springing up along California's northern coastal regions that were more favorable to drier varieties of wine (Rounds 1999:128).

## **PERSONNEL**

David Brunzell, M.A., RPA acted as the Project Manager and Principal Investigator for the current study. Mr. Brunzell also compiled the technical report and performed the cultural resources record searches through the South-Central Coastal Information Center (SCCIC). BCR Consulting Field Director Joseph Orozco, M.A., R.P.A., Crew Chief Timothy Blood, M.S., and Staff Archaeologist Doug Kazmier, B.A. completed the field survey. Mr. Blood also contributed to the technical report. The paleontological overview (provided in Appendix D) was completed by Professional Paleontologist Brittney Elizabeth Stoneburg, Collections Manager for the Western Science Center.

## **METHODS**

### **Research**

Mr. Brunzell completed an archaeological records search using SCCIC records at California State University, Fullerton for the current project. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within the project site boundaries and within a half-mile radius of it. Additional resources reviewed included the National Register of Historic Places (National Register), the California Register, and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks, California

Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

**Field Survey**

An intensive-level cultural resources field survey of the project site was conducted on October 31, 2022. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across the accessible project site. Soil exposures were carefully examined for evidence of cultural resources. Digital photographs were taken at various points within the project site. A hand-held global positioning system (GPS) unit was available for mapping purposes, and detailed notes were taken to record field conditions and any discoveries.

**RESULTS**

**Research**

Data from the SCCIC revealed that 11 previous cultural resource studies have taken place, and five cultural resources have been recorded within one half-mile of the project site. The project site has never previously been assessed for cultural resources, and no cultural resources have been previously identified within its boundaries. The records search results are summarized in Table A and a complete bibliography is provided in Appendix A.

**Table A. Cultural Resources and Reports Within One Half-Mile of the Project Site**

USGS 7.5 Min Quad	Cultural Resources Within One Half-Mile of Project	Studies Within One Half-Mile
<i>Guasti</i> (1981)	P-36-13241: Hist.-Period Residence (1/2 Mile NW) P-36-13242: Hist.-Period Residence (1/2 Mile NW) P-36-13243: Hist.-Period Residence (1/2 Mile NW) P-36-13244: Hist.-Period Residence (1/4 Mile W) P-36-25440: Hist.-Period Transmission Line (1/4 Mile S)	SB-317, 655, 800, 1029, 4150, 4171, 4174, 4675, 5424, 5976, 7968

Limited additional land-use research was performed to help characterize potential for the project site to contain any historic-period resources. Aerial photos show that the buildings, structures, and facilities that occupy the project site were constructed between 1985 and 1994 (United States Department of Agriculture 1985, 1994). Since the buildings are less than 45 years old, they are not historic in age and do not warrant further consideration under CEQA, or as a City landmark or District. Research has not yielded any evidence for historic or prehistoric resources located within the project site boundaries.

**Field Survey**

During the field survey BCR Consulting personnel carefully inspected the project site, and identified no cultural resources within its boundaries. Surface visibility was averaged approximately 40 percent within the project site. Ground disturbances were severe and resulted from a variety of natural and artificial factors, including pavement installation and modular building and agricultural development, as well as mechanical weed abatement, surface erosion, and adjacent road and residential construction. No historic-period or prehistoric cultural resources of any kind were identified within the project site boundaries.

## RECOMMENDATIONS

BCR Consulting conducted a cultural resources assessment of Assessor Parcel Number 0218-111-60 located in the City of Ontario, San Bernardino County, California. No cultural resources of any kind (including historic-period or prehistoric archaeological resources, or historic-period architectural resources) were identified. Therefore, no significant impact related to historical resources is anticipated and no further investigations are recommended unless:

- The proposed project is changed to include areas that have not been subject to this cultural resource assessment;
- Cultural materials are encountered during project activities.

The current study attempted to determine whether significant archaeological deposits were present on the proposed project site. Although none were yielded during the records search and field survey, ground-disturbing activities have the potential to reveal buried deposits not observed on the surface. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register of Historic Places (National Register), plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- groundstone artifacts, including mortars, pestles, and grinding slabs;
- dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks;
- human remains.

Findings were negative during the Sacred Lands File search with the NAHC (see Appendix C). The City will initiate Assembly Bill (AB) 52 Native American Consultation for the project. Since the City will initiate and carry out the required Native American Consultation, the results of the consultation are not provided in this report. However, this report may be used during the consultation process, and BCR Consulting staff is available to answer questions and address concerns as necessary.

According to CEQA Guidelines, projects subject to CEQA must determine whether the project would “directly or indirectly destroy a unique paleontological resource”. The Paleontological Overview provided in Appendix D has recommended that:



The geologic units underlying the project area are mapped primarily as alluvial fan deposits from the Holocene and late Pleistocene epochs (Morton and Miller, 2006). Pleistocene alluvial units are considered to be highly paleontologically sensitive. The Western Science Center does not have localities within the project area or within a 1 mile radius; however, WSC does have localities in similarly mapped localities across Southern California.

Any fossil specimen from the Assessor Parcel Number 0218-111-60 Project would be scientifically significant. Excavation activity associated with the development of the project area would impact paleontologically sensitive Pleistocene alluvial units, and it is the recommendation of the Western science Center that a paleontological resource mitigation program be put in place to monitor, salvage, and curate any recovered fossils associated with the study area.

If human remains are encountered during any project activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

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**APPENDIX A**  
**RECORDS SEARCH BIBLIOGRAPHY**

## Report List

RBO2201

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-00317	NADB-R - 1060317; Voided - 76-4.2	1976	MARTZ, PATRICIA	DESCRIPTION AND EVALUATION OF THE CULTURAL RESOURCES: CUCAMONGA, DEMENS, DEER AND HILLSIDE CREEK CHANNELS, SAN BERNARDINO AND RIVERSIDE COUNTIES, CALIFORNIA	ARCHAEOLOGICAL RESEARCH UNIT, UCR	36-000270, 36-000895, 36-000897, 36-000898, 36-000899, 36-000900, 36-000901, 36-000902, 36-015231
SB-00655	NADB-R - 1060655; Voided - 78-6.2	1978	COTTRELL, MARIE G.	REPORT OF ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCE ASSESSMENT CONDUCTED FOR A 900-ACRE PARCEL LOCATED IN THE SOUTHWEST OF ONTARIO IN SAN BERNARDINO COUNTY, CALIFORNIA	ARCHAEOLOGICAL RESOURCE MANAGEMENT CORPORATION	
SB-00800	NADB-R - 1060800; Voided - 79-6.7	1979	HEARN, JOSEPH E.	ARCHAEOLOGICAL - HISTORICAL RESOURCES ASSESSMENT FOR CHINO AVENUE/WALKER AVENUE TO CUCAMONGA CHANNEL	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	
SB-01029	NADB-R - 1061029; Voided - 80-9.15	1980	FOSTER, JOHN M. and ROBERTA S. GREENWOOD	CULTURAL RESOURCE OVERVIEW FOR THE SERRANO SUBSTATION TO MIRA LOMA SUBSTATION TRANSMISSION ROUTE ALTERNATIVE CORRIDOR RIGHT-OF-WAY	GREENWOOD AND ASSOCIATES	36-000270, 36-000897, 36-000898, 36-000899, 36-000900, 36-000902, 36-001543, 36-001570, 36-001608, 36-002067, 36-002068, 36-002259, 36-002260, 36-002317, 36-003023, 36-003690, 36-004032, 36-060002
SB-04150	NADB-R - 1064150	2002	BUDINGER, FRED E.	PROPOSED WIRELESS DEVICE MONOPINE & EQUIPMENT CABINET; WHISPER LAKE SITE, 2450 RIVERSIDE DR, ONTARIO, CA. 12PP	TETRA TECH, INC	
SB-04171	NADB-R - 1064171	2001	MAXWELL, PAMELA	CULTURAL RESOURCES EVALUATION: CUCAMONGA AND DEER CREEK CHANNELS ECOSYSTEM RESTORATION. 10PP	CORPS OF ENGINEERS	
SB-04174	NADB-R - 1064174	1998	HEKIMIAN, KENNETH K.	PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT FOR VACANT COMMERCIAL PROPERTY LOCATED AT THE NW CORNER OF S. ARCHIBALD AVE & E. RIVERSIDE DR, ONTARIO, CA. 12PP	HVN ENVIRONMENTAL SERVICE CO	
SB-04675	NADB-R - 1064675	2006	ENCARNACION, DEIRDRE	HISTORICAL/ARCHAEOLOGICAL RESOURCES SURVEY REPORT, PLANNING AREA 5, ARCHIBALD AVENUE AND CHINO AVENUE, CITY OF ONTARIO, SAN BERNARDINO COUNTY, CALIFORNIA		



## Report List

RBO2201

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-05424	NADB-R - 1065424	2006	Tang, Bai "Tom", Deirdre Encarnacion, Daniel Ballester, Josh Smallwood, and Terri Jacquemain	Historical/Archaeological Resources Survey Report: Planning Area 4, Riverside Drive and Walker Avenue, City of Ontario, San Bernardino County, California.	CRM Tech	36-013229, 36-013230, 36-013231, 36-013232, 36-013233, 36-013234, 36-013235, 36-013236, 36-013237, 36-013238, 36-013239, 36-013240, 36-013241, 36-013242, 36-013243, 36-013244
SB-05976	NADB-R - 1065976	2007	Wetherbee, Matthew, Sarah Siren and Gavin Archer	Cultural Resource Assessment New Model Colony East Backbone Infrastructure, City of Ontario, San Bernardino County, California.	Stantec	36-012533
SB-07968		2011	Holm, Lisa and John Holson	Supplemental Archaeological Survey Report: Tehachapi Renewable Transmission Project Segment 8 East (Phases 2 and 3) and West (Phase 4), Los Angeles and San Bernardino Counties, California	Pacific Legacy, Inc.	36-012533, 36-012621, 36-012622

## Resource List

RBO2201

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-36-013241		Resource Name - CRM Tech 1790-13	Building	Historic	HP02	2006 (Josh Smallwood, CRM Tech)	SB-05424
P-36-013242		Resource Name - CRM Tech 1790-14	Building	Historic	HP02	2006 (Josh Smallwood, CRM Tech)	SB-05424
P-36-013243		Resource Name - CRM Tech 1790-15	Building	Historic	HP02	2006 (Josh Smallwood, CRM Tech)	SB-05424
P-36-013244		Resource Name - CRM Tech 1790-16	Building	Historic	HP02	2006 (Josh Smallwood, CRM TECH)	SB-05424
P-36-025440		Resource Name - Chino-Mira Loma No. 1 Transmission Line	Structure	Historic	HP11	2010 (Wendy Tinsley Becker, Urbana Preservation & Planning)	SB-06037

**APPENDIX B**  
**PROJECT PHOTOGRAPHS**









**APPENDIX C**

**NATIVE AMERICAN HERITAGE COMMISSION CORRESPONDENCE**

## NATIVE AMERICAN HERITAGE COMMISSION

December 7, 2022

David Brunzell  
BCR Consulting LLC

Via Email to: [bcrllc2008@gmail.com](mailto:bcrllc2008@gmail.com)

**Re: Assessor Parcel Number 0218-111-60 Project (RBO2201), San Bernardino County**

Dear Mr. Brunzell:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: [Cameron.vela@nahc.ca.gov](mailto:Cameron.vela@nahc.ca.gov).

Sincerely,

*Cameron Vela*

Cameron Vela  
Cultural Resources Analyst

Attachment



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Luiseño

VICE CHAIRPERSON  
**Reginald Pagaling**  
Chumash

SECRETARY  
**Sara Dutschke**  
Miwok

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Yokayo Pomo, Yuki,  
Nomlaki

COMMISSIONER  
**Wayne Nelson**  
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**Stanley Rodriguez**  
Kumeyaay

COMMISSIONER  
**[Vacant]**

COMMISSIONER  
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**Native American Heritage Commission  
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12/7/2022**

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**Native American Heritage Commission  
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**APPENDIX D**  
**PALEONTOLOGICAL OVERVIEW**



November 15<sup>th</sup>, 2022

BCR Consulting, LLC  
Joseph Orozco  
505 W. 8<sup>th</sup> St.  
Claremont, CA 91711

Dear Mr. Orozco,

This letter presents the results of a record search conducted for the Assessor Parcel Number 0218-111-60 Project located in the city of Ontario, San Bernardino County, CA. The project site is located north of Chino Avenue, south of East Riverside Drive, and west of South Archibald Avenue, on Township 2 South, Range 7 West, on Section 10 of the *Guasti, CA* USGS 7.5 minute quadrangle.

The geologic units underlying the project area are mapped primarily as alluvial fan deposits from the Holocene and late Pleistocene epochs (Morton and Miller, 2006). Pleistocene alluvial units are considered to be highly paleontologically sensitive. The Western Science Center does not have localities within the project area or within a 1 mile radius; however, WSC does have localities in similarly mapped localities across Southern California.

Any fossil specimen from the Assessor Parcel Number 0218-111-60 Project would be scientifically significant. Excavation activity associated with the development of the project area would impact the paleontologically sensitive Pleistocene alluvial units, and it is the recommendation of the Western Science Center that a paleontological resource mitigation program be put in place to monitor, salvage, and curate any recovered fossils associated with the study area.

If you have any questions, or would like further information, please feel free to contact me at [bstoneburg@westerncentermuseum.org](mailto:bstoneburg@westerncentermuseum.org).

Sincerely,

A handwritten signature in black ink, appearing to read 'Brittney Stoneburg', written in a cursive style.




Brittney Elizabeth Stoneburg, MSc  
Collections Manager

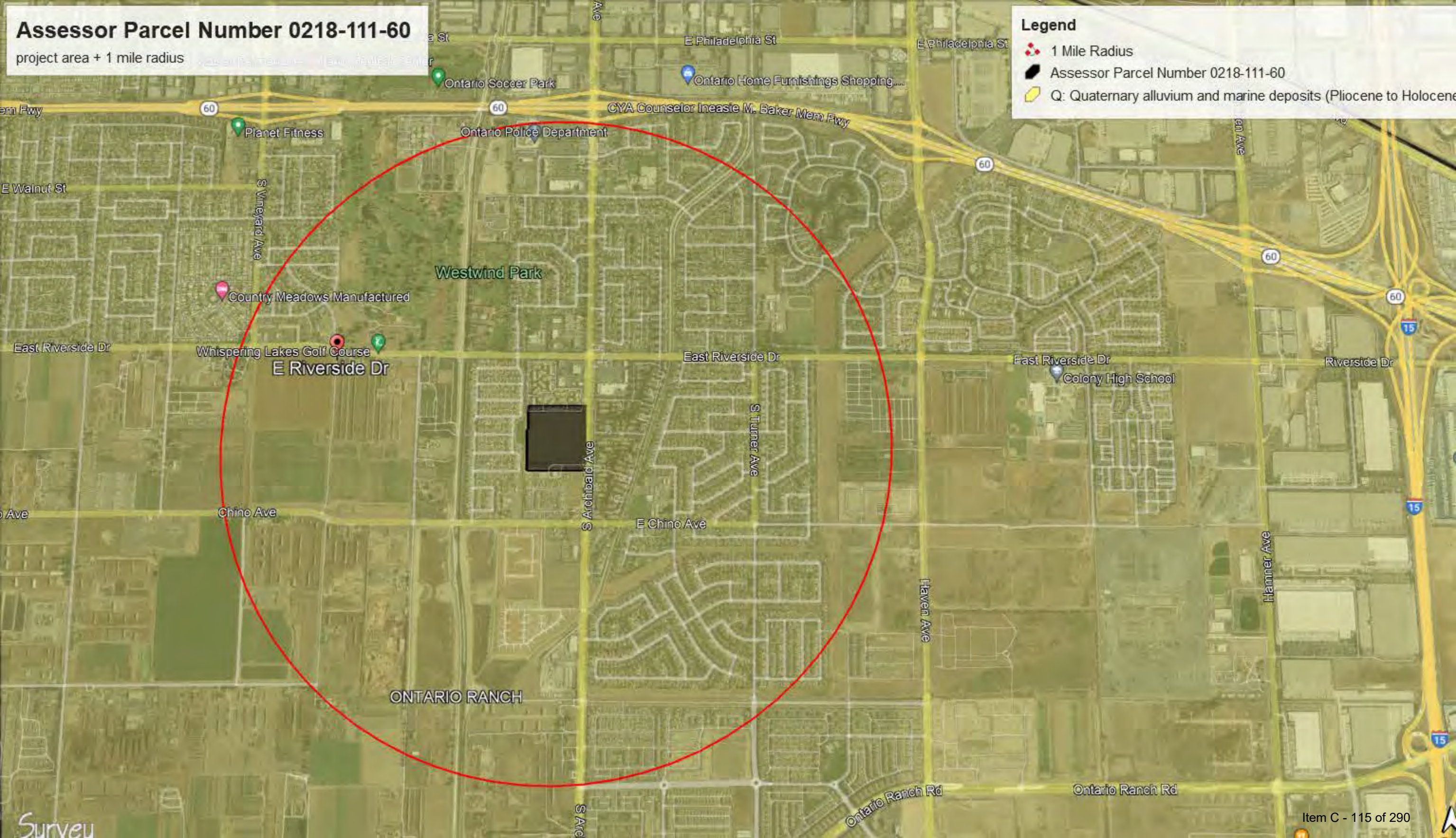


# Assessor Parcel Number 0218-111-60

project area + 1 mile radius

## Legend

-  1 Mile Radius
-  Assessor Parcel Number 0218-111-60
-  Q: Quaternary alluvium and marine deposits (Pliocene to Holocene)





# Memorandum

Date: April 24, 2023  
To: Jeff Ragland, The Landmark Company  
From: Paul Herrmann, P.E.  
Biling Liu  
Raymond Poss  
**Subject: Countryside Specific Plan (Neighborhood 2 Development) Project Vehicle Miles Traveled (VMT) Assessment and Impact Determination**

OC22-0942

Fehr & Peers has completed a Vehicle Miles Traveled (VMT) Assessment and impact determination for the Countryside Specific Plan Amendment Project (Project) located in the New Model Colony area of Ontario, California. This VMT analysis is consistent with requirements of Senate Bill 743 (SB 743), the Office of Planning and Research's (OPR's) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018), and the City of Ontario's adopted VMT Impact Analysis Resolution (No. 2020-071). The assessment concludes that the Project would result in a less-than-significant transportation impact.

The remainder of this memorandum is divided into six sections: Project Description, Analysis Approach, Traffic Modeling Methodology, VMT Estimates, Active Transportation and Public Transit Review, and Transportation Impact Analysis.

## Project Description

The City of Ontario approved the Countryside Specific Plan (Specific Plan) and certified the associated *Countryside Specific Plan Final Environmental Impact Report* in March of 2006. The Approved Specific Plan is part of the Ontario New Model Colony. The Project area is bounded by the Carmel at the Colony Apartments to the North, Archibald Avenue to the West, and Colonial Ave to the West. **Figure 1** shows the approved Specific Plan land use map. The approved Specific Plan allows up to 825 Single Family Dwelling Units (SF DUs).



*Note: Roundabout location and dimensions to be determined as part of tentative tract map approval.*

Exhibit 10  
**Land Use Plan**





**Figure 2** shows the proposed Specific Plan land use plan. The Project proposes to expand neighborhood 2 in the Planning Area 2 from 106 SF DUs to 82 SF DUs and 192 Multi-Family (MF) DUs. This increases the development yield of the Approved Specific Plan area from 825 DUs to 993 DUs. These changes are outlined in **Table 1** below.

**Table 1: Approved and Proposed Land Use Plan**

Area	Approved Plan	Proposed Plan	
	SF DUs	SF DUs	MF DUs
Neighborhood 2	106	82	192
<b>Specific Plan Total</b>	<b>825</b>	<b>801</b>	<b>192</b>
<b>Total DUs</b>	<b>825</b>	<b>993</b>	

## Analysis Approach

The proposed Specific Plan is an amendment to an approved Environmental Impact Report (EIR), so a plan-to-plan comparison was prepared to compare the VMT forecasts for the proposed Specific Plan to the adopted Specific Plan. The adopted Specific Plan covers Planning Areas 1 and 2. The proposed Specific Plan includes amendments to Neighborhood 2 of Planning Area 1. For an ‘apples-to-apples’ comparison, VMT was estimated for Neighborhood 2 under the adopted and proposed specific plans, and VMT was estimated for the entire Countryside Specific Plan area under the adopted and proposed specific plans.

## Traffic Modeling Methodology

The Ontario Plan (TOP) Model was utilized to estimate VMT for the Project. The TOP Model began as the San Bernardino Traffic Analysis Model (SBTAM)<sup>1</sup> and was updated for use in the City’s General Plan Update EIR adopted in 2022. The roadway network and socio-economic data within the City of Ontario were updated to be consistent with the TOP EIR scenario modeling for Base Year (2019) and General Plan Buildout (2050). Outside of the City of Ontario, this model assumes datasets consistent with the 2016 Southern California Association of Governments (SCAG)

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<sup>1</sup> SBTAM is a derivative of the SCAG regional travel demand forecasting model and underwent a subarea model development to add detail and refinement within San Bernardino County.

# Revised Graphic



*Note: Roundabout location and dimensions to be determined as part of tentative tract map approval.*

Exhibit 10  
Land Use Plan **Revised Graphic**



Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) with a base year of 2012 and future year of 2040<sup>2</sup>. As recommended in the SBTAM model documentation, model assignment parameters were set to run up-to five loops with a minimum convergence criterion<sup>3</sup> of 0.01.

### **VMT Analysis Methodology**

There are multiple ways to estimate VMT for a residential project. Total VMT gives an estimate of the total travel, while VMT per person measures the efficiency of travel. VMT for residential projects is typically presented in the following ways:

- Total VMT and VMT per Service Population<sup>4</sup> (VMT/SP) from the project, using Origin/Destination (OD) method which tracks all trips starting and ending at the project
- Home-Based Production (HB) VMT and HB VMT per resident from the project, using the Production/Attraction (PA) method which tracks all resident trips produced by the project
- Total VMT and VMT/SP within a designated boundary, such as within City limits or 5-mile radius, using the Boundary method which measures effect of the project on VMT within a given area

The City of Ontario's VMT Resolution requires use of SBTAM to forecast total daily VMT/SP to estimate VMT per the following thresholds of significance:

- A significant impact would occur if the project VMT/SP (for the land use plan) exceeds the Citywide average for service population under General Plan Buildout Conditions (using the OD method)
- A significant impact would occur if the project caused total daily VMT/SP within the City to be higher than the no project alternative under cumulative conditions (using the Boundary method)

For purposes of this assessment, HB VMT and HB VMT per resident was also estimated using the PA method to provide additional information for the decision makers.

VMT and VMT per person estimates were calculated using these three methodologies using the City's recommended VMT assessment tool, the TOP Model. There are limitations in the TOP Model, which is a typical four-step travel demand forecasting model. The model steps, which convert person trips to vehicle

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<sup>2</sup> Please note that SBTAM does not have an available dataset consistent with the SCAG 2020 RTP/SCS. At the time of this analysis, SBTAM was in the process of being updated with the SCAG 2020 RTP/SCS data, but the data was not available. This analysis uses the most current, available SBTAM model version consistent with the City of Ontario's VMT Impact Resolution.



trips, limit the ability to separate trips by trip purpose (e.g. residential-based trips or work-based trips) while also accounting for all modal trips, as noted further below.

### **Origin/Destination (OD) VMT**

The OD method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area and tracks those trips to their estimated origins/destinations. The OD method is completed after the final loops of assignment in the travel demand model (after person trips have been converted to total vehicle trips). Origins are all vehicle trips that start in a specific traffic analysis zone, and destinations are all vehicle trips that end in a specific traffic analysis zone. OD VMT is typically presented as total VMT or as total VMT/SP.

The OD method accounts for trips that begin or end outside of the travel demand model. OD trip matrices do not separate trips by trip purpose, and therefore VMT cannot be calculated by Home-Based-Work (HBW) attraction VMT per employee or HB production VMT per resident, but only by total VMT. It should also be noted that, although VMT includes trips to/from the City that originate or are destined to locations outside of the model area, those trip lengths are artificially truncated at the model boundary.

### **Production/Attraction (PA) VMT**

The PA method for calculating VMT sums all weekday VMT generated by HB production and HBW attraction trips with at least one trip end in the study area by trip purpose. The PA method tracks trips with at least one trip end in the analysis area to/from their ultimate destination unless that destination is outside of the model boundary area. Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment). Productions and attractions are converted from person trips to vehicle trips for the purposes of calculating VMT. PA VMT can be presented as HB VMT per Resident or HBW VMT per Employee.

The PA method allows project VMT to be evaluated based on trip purpose which is consistent with OPR recommendations in the Technical Advisory. For example, a single-use project such as an office building

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<sup>3</sup> Convergence criteria refers to the acceptable difference in the traffic volumes produced by different loops of the vehicle assignment. A convergence criteria of 0.01 indicates that the model is producing similar outputs with an allowance of 1% difference between each loop. This criterion is outlined in the model documentation as the recommended convergence criteria for the model.

<sup>4</sup> Service Population (SP) is the sum of population and employment.



could be analyzed based only on the commute VMT, or HBW attraction VMT per employee; and a residential project could be analyzed based on the HB production VMT per resident.

PA matrices do not include external trips that have one trip end outside of the model boundary (IX-XI trips), airport traveler trips, or truck trips, and therefore do not include those trips in the VMT estimates. This is not consistent with the OPR recommendations that suggest full accounting of VMT should be completed.

### **Boundary Method VMT**

The boundary method is the sum of all weekday VMT (volume on each roadway segment times the segment length) on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of each segment. This approach consists of all trips, including those trips that do not begin or end in the designated boundary and is another way to summarize VMT. This is the only VMT method that captures the effect of cut-through and/or displaced traffic.

Boundary VMT can be presented as total VMT or as total VMT/SP. The boundary utilized in the assessment below is the Ontario City Limits Boundary per the requirements of the City's VMT Resolution. To provide additional information, a 5- and 10-mile radius boundary is also presented.

### **VMT Estimates**

Both OD and PA Project-level VMT estimates for the two specific plan alternatives were performed using the Adopted General Plan Buildout (2050) scenario of the TOP model using the Socio-Economic Data (SED) input data shown in **Table 2**. The original SED in the Project TAZs were referenced to estimate persons per household assumptions for the Project. Land uses were coded into a separate TAZ to represent the Project.





**Table 2: Land Use and VMT Data Summary**

Land Use	Adopted Specific Plan		Proposed Specific Plan	
	Neighborhood 2	Full Plan	Neighborhood 2	Full Plan
SF DUs	106	825	82	801
MF DUs	0	0	192	192
Total DUs	106	825	274	993
Total Population	404	3,143	825	3,564
HB VMT	6,410	49,869	11,051	54,502
HB VMT/Resident	15.87	15.87	13.40	15.29
OD VMT	12,771	83,535	23,071	93,843
OD VMT/SP	31.61	26.58	27.69	26.33
Citywide SP		705,054		705,475
Citywide Boundary VMT		8,512,227		8,511,538
Citywide Boundary VMT/SP		12.07		12.06
5-Mile Boundary VMT		12,561,684		12,560,402
5-Mile SP		742,736		743,157
5-Mile Boundary VMT/SP		16.91		16.90
10-Mile Boundary VMT		40,421,127		40,420,884
10-Mile SP		2,178,603		2,179,024
10-Mile Boundary VMT/SP		18.55		18.55

Notes:

1. DUs = Dwelling Units.
2. SF = Single Family.
3. MF = Multi-Family.
4. HB VMT = Home-Based Production VMT.
5. OD VMT = Origin/Destination VMT.
6. SP = Service Population; the sum of population and employment.

Source: TOP Model, 2022



As shown in **Table 2**, the following VMT metrics are reduced (e.g. VMT is reduced) when comparing the proposed plan to the approved plan for both Neighborhood 2 isolated and for the full plan:

- HB VMT per resident
- OD VMT/SP
- Boundary VMT/SP within City limits, 5-mile radius and 10-mile radius

However, due to the increase in total housing units, the total OD VMT estimated for the proposed Specific Plan is higher with the Proposed Project.

The proposed Project was also compared to the City thresholds of significance:

- The Project OD VMT/SP (27.69) and the full specific plan OD VMT/SP (26.33) do not exceed the Citywide average OD VMT/SP (29.42) under General Plan Buildout Conditions
- The Project did not cause total daily VMT/SP (12.06) within the City to be higher than the no project alternative (12.07) under cumulative conditions (using the City Limit Boundary)

The proposed Project is forecast to reduce HB VMT per resident, OD VMT/SP and Boundary VMT/SP as compared to the approved project, and is forecast to produce VMT/SP below the City's impact thresholds; therefore, this project is anticipated to result in a **less-than-significant** transportation impact.

## Active Transportation and Public Transit Review

Potential impacts to public transit, pedestrian facilities and travel, and bicycle facilities and travel were evaluated to determine if the Project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance<sup>5</sup> or safety of such facilities.

In general, the New Model Colony Area has been undergoing major re-development over the past decade as it shifts from agricultural to residential land uses. There are limited active transportation facilities and

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<sup>5</sup> Per the OPR Technical Advisory, decrease of performance does not include increase in users.



transit service in undeveloped areas. Bicycle and pedestrian facilities are proposed as part of the Ontario General Plan and Bicycle Master Plan on most roadways throughout the New Model Colony area.

### **Bicycle Facilities Review**

There are four bicycle facility classifications recognized by the City of Ontario and are classified as follows:

#### Class I Bikeways (Bike Paths)

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

#### Class II Bikeways (Bike Lanes)

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

#### Class III Bikeways (Bike Routes)

Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

#### Class IV Bikeways (Cycle Tracks)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g. grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

Existing and proposed bicycle facilities in the study area are shown in **Figure 3**. Adjacent to the Project Site, a Class I bike path is proposed along Archibald. Within the Project limits, a Class I multi-purpose bike trail is provided adjacent to Colonial Avenue between Riverside Drive and just south of Darien Street. This



trail is proposed to extend to Chino Avenue to connect with additional proposed trails on Chino Avenue and adjacent to Kinglet Avenue and Dolomite Street to connect with Archibald Avenue. Another Class I facility is proposed on Schaefer Avenue between the Deer Creek Channel and Archibald Avenue.

### **Pedestrian Facilities Review**

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and multi-use trails. The portions of the New Model Colony area that have already been re-developed have accessible pedestrian facilities. At existing signalized intersections, adjacent to and within the Project site, crosswalks and pedestrian push-button actuated signals are provided. At existing unsignalized intersections, adjacent to and within the Project site, striped crosswalks are generally provided. Under the assumption that pedestrian facilities will continue to be constructed as the New Model Colony area develops, the Project will be part of a safe and efficient pedestrian network.

The Project proposes to develop a network of paved sidewalks separated from vehicular travel lanes by landscaped parkway throughout the Project site. Sidewalks are proposed on the Project-side of Archibald Avenue. A multi-purpose bike and pedestrian paseo is proposed along the perimeter of the Project and connecting to the Cucamonga Creek Channel.

# Revised Graphic



# Revised Graphic

Exhibit 11  
**Parks and Paseo Concept**





## Public Transit Review

There are bus and regional rail service options available in the City of Ontario. Since the New Model Colony and Ontario Ranch areas are mostly undeveloped at this time, limited routes and transit options are available near the Project site. It is anticipated that new routes will be proposed to support the future development, but those routes have not been identified at this time. Existing transit routes in the study area are shown on **Figure 4**.

### Bus Service

#### Omnitrans

Omnitrans provides local and express services to San Bernardino County, which includes the City of Ontario. The only Omnitrans route that provides service near the Project site is Route 87 north and east of the Project site. The closest bus stop is at Riverside Drive and Archibald Avenue.

**Route 87** operates Monday to Saturday between 4:35 AM and 9:50 PM with one-hour headways and provides service to Rancho Cucamonga and Eastvale through the Ontario Ranch area along Riverside Drive and Archibald Avenue

### Rail Service

#### Metrolink

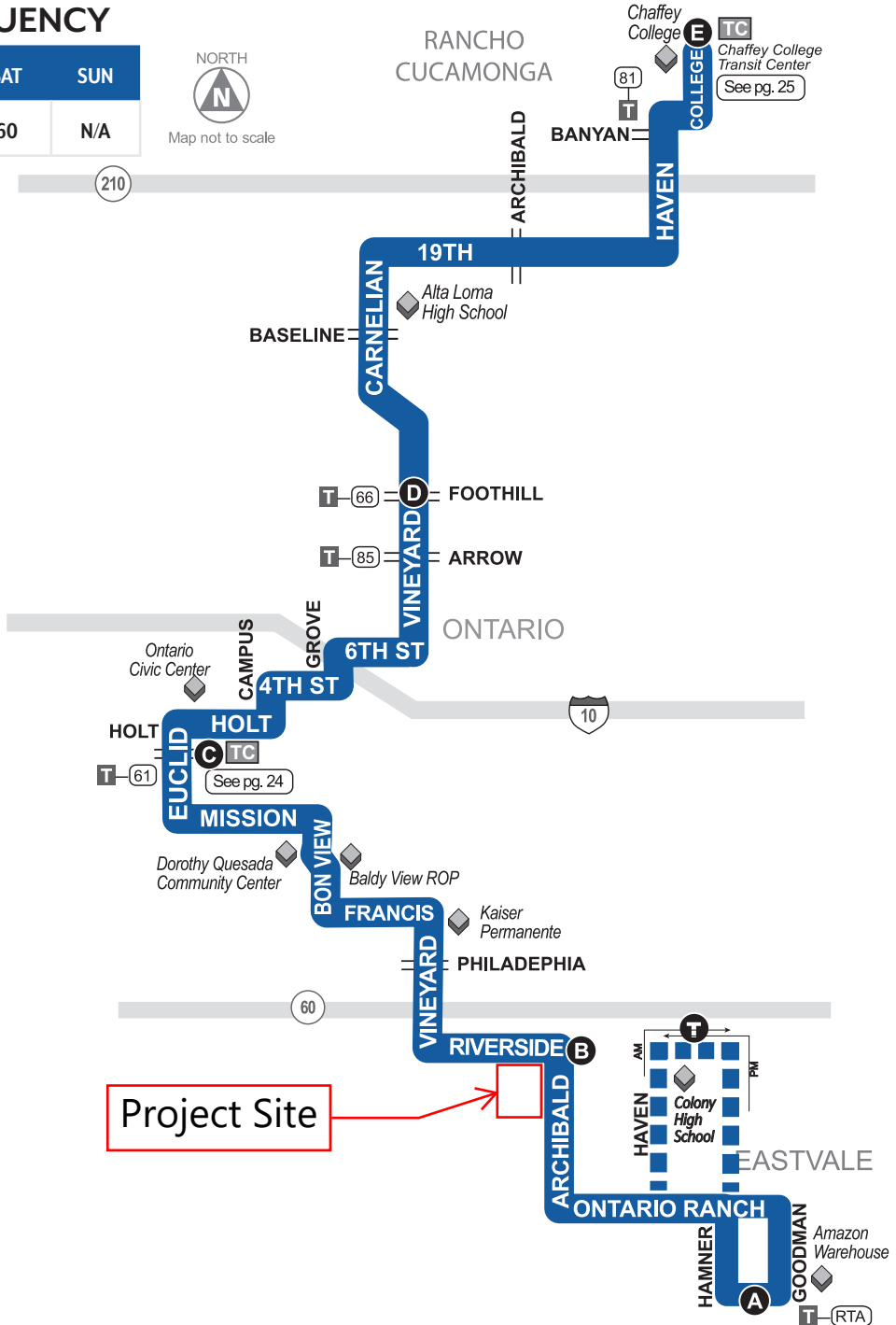
Commuter train service in the City of Ontario is provided by Metrolink, which provides service throughout the Southern California region. The Ontario-East Metrolink Station is located near the corner of Mission Boulevard and Haven Avenue, approximately 3.4 miles northeast of the Project site. The Metrolink railroad runs east-west through the middle of the city, with grade separations at Milliken and Haven Avenues. This same rail line is occasionally used by freight trains when the Union Pacific Railroad line (running east-west south of the I-10 freeway) is closed or restricted for limited periods. Local freight train traffic in the city includes switches on various spur lines serving the industrial areas at the southern section of the city.

**Riverside Line** links downtown Riverside to Union Station in downtown Los Angeles with a stop at the Ontario Train Station. There are five morning trains and one afternoon train to Union Station on weekdays. There are five afternoon trains from Ontario to Riverside on weekdays.

- █ Bus Route
- A Timepoint - Look for the matching symbol in the timetable section.
- Metrolink Station
- ◆ Point of interest
- T Transfer Point
- TC Transit/Transfer Center
- ||||| Tripper Service
- P Park-and-Ride
- H Medical Center
- 1,2 Connection Route(s)

### FREQUENCY

M-F	SAT	SUN
60	60	N/A





### Amtrak

Amtrak is a passenger railroad service that provides medium and long-distance inter-city rail service throughout the United States. Locally, a station is provided northwest of the Project on the corner of Euclid Avenue at Holt Boulevard. Two lines are available at the Ontario Station.

**Sunset Limited Line** provides intercity rail service three times per week between Los Angeles and New Orleans, Louisiana, with California stops in Los Angeles, Pomona, Ontario and Palm Springs. The service is available at the Ontario Train Station at 10:54 PM from Los Angeles.

**Texas Eagle Line** provides intercity rail service three times per week between Los Angeles and Chicago, Illinois, with California stops in Los Angeles, Pomona, Ontario and Palm Springs. The service is available at the Ontario Train Station at 10:54 PM from Los Angeles.

## **Transportation Impact Analysis**

This assessment answers the following four questions from Appendix G. For purposes of this EIR, a project would normally have a significant effect on the environment if the project would:

- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) regarding policies to reduce vehicle miles travelled (VMT).
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Result in inadequate emergency access.

### **T-1 Assessment**

A review of the Project description did not identify any disruption to existing bicycle, pedestrian nor transit facilities; the proposed Project provides consistency related to regional active transportation plans, transit plans, and other mobility infrastructure plans in the New Model Colony area. New transit trips are anticipated to be generated by the Project, but the Project would not modify transit stop locations or change transit headways. Additional transit ridership demand could increase boarding and alighting activity at existing bus stops and transit terminals located near the Project site. The Project is consistent with the adopted plans regarding bicycle and pedestrian infrastructure and is not expected to decrease



the performance or safety of these facilities. Therefore, the Project is considered to have a **less-than-significant** impact on active transportation and on public transit.

### **T-2 Assessment**

The Project is consistent with CEQA Guidelines section 15064.3, subdivision (b) regarding policies to reduce VMT. The TOP 2050 Model forecast of total daily VMT/SP is the required method for estimating VMT. The proposed Project is forecast to reduce HB VMT per resident, OD VMT/SP and Boundary VMT/SP as compared to the approved project, and is forecast to produce VMT/SP below the City's impact thresholds; therefore, this project is anticipated to result in a **less-than-significant** transportation impact.

### **T-3 Assessment**

The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. Additionally, all plans undergo an extensive review process at the City to ensure consistency with these adopted standards. This impact is considered **less than significant**.

### **T-4 Assessment**

The Project would not result in inadequate emergency access. The Project is proposing improvements at intersections consistent with the Ontario Plan Circulation Element Buildout, therefore increasing the capacity of the network, as identified in the Level of Service (LOS) assessment<sup>6</sup>. With the proposed improvements, the Project is anticipated to provide roadway capacity sufficient to support emergency evacuation scenarios even with the increased density. Therefore, this impact is considered **less than significant**.

### **Conclusion**

The Project proposes increased density as compared to the approved plan and/or what is zoned in the City's General Plan. Densification in urban areas is a strategy promoted by the State to reduce VMT. VMT estimates were prepared to provide comparisons between approved and proposed which indicate that the proposed Project has a lower VMT/SP. The Project's forecast VMT is also lower than the City's threshold of significance. Therefore, the Project is more efficient from a VMT perspective and is anticipated to result in a **less-than-significant** transportation impact. The Project is also anticipated to

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<sup>6</sup> Countryside Specific Plan Amendment (Neighborhood 2 Development) Traffic Study, LLG, November 23 2022.



result in a **less-than-significant** impact related to consistency with regional plans, design, and emergency evacuation.



TRAFFIC STUDY  
**COUNTRYSIDE SPECIFIC PLAN AMENDMENT  
(NEIGHBORHOOD 2 DEVELOPMENT)**

Ontario, California  
November 23, 2022

*Prepared for:*

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**TRAFFIC STUDY**  
**COUNTRYSIDE SPECIFIC PLAN AMENDMENT**  
**(NEIGHBORHOOD 2 DEVELOPMENT)**

Ontario, California  
November 23, 2022

## **1.0 INTRODUCTION**

### **1.1 Senate Bill 743**

Senate Bill (SB) 743 (2013), codified in Public Resources Code section 21099, changed the methodology for analyzing transportation impacts under the California Environmental Quality Act (CEQA). SB 743 directed the Office of Planning and Research (OPR) to prepare proposed revisions to the CEQA Guidelines establishing new criteria for determining the significance of transportation impacts. The Secretary of the Natural Resources Agency subsequently certified CEQA Guideline 15064.3, establishing vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. Upon certification of the new Guideline, automobile delay, as measured by "level of service" and other similar metrics, is no longer considered a significant impact on the environment under CEQA. (Public Resources Code 21099(b)(2).) However, the amendments to the Public Resources Code and the Guidelines did not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or other secondary impacts associated with transportation. (Pub. Res. Code 21099(b)(3).) Consequently, this study has been commissioned to provide an evidentiary basis for analyzing the secondary impacts of the project associated with transportation and as detailed more fully below, the project's consistency with the City's General Plan, known as The Ontario Plan 2050 (TOP 2050).

### **1.2 Traffic Study**

This Traffic Study addresses the potential traffic and circulation needs associated with the proposed amendment to the current (2008) Countryside Specific Plan (CSP) (herein after referred to as Project) in the City of Ontario. The Countryside Specific Plan was approved by the City of Ontario in April 2006, with subsequent Specific Plan Amendments approved in June 2006 and August 2008. The Countryside Specific plan comprises approximately 178 acres of land that is located westerly of Interstate 15 (I-15), and southerly of State Route 60 (SR-60). The Specific Plan area lies within the 8,200-acre Ontario Ranch, in the southcentral portion of The Ontario Plan (TOP). The proposed Project within the Countryside Specific Plan includes an amendment related to Planning Area 1, Neighborhood 2, which now allows for the development of up to 106 single-family detached homes (RD – 6,000 SF lots). The Project would consist of the development of 274 residential unit within Neighborhood 2.

This report documents the findings and recommendations of a traffic study conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the nature and extent of the traffic that would be associated with the Project and consider whether any roadway network improvements would be required to ensure the Project's consistency with the TOP 2050.

### **1.2.1 Scope of Work**

The traffic analysis evaluates the existing operating conditions at twelve (12) key study intersections within the Project vicinity, estimates the trip generation potential of the proposed Project and forecasts future operating conditions without and with the additional traffic generated by the proposed Project. Where necessary, roadway and/or intersection improvements are identified. The Scope of Work for this traffic study, which is included in *Appendix A*, was developed in conjunction with City of Ontario staff.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing peak hour traffic information has been collected at twelve (12) key study intersections for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched at the City of Ontario and City of Chino. Based on our research, there are twenty-one (21) cumulative projects in the City of Ontario and City of Chino. These twenty-one (21) planned and/or approved cumulative projects were considered in the cumulative traffic analysis for this Project.

This traffic report analyzes existing and future weekday AM peak hour and PM peak hour traffic conditions for a near-term (Year 2026) and long-term (Year 2050) traffic setting upon completion of the proposed Project. Peak hour traffic forecasts for the Year 2026 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of 2.0% per year and adding traffic volumes generated by twenty-one (21) cumulative projects. Long-term (Year 2050) traffic projections were derived from The Ontario Plan 2050 (TOP 2050) Model by San Bernardino County Traffic Analysis Model (SBTAM).

### **1.3 Study Area**

The twelve (12) study intersections were selected for evaluation based on the requirements of the City of Ontario (i.e. “50 peak hour trip criterion”), as well as proximity to the Project site. The twelve (12) existing key study intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. The jurisdictions where the study intersections are located are identified as well:

Key Intersection	Jurisdiction
1. Archibald Avenue at SR-60 WB Ramps	Caltrans/Ontario
2. Archibald Avenue at SR-60 EB Ramps	Caltrans/Ontario
3. Archibald Avenue at Riverside Drive	Ontario
4. Archibald Avenue at Citrine Hills/Project Driveway	Ontario
5. Archibald Avenue at Chino Avenue	Ontario
6. Archibald Avenue at Schaefer Avenue	Ontario
7. Archibald Avenue at Ontario Ranch Road	Ontario
8. Vineyard Avenue at Riverside Drive	Ontario
9. Turner Avenue at Riverside Drive	Ontario
10. Kinglet Avenue at Chino Avenue	Ontario
11. Old Archibald Avenue at Chino Avenue	Ontario
12. Turner Avenue at Chino Avenue	Ontario

**Figure 1-1** presents a Vicinity Map, which illustrates the general location of the proposed Project and depicts the study locations and surrounding street system. The Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends roadway network improvements and/or circulation enhancements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or accommodate added traffic volumes generated by the Project.

Included in this Traffic Study are:

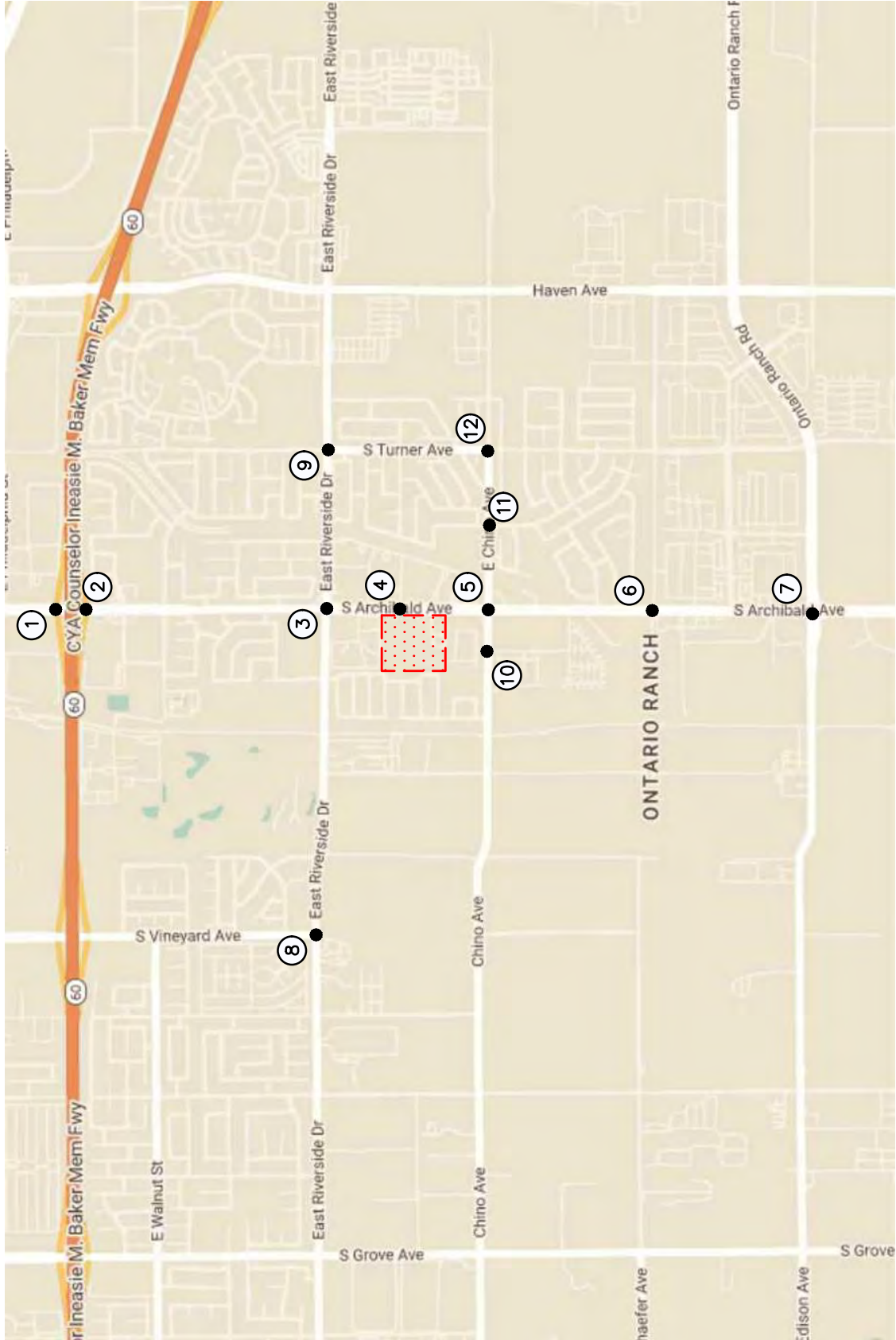
- Existing traffic counts,
- Estimated Project traffic generation/distribution/assignment,
- Estimated cumulative projects traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions,
- AM and PM peak hour capacity analyses for existing plus Project conditions,
- AM and PM peak hour capacity analyses for near-term (Year 2026) conditions without and with Project traffic,
- AM and PM peak hour capacity analyses for long-term (Year 2050) conditions without and with Project traffic,
- Caltrans Off-Ramp queueing assessment,
- Turn pocket queueing assessment at signalized intersections,
- Area Traffic Improvements and Circulation Enhancements, and
- Site Access and Internal Circulation



## 1.4 Traffic Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed at the twelve (12) key intersections for near-term (Year 2026) and long-term (2050) conditions:

- (a) Existing traffic;
- (b) Existing plus Project conditions;
- (c) Traffic in (b) plus recommended improvements (as required);
- (d) Existing traffic plus ambient growth to the Year 2026 plus cumulative Project traffic;
- (e) Traffic in (d) plus Project conditions;
- (f) Traffic in (e) plus recommended improvements (as required);
- (g) Long-term (Year 2050) Buildout traffic;
- (h) Traffic in (g) plus Project conditions; and
- (i) Traffic in (h) plus recommended improvements (as required).

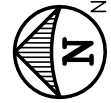


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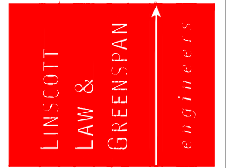
KEY

⊘ = STUDY INTERSECTION

▨ = PROJECT SITE



NO SCALE



# FIGURE 1-1

## VICINITY MAP COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

## 2.0 PROJECT DESCRIPTION

The Countryside Specific Plan (CSP) was approved by the City of Ontario in April 2006, with subsequent Specific Plan Amendments approved in June 2006 and August 2008. The Countryside Specific Plan comprises approximately 178 acres of land that is located westerly of Interstate 15 (I-15), and southerly of State Route 60 (SR-60). The Specific Plan area lies within the 8,200-acre Ontario Ranch, in the southcentral portion of The Ontario Plan (TOP). The Specific Plan is located south of Riverside Drive, east of the Cucamonga Creek Channel and Basin, west of Archibald Avenue, and north of Schaefer Avenue; Chino Avenue bisects the Specific Plan, resulting in Planning Area 1 to the north and Planning Area 2 to the south.

The 2008 Specific Plan allows for the development of up to 825 single family detached residential units within nine (9) neighborhoods. The 2022 Specific Plan Amendment concept provides for a maximum of 993 dwelling units (single family detached and attached residential types) within eleven (11) neighborhoods. The proposed Project within the Countryside Specific Plan includes an amendment related to Planning Area 1, Neighborhood 2, which now allows for the development of up to 106 single-family detached homes (RD – 6,000 SF lots).

### **Planning Area 1 – Neighborhood 2: Proposed Project**

The Project would consist of the development of 274 residential unit within Neighborhood 2 that would consist of 96 Courtyard townhomes within Neighborhood 2A, 96 Row Townhomes within Neighborhood 2B and an additional 82 single-family detached homes within Neighborhood 2C. It is our understanding that the Project evaluated herein is consistent with the land uses shown in the adopted 2050 TOP. The Proposed Specific Plan Land Use designation for the Project is illustrated at **Figure 2-1**.

The Project Site Plan (TTM No. 20536), prepared by X Engineering & Consulting, Inc., is illustrated **Figure 2-2**, and the Project Land Use Summary is shown in **Table 2-1**. A review of **Table 2-1** indicates that the Specific Plan Amendment (SPA) related to Neighborhood 2 would amend the 2008 Specific Plan and allow for a maximum of 274 dwelling units instead of 106 dwelling units as now allowed/entitled.

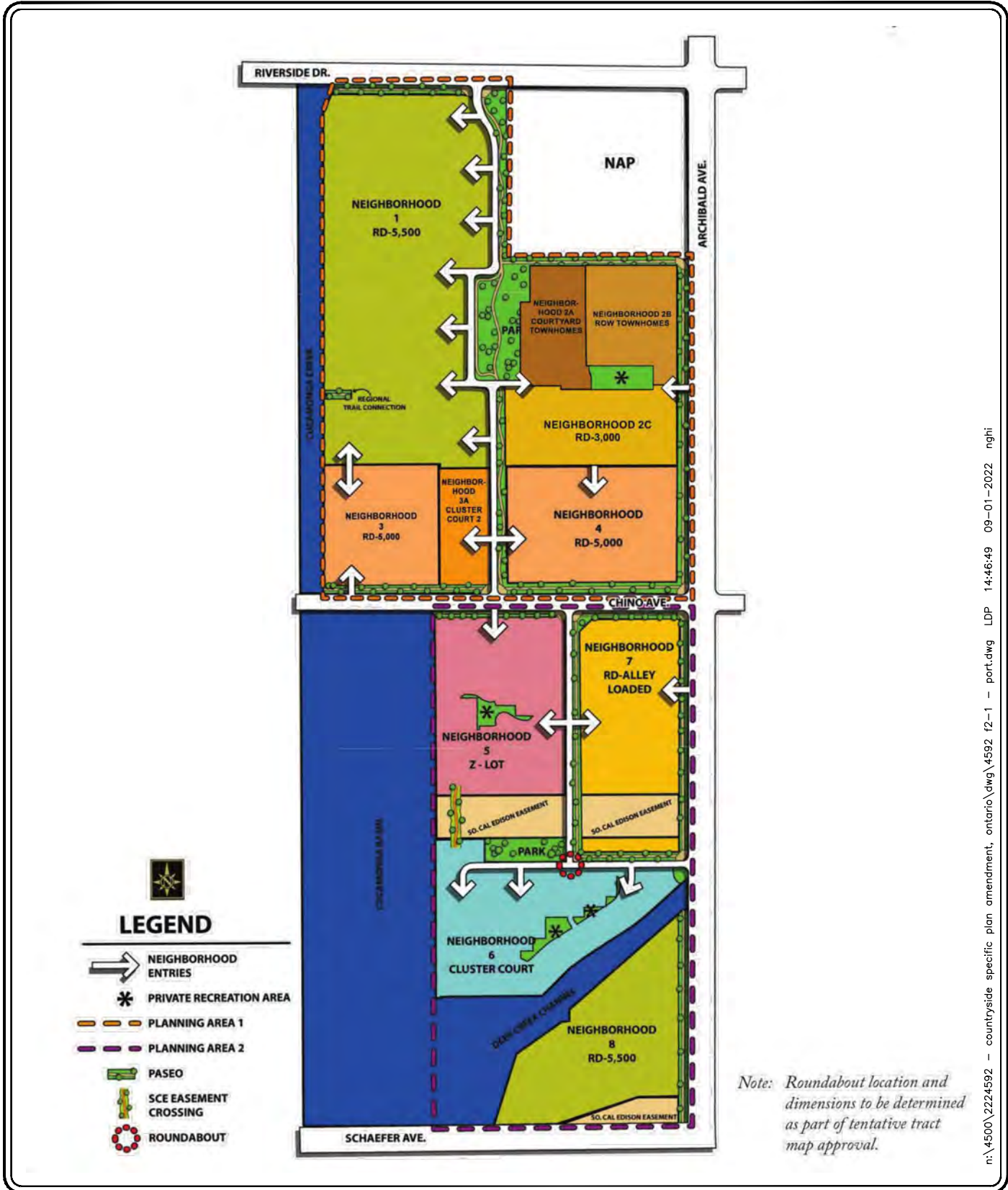
The Project is expected to be constructed and open in the next couple years or so by Year 2026 but is dependent on several factors, including the timing of Project approval. Project funding, market conditions and/or the current environment which could delay Project completion. The Project, like most other proposed development, have experienced delays. As such, subject to confirmation by the Project Applicant, Year 2026 will be utilized to assess the Project's anticipated traffic impacts within a near-term traffic setting upon completion and full buildout/occupancy of the proposed residential development.

## 2.1 Site Access

As shown in *Figure 2-2*, access to the Project site, as currently proposed and allowed in the 2008 Specific Plan, will be provided via one (1) full access signalized driveway on Archibald Avenue opposite the Citrine Hills residential development, with secondary “cross access” provided through the adjacent residential communities as planned in the Countryside Specific Plan. It is noted that Archibald Avenue at Citrine Hills is currently unsignalized. The secondary access point would provide vehicular, pedestrian and bicycle connectivity to the south to access Chino Avenue. The Project Master Circulation Plan is presented at *Figure 2-3*. From a review of the current of the adjacent neighborhoods to the south, it is assumed that secondary vehicular access from Chino Avenue would be provided via the intersection of Chino Avenue and Kinglet Avenue through the area of Neighborhood 4 that is now developed.

## 2.2 Pedestrian and Bicycle Circulation

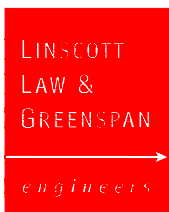
The Project would construct bicycle and pedestrian access improvements within the Project site and frontage consistent with the Specific Plan Pedestrian and Bicycle Trails plan, are illustrated in *Figure 2-4*.



n:\4500\2224592 - countryside specific plan amendment, ontario\dwg\4592 f2-1 - port.dwg LDP 1:46:49 09-01-2022 ngji

SOURCE: COUNTRYSIDE SPECIFIC PLAN

# FIGURE 2-1



PROPOSED LAND USE PLAN  
COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO



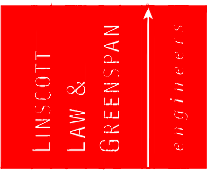


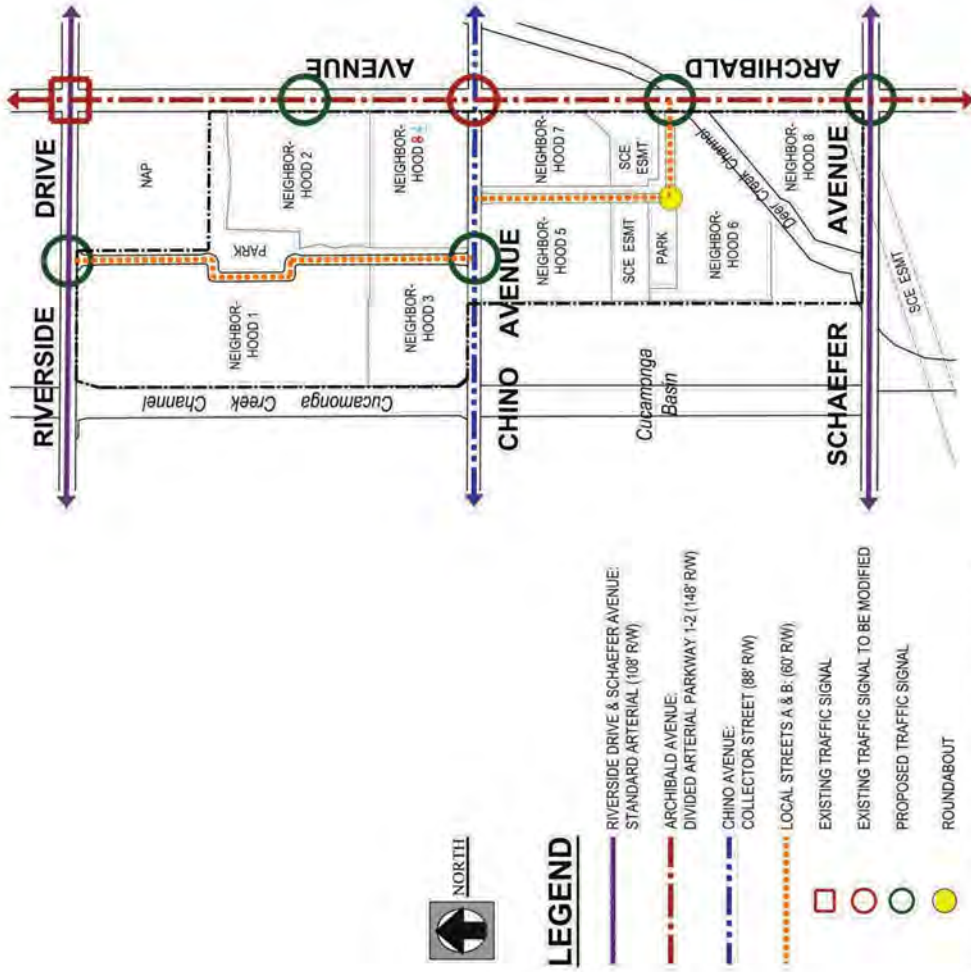
**FIGURE 2-2**  
**PROPOSED SITE PLAN**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

SOURCE: X ENGINEERING & CONSULTING INC.



NO SCALE



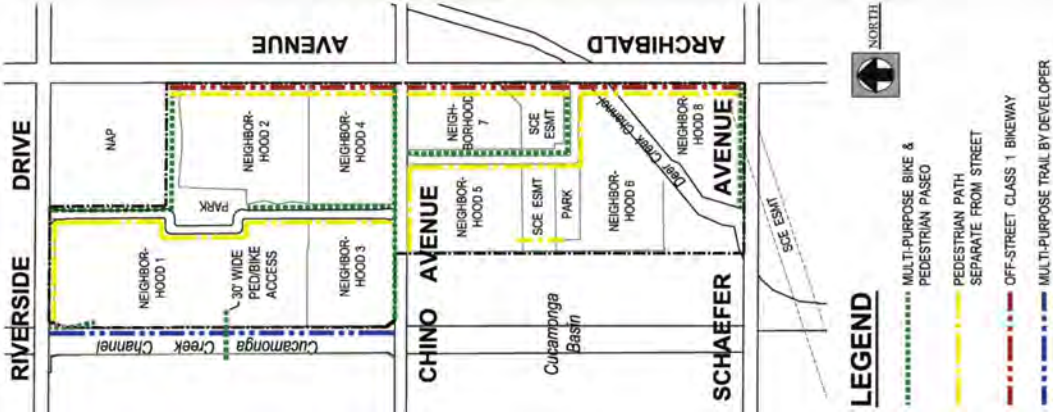


**FIGURE 2-3**  
**MASTER CIRCULATION PLAN**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

SOURCE: COUNTRYSIDE SPECIFIC PLAN

LINSCOTT  
 LAW &  
 GREENSPAN  
 engineers

NO SCALE

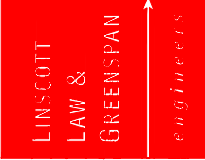


SOURCE: COUNTRYSIDE SPECIFIC PLAN

# FIGURE 2-4

## PEDESTRIAN AND BICYCLES TRAILS PLAN

COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO



**TABLE 2-1  
PROJECT LAND USE SUMMARY**

<b>Neighborhood</b>	<b>Acres</b>	<b>Dwelling Units</b>	<b>Type</b>	<b>Net Density</b>
Neighborhood 2 – Entitled	20.46	106	RD 6000	5.18 du/acre
Neighborhood 2A – Proposed	4.91	96	RD Courtyard Townhomes	19.55 du/acre
Neighborhood 2B – Proposed	5.46	96	RD Row Townhomes	17.58 du/acre
Neighborhood 2C – Proposed	8.94	82	RD 3000	9.17 du/acre
<b>Project Subtotal</b>	<b>19.31</b>	<b>274</b>	--	--



### 3.0 EXISTING CONDITIONS

**State-Route 60 (SR-60)** provides primary regional access to the proposed Project site via the freeway interchange at Archibald Avenue. Local access is provided via the intersections of Archibald Avenue at Riverside Drive and Archibald Avenue at Chino Avenue. The principal local network of streets serving the Project site consists of Archibald Avenue, Riverside Drive, Chino Avenue, and Ontario Ranch Road. The following discussion provides a brief synopsis of these key area streets.

#### 3.1 Existing Street Network

**Archibald Avenue** is a six-lane divided roadway north of Riverside Drive, and a five-lane divided roadway south of Riverside Drive, oriented in the north-south direction. Parking is generally not permitted on either side of the roadway within the vicinity of the Project. The posted speed limit on Archibald Avenue is 45 miles per hour (mph) north of Riverside Drive, and 55 mph south of Riverside Drive, within the vicinity of the project. Traffic signals control the study intersections of Archibald Avenue at SR-60 EB Ramps, SR-60 WB Ramps, Riverside Drive, Chino Avenue, Schaefer Avenue, and Ontario Ranch Road. Archibald Avenue is classified as a principal arterial in *The Ontario Plan*.

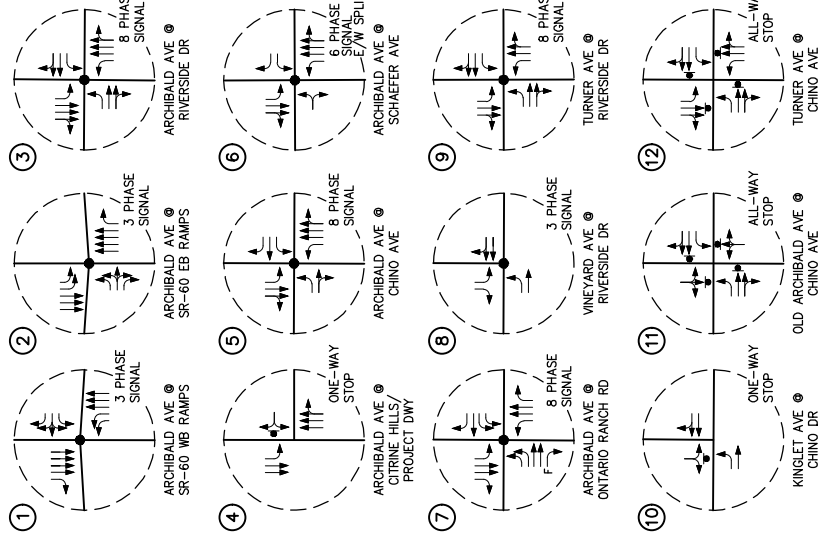
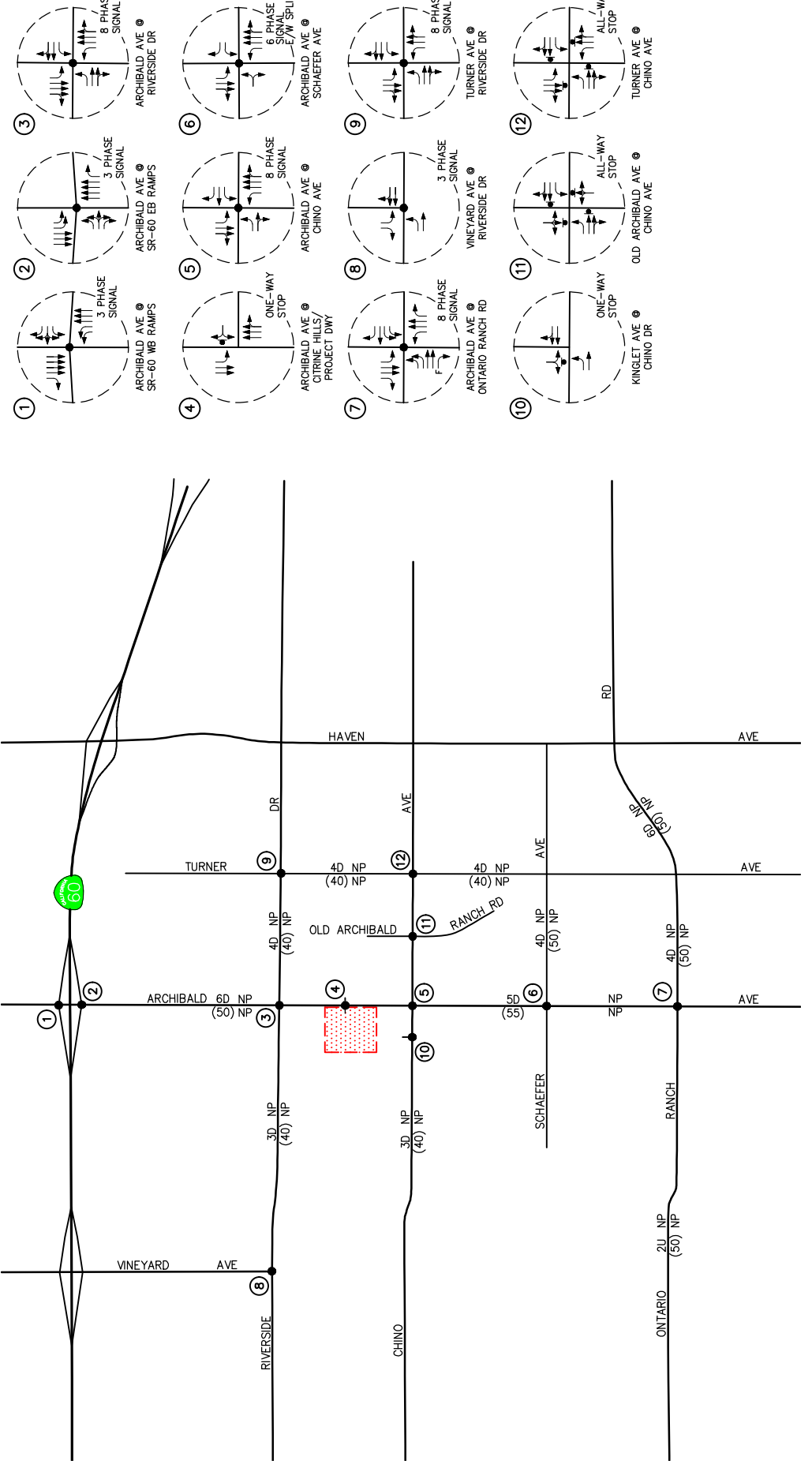
**Riverside Drive** is a four-lane divided roadway east of Archibald Avenue, and a three-lane divided roadway west of Archibald Avenue, oriented in the east-west direction. The posted speed limit on this roadway is 40 mph west of Archibald Avenue and 50 mph east of Archibald Avenue. Parking is generally not permitted on either side of the roadway within the vicinity of the Project. Traffic signals control the study intersections of Riverside Drive at Vineyard Avenue, Archibald Avenue and Turner Avenue. Riverside Drive is classified as a minor arterial in *The Ontario Plan*.

**Chino Avenue** is a four-lane divided roadway east of Archibald Avenue and a three-lane divided roadway west of Archibald Avenue, oriented in the east-west direction. Parking is generally not permitted on either side of the roadway within the vicinity of the Project. The posted speed limit on Chino Avenue is 40 mph within the vicinity of the project. Traffic signals control the study intersection of Chino Avenue at Archibald Avenue. Chino Avenue is classified as a collector street in *The Ontario Plan*.

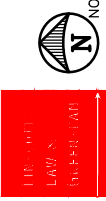
**Ontario Ranch Road** is a four-lane divided roadway east of Archibald Avenue, and a two-lane divided roadway west of Archibald Avenue, oriented in the east-west direction. The posted speed limit on Ontario Ranch Road is 50 mph. Parking is generally not permitted on either side of the roadway within the vicinity of the Project. Traffic signals control the study intersections of Ontario Ranch Road at Archibald Avenue. Ontario Ranch Road is classified as a principal arterial in *The Ontario Plan*.

**Figure 3-1** presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections. **Figure 3-2** presents the City of Ontario Master Plan of Streets.





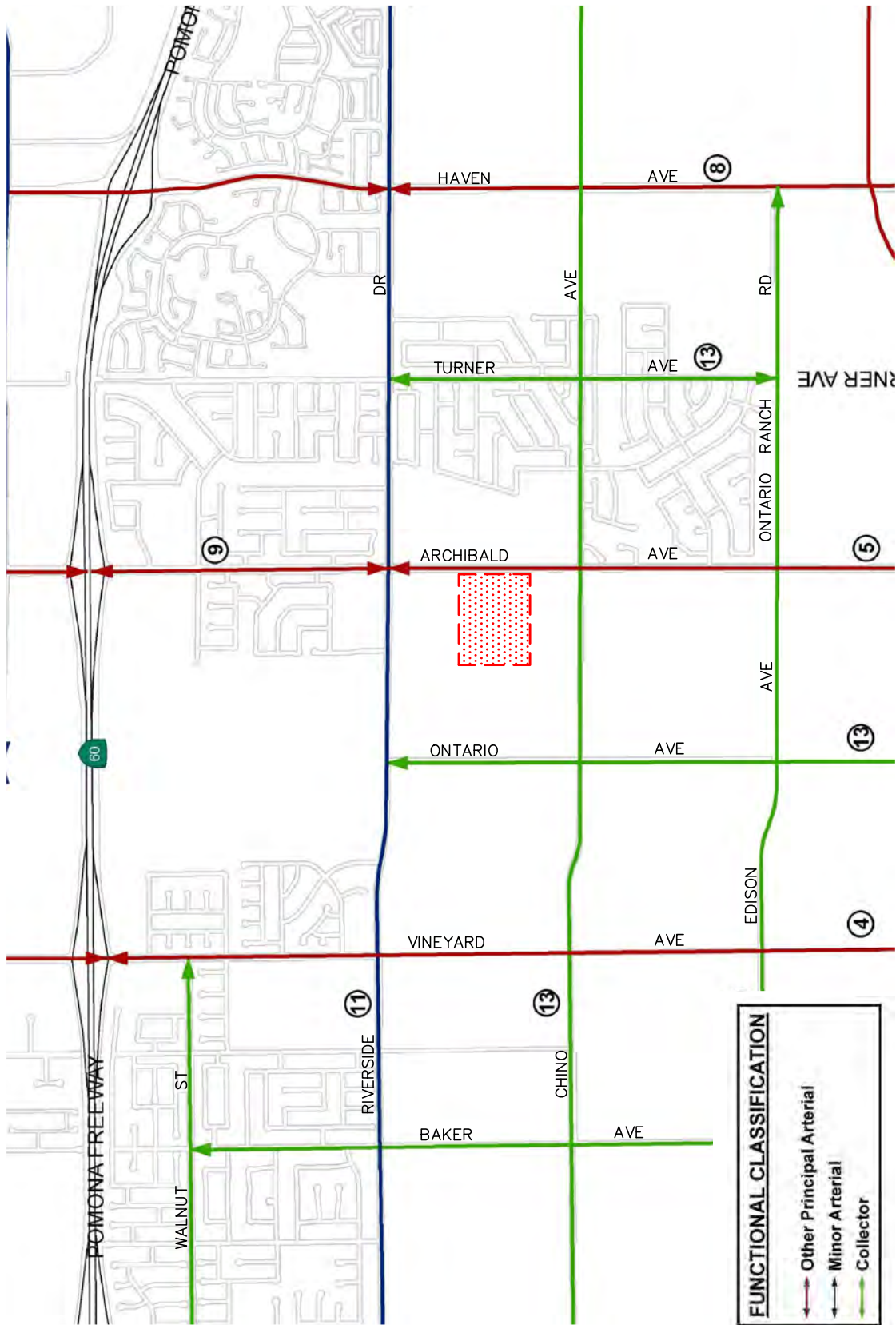
- KEY**
- ← = APPROACH LANE ASSIGNMENT
  - = TRAFFIC SIGNAL
  - = STOP SIGN
  - P = PARKING
  - NP = NO PARKING
  - U = UNDIVIDED
  - D = DIVIDED
  - 2 = NUMBER OF TRAVEL LANES
  - (XX) = POSTED SPEED LIMIT (MPH)
  - F = FREE-RIGHT
  - OL = OVERLAP
  - = PROJECT SITE



NO SCALE

THIS PLAN  
LAWN  
DESIGNED BY  
OGUILVER

**FIGURE 3-1**  
**EXISTING ROADWAY CONDITIONS**  
**AND INTERSECTION CONTROLS**  
COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO



**FUNCTIONAL CLASSIFICATION**

- Other Principal Arterial
- Minor Arterial
- Collector

SOURCE: THE ONTARIO PLAN

**KEY**

= PROJECT SITE

**FIGURE 3-2**

**CITY OF ONTARIO MASTER PLAN OF STREETS**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

NO SCALE

**LINSCOTT  
 LAW &  
 GREENSPAN**  
*engineers*

### 3.2 City of Ontario Multipurpose Trails and Bikeways

*Figure 3-3* presents the City of Ontario Multipurpose Trails and Bikeways. Review of *Figure 3-3* indicates that within the vicinity of the proposed Project, Class I bike lanes (multipurpose trail) are proposed along Archibald Avenue (south of Riverside Drive), Vineyard Avenue (south of Riverside Drive), Chino Avenue, Haven Avenue, and along the Cucamonga Channel. Class II bike lanes are proposed along Riverside Drive, Archibald Avenue (north of Riverside Drive), and Ontario Ranch Road. Class II buffered bike lanes are proposed along Vineyard Avenue (north of Riverside Drive).

### 3.3 Public Transit

Public transit bus service is provided in the Project area by Omnitrans, a public transportation agency in San Bernardino County. *Figure 3-4* presents the OmniTrans transit system map. Review of *Figure 3-4* indicates that one (1) bus route operates within the vicinity of the Project site along Archibald Avenue and Riverside Drive:

- **Omnitrans Route 87 (Eastvale to Rancho Cucamonga):** Route 87 is a local bus route serving the Cities of Eastvale, Ontario, and Rancho Cucamonga. The major routes of travel include Ontario Ranch Road, Archibald Avenue, and Riverside Drive. Nearest to the project site are bus stops along Riverside Drive at the intersection of Archibald Avenue, as well as along Archibald Avenue south of the Project site. Route 87 operates on approximate 60-minute headways during weekdays and weekends.

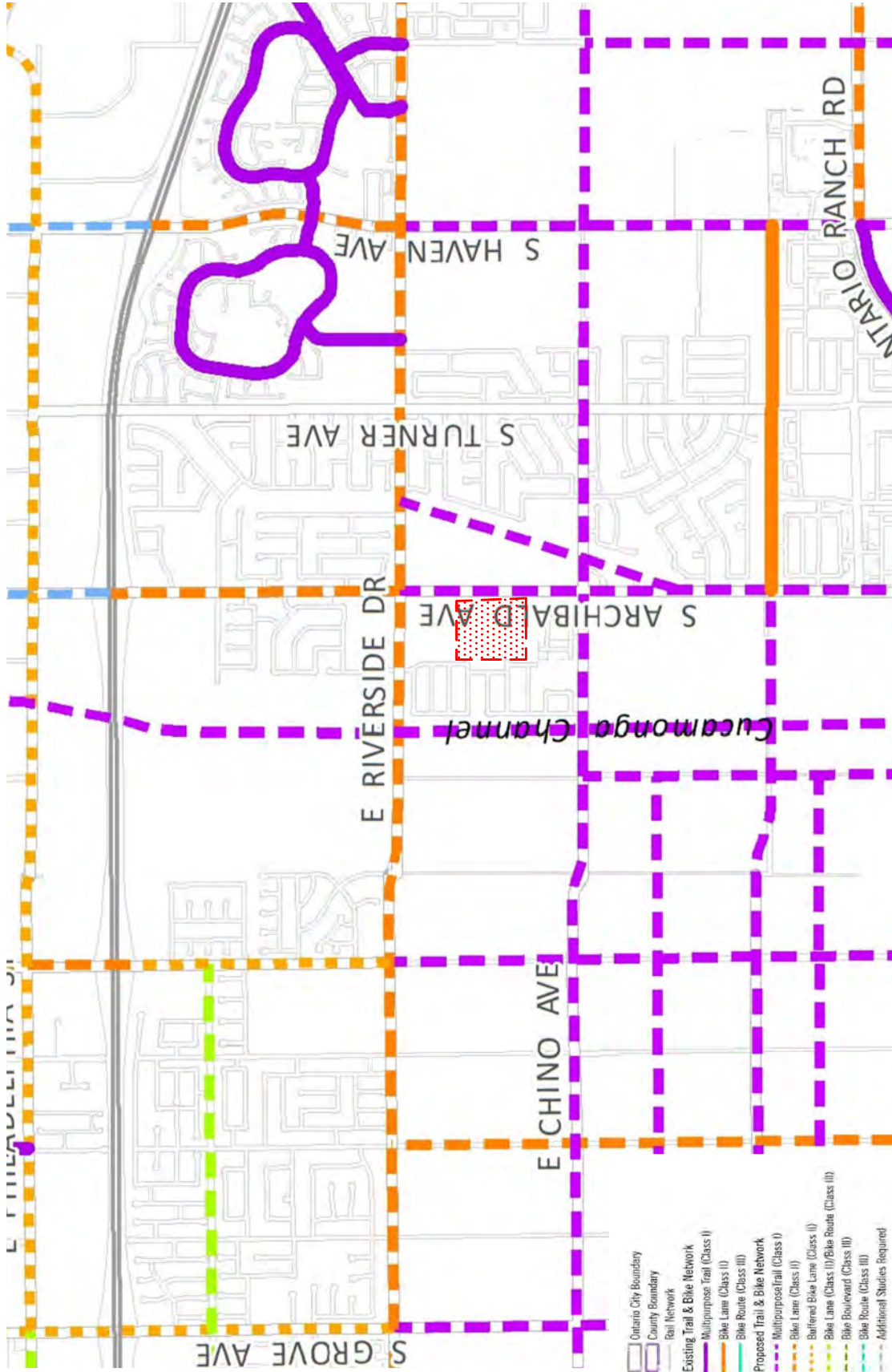
### 3.4 Existing Traffic Volumes

Twelve (12) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential Project-related traffic will pass through each of these intersections and their analysis will reveal the expected relative effect of the Project. These key intersections were selected for evaluation based on coordination with City of Ontario staff.

Existing AM and PM peak hour traffic volumes for the twelve (12) existing key study intersections evaluated in this report were collected by *Counts Unlimited* in September 2022. *Figures 3-5* and *3-6* illustrate the existing AM and PM peak hour traffic volumes at the twelve (12) key study intersections evaluated in this report, respectively. The traffic volumes illustrated in *Figures 3-5* and *3-6* are comprised of passenger vehicles, large 2-axle trucks, 3-axle trucks and 4+-axle trucks. The truck traffic turning movements were converted to passenger car equivalents (P.C.E.'s) using SANBAG approved factors. P.C.E. factors of 1.5, 2.0 and 3.0 were utilized for large 2-axle trucks, 3-axle trucks and 4+-axle trucks, respectively. *Appendix B* contains copies of the existing traffic counts.


### 3.5 Existing Intersection Operating Conditions

In conformance with the City of Ontario guidelines and San Bernardino County CMP requirements, AM peak hour and PM peak hour operating conditions were evaluated using the methodology outlined in the *Highway Capacity Manual 6<sup>th</sup> Edition (HCM 6)* for signalized and unsignalized



SOURCE: THE ONTARIO PLAN

KEY

 = PROJECT SITE



NO SCALE

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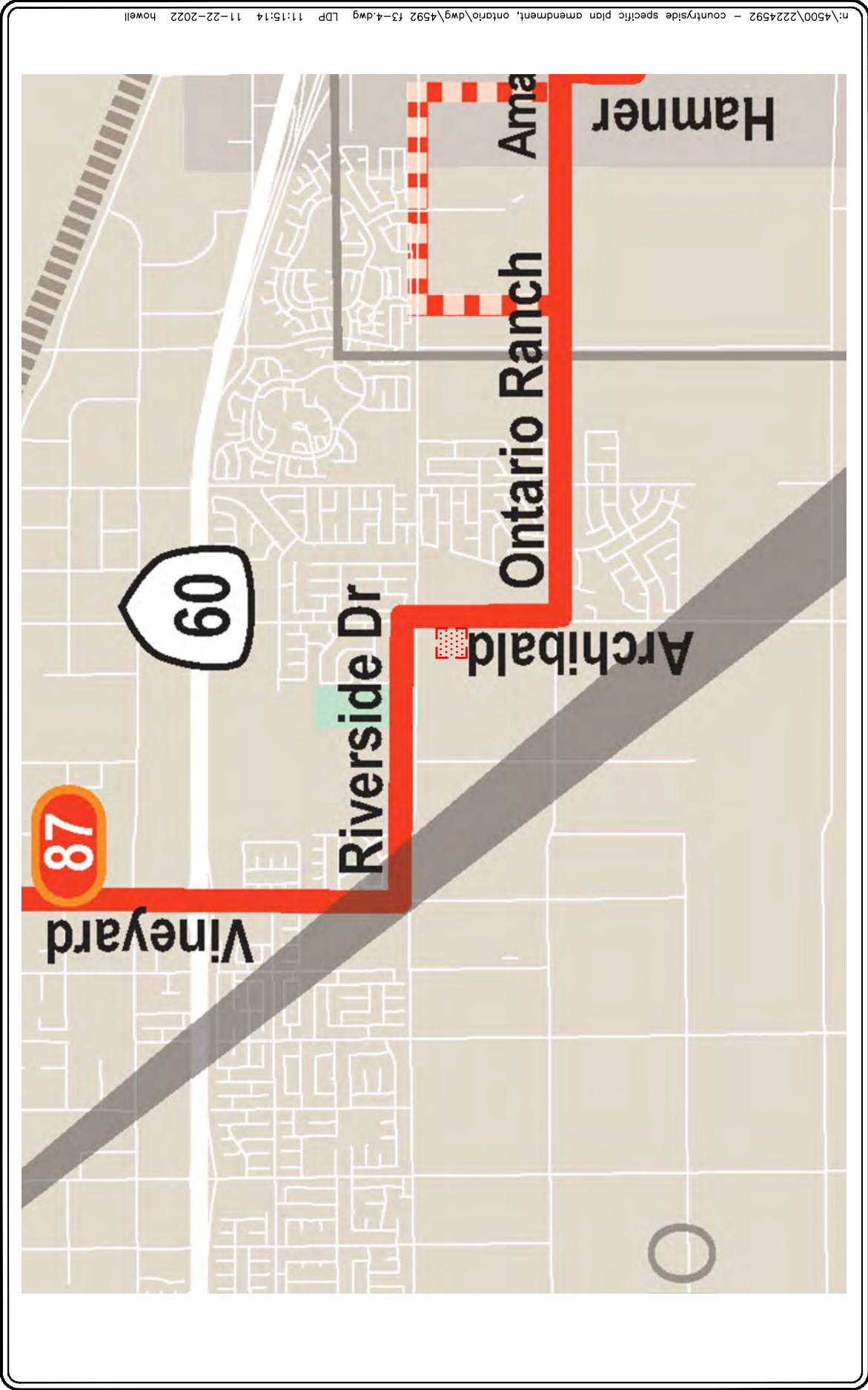
GREENSPAN

↑  
engineers

# FIGURE 3-3

CITY OF ONTARIO MULTIPURPOSE TRAILS AND BIKEWAYS COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO





n:\4500\2224592 - countryside specific plan amendment, ontario\dwg\4592 f3-4.dwg LDP 11:15:14 11-22-2022 howell


**FIGURE 3-4**

**OMNITRANS TRANSIT SYSTEMS MAP**  
COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

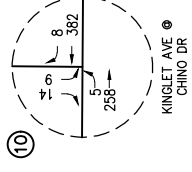
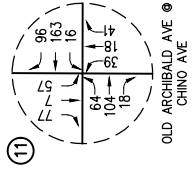
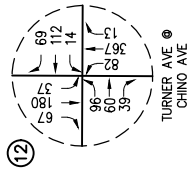
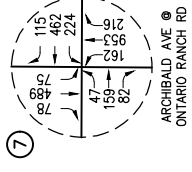
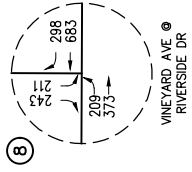
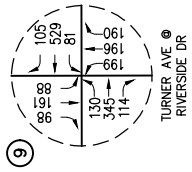
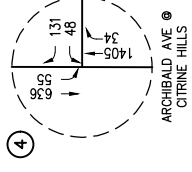
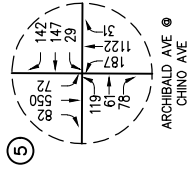
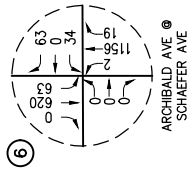
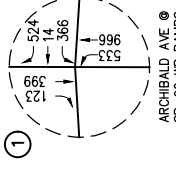
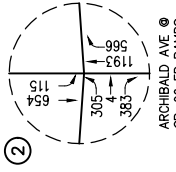
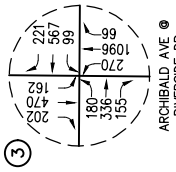
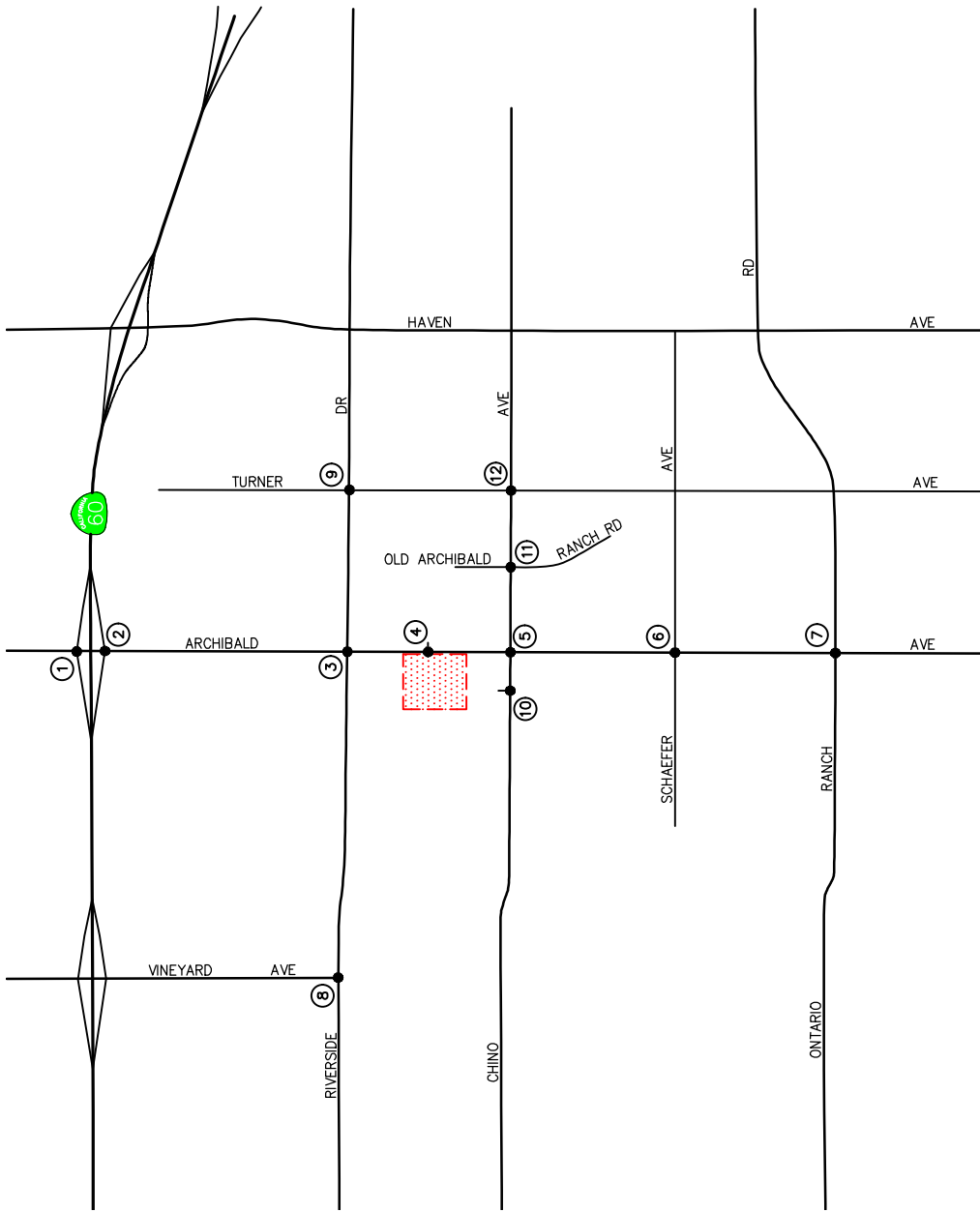
SOURCE: OMNITRANS

**KEY**  
 = PROJECT SITE

 NO SCALE

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GREENSPAN**  
 *engineers*



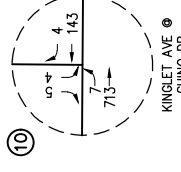
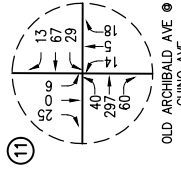
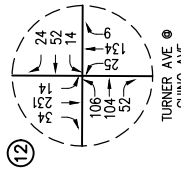
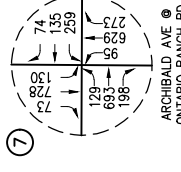
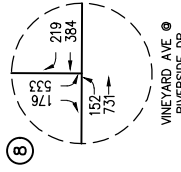
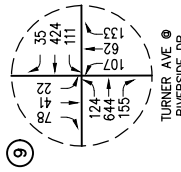
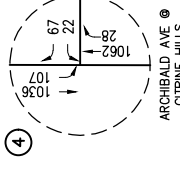
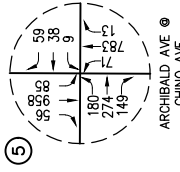
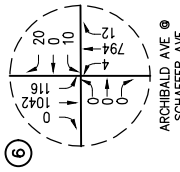
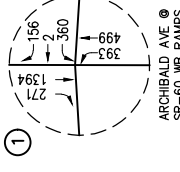
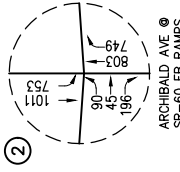
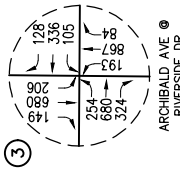
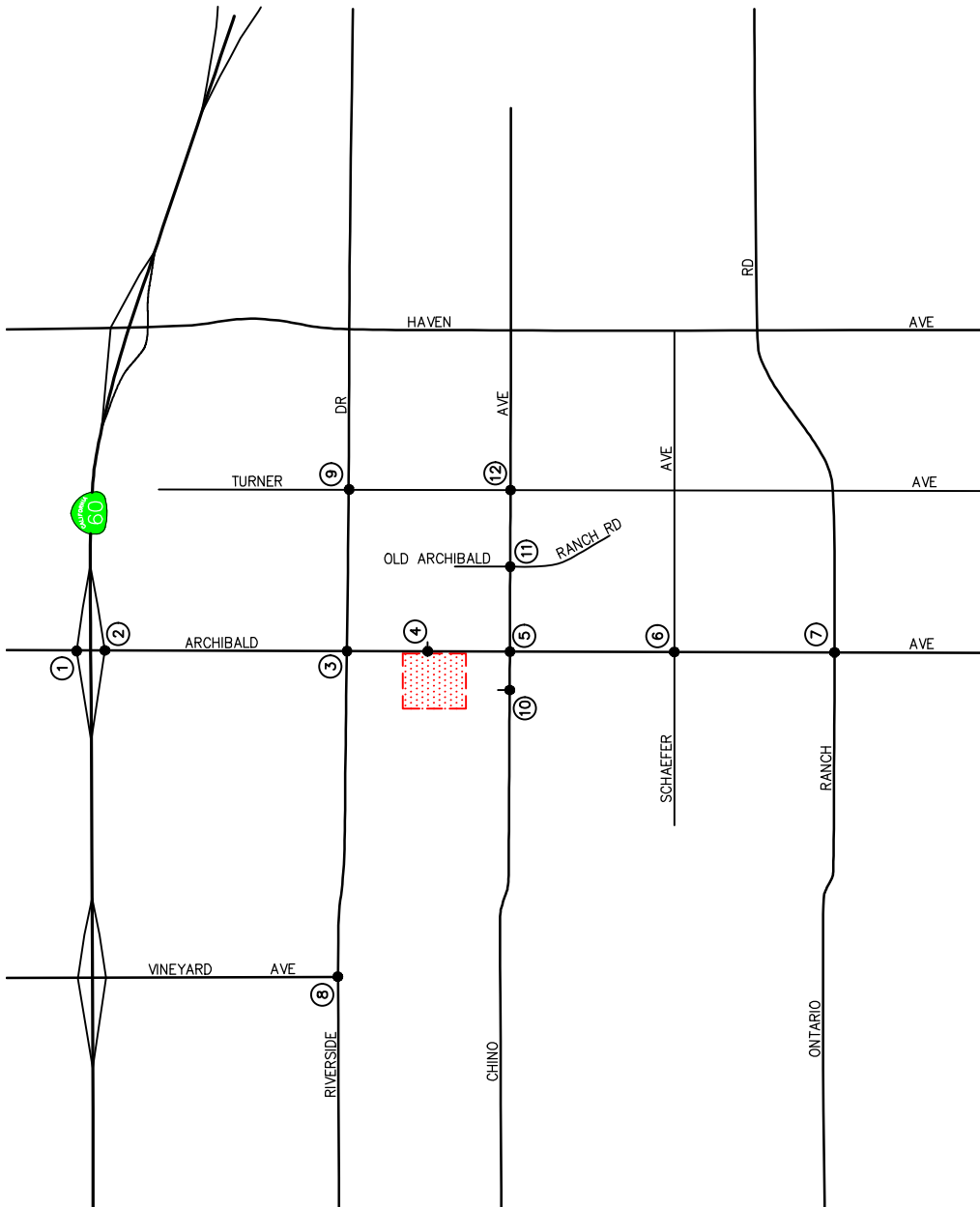


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NO SCALE

**FIGURE 3-5**  
**EXISTING AM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO



**FIGURE 3-6**  
**EXISTING PM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

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intersections. It is noted that the HCM operations method of analysis is also utilized by Caltrans when calculating LOS.

### **3.5.1 Highway Capacity Manual 6 (HCM6) Method of Analysis (Signalized Intersections)**

In conformance with City of Ontario requirements, AM and PM peak hour operating conditions for the key study intersections were evaluated using the HCM operations method of analysis. Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort, and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in *Table 3-1*.

### **3.5.2 Highway Capacity Manual 6 (HCM 6) Method of Analysis (Unsignalized Intersections)**

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value range for two-way stop-controlled intersections is shown in *Table 3-2*.

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach, and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value range for all-way stop-controlled intersections is shown in *Table 3-2*.

**TABLE 3-1  
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 6)<sup>1</sup>**

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq 10.0$	LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume –to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	$> 10.0$ and $\leq 20.0$	LOS B describes operations with a control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume –to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	$> 20.0$ and $\leq 35.0$	LOS C describes operations with a control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual <i>cycle failures</i> (i.e. one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	$> 35.0$ and $\leq 55.0$	LOS D describes operations with a control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	$> 55.0$ and $\leq 80.0$	LOS E describes operations with a control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable and the cycle length is long. Individual cycle failures are frequent.
F	$\geq 80.0$	LOS F describes operations with a control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.

<sup>1</sup> Source: *Highway Capacity Manual 6<sup>th</sup> Edition*, Chapter 19 (Signalized Intersections).

**TABLE 3-2**  
**LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS<sup>2</sup>**

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	$\leq 10.0$	Little or no delay
B	$> 10.0$ and $\leq 15.0$	Short traffic delays
C	$> 15.0$ and $\leq 25.0$	Average traffic delays
D	$> 25.0$ and $\leq 35.0$	Long traffic delays
E	$> 35.0$ and $\leq 50.0$	Very long traffic delays
F	$> 50.0$	Severe congestion

<sup>2</sup> Source: *Highway Capacity Manual 6<sup>th</sup> Edition*, Chapter 20: Two-Way Stop-Controlled Intersections and Chapter 21: All-Way Stop-Controlled Intersections.



### 3.5.3 Level of Service (LOS) Standards and Thresholds

#### City of Ontario Criteria

According to the City of Ontario General Plan Infrastructure Element indicates that Level of Service (LOS) D is to be used for the sizing of roadway segments, while LOS E should be maintained at intersections. This criterion would apply to all twelve (12) of the study locations.

#### Caltrans Criteria

Caltrans District 8 has established that LOS D is the operating standard for all Caltrans facilities. Caltrans has determined that all state-owned facilities that operate below LOS D should be identified and improved to an acceptable LOS. The *Caltrans Traffic Impact Study Guidelines dated December 2002* does state that if an existing state-owned facility operates at less than LOS D, the existing service level should be maintained. The Caltrans criterion would apply to the following two (2) study locations under their jurisdiction:

1. Archibald Avenue at SR-60 WB Ramps (Caltrans/Ontario)
2. Archibald Avenue at SR-60 EB Ramps (Caltrans/Ontario)

### 3.5.4 Existing Level of Service Results

**Table 3-3** summarizes the existing peak hour service level calculations for the twelve (12) key study intersections based on existing traffic volumes and current street geometry. Review of **Table 3-3** indicates that one intersection, Archibald Avenue at Citrine Hills (#4), currently operates at unacceptable LOS during the AM peak hour. It is noted that this intersection is expected to be signalized as a part of the development of the Project. The remaining study intersections currently operate at an acceptable level of service during the AM and PM peak hours.

**Appendix C** presents the Delay/LOS calculation worksheets for the key study intersections.

**TABLE 3-3  
EXISTING PEAK HOUR LEVELS OF SERVICE**

Key Intersections	Time Period	City/ Jurisdiction	Control Type	Delay (sec/veh)	LOS
1. Archibald Avenue at SR-60 WB Ramps	AM	Caltrans/	3Ø Traffic	23.4	C
	PM	Ontario	Signal	18.5	B
2. Archibald Avenue at SR-60 EB Ramps	AM	Caltrans/	3Ø Traffic	15.9	B
	PM	Ontario	Signal	24.8	C
3. Archibald Avenue at Riverside Drive	AM	Ontario	8Ø Traffic	47.3	D
	PM		Signal	41.9	D
4. Archibald Avenue at Citrine Hills	AM	Ontario	One-Way	<b>132.1</b>	<b>F</b>
	PM		Stop	42.5	E
5. Archibald Avenue at Chino Avenue	AM	Ontario	8Ø Traffic	23.5	C
	PM		Signal	28.1	C
6. Archibald Avenue at Schaefer Avenue	AM	Ontario	6Ø Traffic	7.3	A
	PM		Signal	6.9	A
7. Archibald Avenue at Ontario Ranch Road	AM	Ontario	8Ø Traffic	37.3	D
	PM		Signal	35.5	D
8. Vineyard Avenue at Riverside Drive	AM	Ontario	3Ø Traffic	22.7	C
	PM		Signal	28.5	C
9. Turner Avenue at Riverside Drive	AM	Ontario	8Ø Traffic	34.8	C
	PM		Signal	23.6	C
10. Kinglet Avenue at Chino Avenue	AM	Ontario	One-Way	11.6	B
	PM		Stop	11.0	B
11. Old Archibald Avenue at Chino Avenue	AM	Ontario	All-Way	11.4	B
	PM		Stop	8.7	A
12. Turner Avenue at Chino Avenue	AM	Ontario	All-Way	12.9	B
	PM		Stop	9.8	A

**Note:**

- **Bold LOS values** indicate adverse service levels based on City LOS standards.
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions.
- Ø = Phase

## 4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic characteristics of the proposed Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the effect of the proposed Project's added traffic is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

## 5.0 PROJECT TRAFFIC CHARACTERISTICS

### 5.1 Project Trip Generation

The trip generation potential of the Entitled Land Use, as allowed in the 2008 Specific Plan, and the Project, as proposed in the 2022 Specific Plan Amendment, has been estimated using trip rates contained in the 11<sup>th</sup> Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2021].

*Table 5-1* summarizes the trip generation rates used in forecasting the vehicular trips generated by the Entitled Land Use and the proposed Project and also presents the Project's forecast peak hour and daily traffic volumes. As shown in the upper portion of *Table 5-1*, ITE Land Use 210: Single Family Detached Housing and/or ITE Land Use 215: Single Family Attached Housing trip rates will be used to forecast the trip generation potential of the Entitled Land Use and proposed Project.

For the Entitled Land Use, a review of the middle portion of this table indicates that 106 single family detached homes generates 1,000 daily trips, with 74 trips (19 inbound, 55 outbound) produced in the AM peak hour and 100 trips (63 inbound, 37 outbound) produced in the PM peak hour on a typical weekday.

The lower half of *Table 5-1* indicates that the proposed Project is forecast to generate 2,155 daily trips, with 149 trips (43 inbound, 106 outbound) produced in the AM peak hour and 187 trips (111 inbound, 76 outbound) produced in the PM peak hour on a typical weekday.

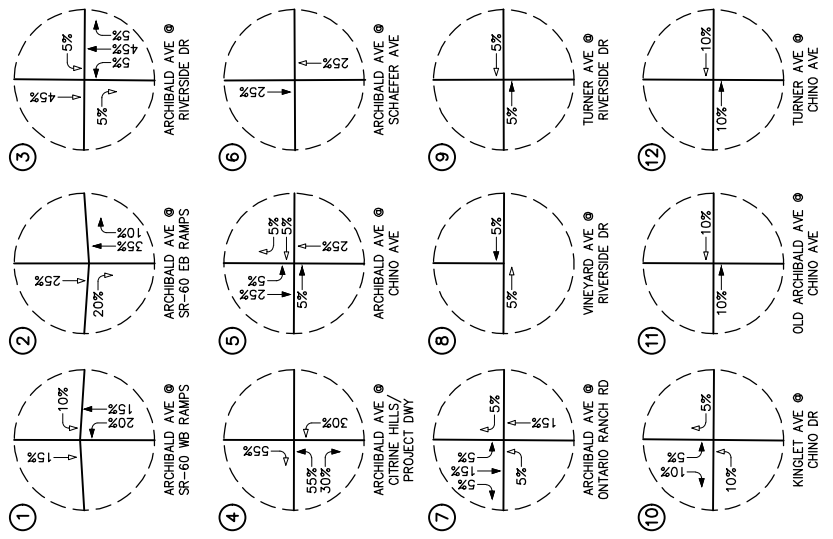
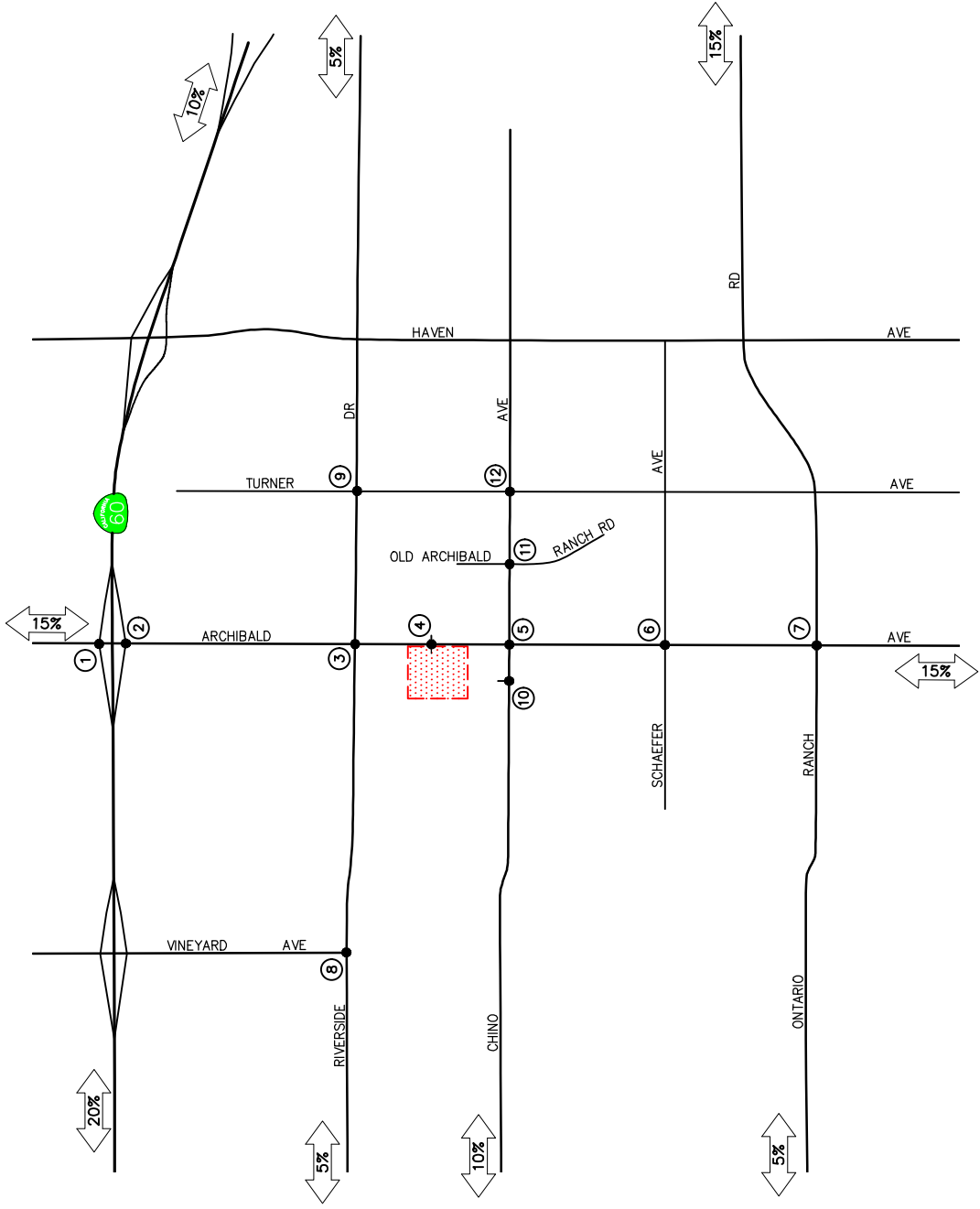
A comparison of the proposed Project's trip generation to that of the Entitled Land Use indicates that the Project will result in 1,155 more daily trips, 75 more AM peak hour trips and 87 more PM peak hour trips.

### 5.2 Project Trip Distribution and Assignment

*Figure 5-1* illustrates the general, directional traffic distribution pattern for the proposed Project, while *Table 5-2* presents a tabular summary of the traffic distribution pattern. Project traffic volumes both entering and exiting the Project site have been distributed and assigned to the adjacent street system based on the following considerations:

- location of site access points in relation to the surrounding street system,
- the site's proximity to major traffic carriers and regional access routes,
- physical characteristics of the circulation system such as lane channelization and presence of traffic signals that affect travel patterns,
- presence of traffic congestion in the surrounding vicinity, and
- ingress/egress availability at the Project site.

The anticipated AM and PM peak hour traffic volumes associated with the proposed Project are presented in *Figures 5-2* and *5-3*, respectively. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in the lower portion of *Table 5-1*.



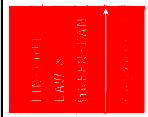
**FIGURE 5-1**  
**PROJECT TRIP DISTRIBUTION PATTERN**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**

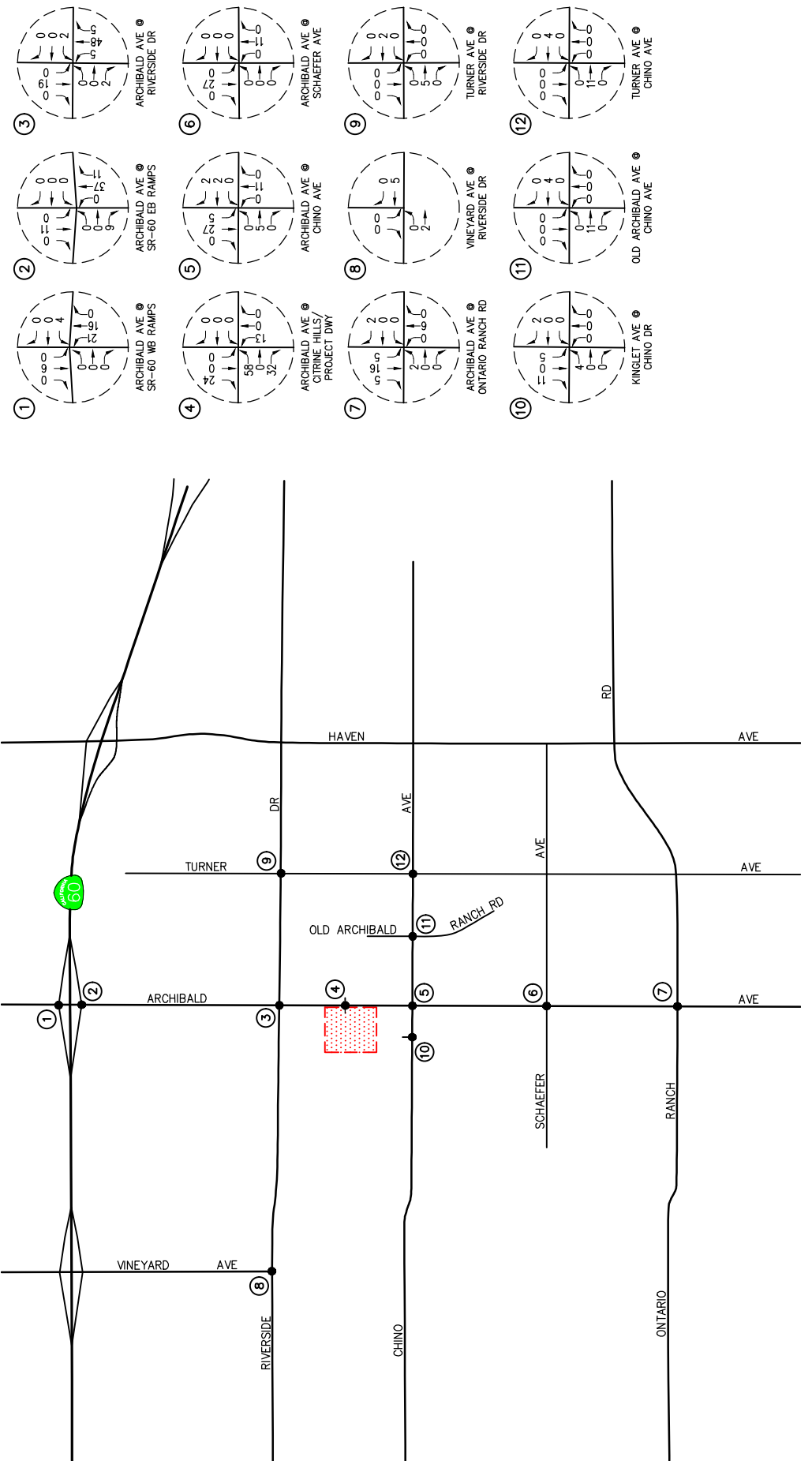
- = STUDY INTERSECTION
- = INBOUND PERCENTAGE
- = OUTBOUND PERCENTAGE
- = PROJECT SITE



NO SCALE





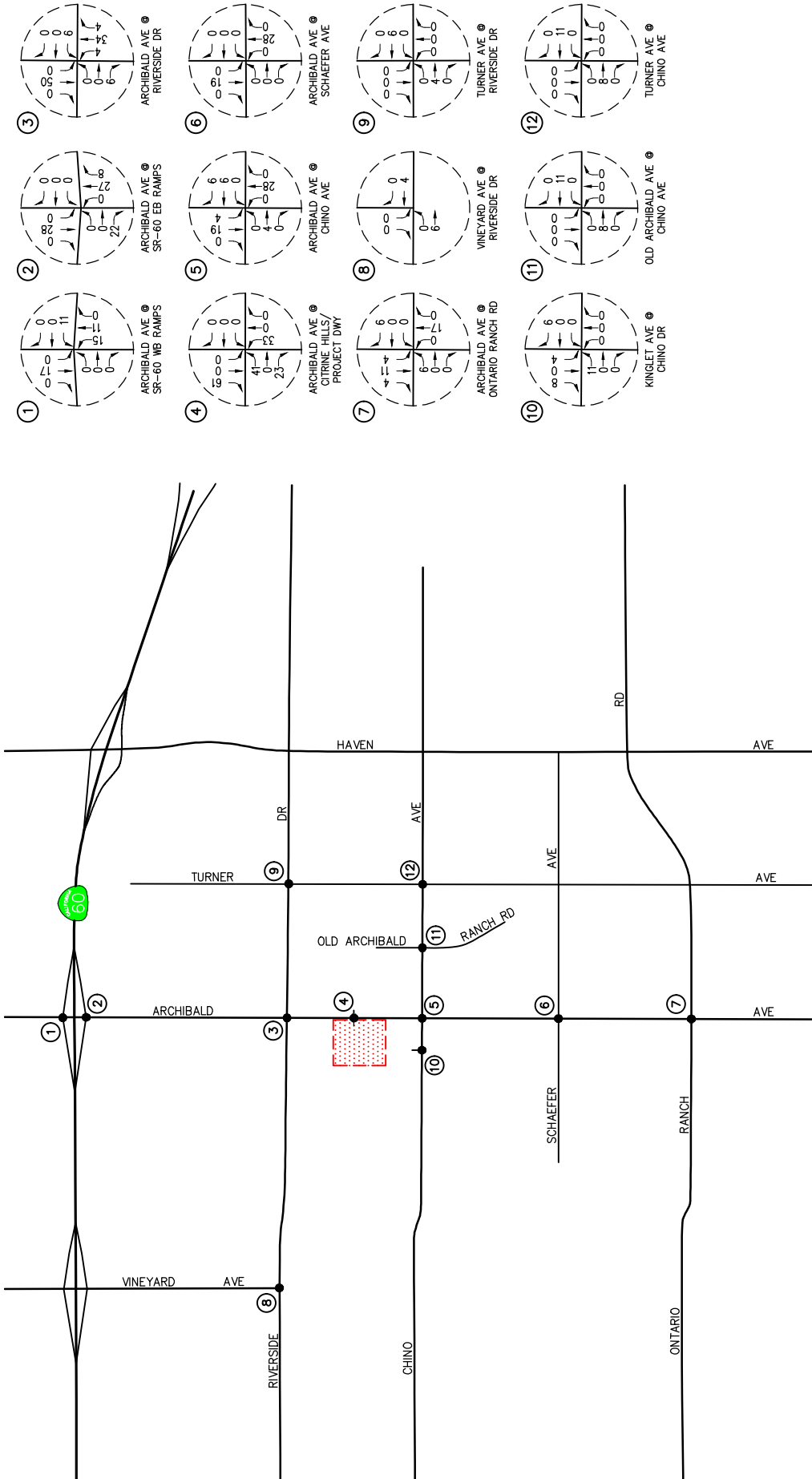


**FIGURE 5-2**  
**AM PEAK HOUR PROJECT TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

LIBRARY  
 LAWSON  
 UNIVERSITY  
 100 UNIVERSITY AVE  
 TORONTO, ONTARIO M5S 1A5

NO SCALE



**FIGURE 5-3**  
**PM PEAK HOUR PROJECT TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

LIBRARY  
 LAWSON  
 UNIVERSITY  
 NO SCALE

**TABLE 5-1  
PROJECT TRAFFIC GENERATION RATES AND FORECAST<sup>3</sup>**

ITE Land Use / Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Trip Rates:</u></b>							
▪ 210: Single Family Detached Housing (TE/DU)	9.43	26%	74%	0.70	63%	37%	0.94
▪ 215: Single Family Attached Housing (TE/DU)	7.20	31%	69%	0.48	57%	43%	0.57
<b><u>Entitled Land Use Trip Generation:</u></b>							
▪ 210: Neighborhood 2 (106 DU)	1,000	19	55	74	63	37	100
<b><u>Project Trip Generation:</u></b>							
▪ 215: Neighborhood 2A (96 DU)	691	14	32	46	31	24	55
▪ 215: Neighborhood 2B (96 DU)	691	14	32	46	31	24	55
▪ 210: Neighborhood 2C (82 DU)	<u>773</u>	<u>15</u>	<u>42</u>	<u>57</u>	<u>49</u>	<u>28</u>	<u>77</u>
<b>Total Project Trip Generation:</b>	<b>2,155</b>	<b>43</b>	<b>106</b>	<b>149</b>	<b>111</b>	<b>76</b>	<b>187</b>
<b>Proposed Project vs. Entitled Land Use Trip Generation Comparison</b>	<b>+1,115</b>	<b>+24</b>	<b>+51</b>	<b>75</b>	<b>+48</b>	<b>+39</b>	<b>+87</b>

**Notes:**

TE/DU = Trip End per Dwelling Unit

<sup>3</sup> Source: *Trip Generation*, 11<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

**TABLE 5-2**  
**PROJECT DIRECTIONAL DISTRIBUTION PATTERN**

<b>Distribution Percentage</b>	<b>Orientation/Direction</b>
15%	To/from the north via Archibald Ave
15%	To/from the south via Archibald Ave
10%	To/from the east via SR-60 Freeway
20%	To/from the west via SR-60 Freeway
5%	To/from the east via Riverside Dr
5%	To/from the west via Riverside Dr
10%	To/from the west via Chino Ave
15%	To/from the east via Ontario Ranch Rd
5%	To/from the west via Ontario Ranch Rd
<b>100%</b>	<b>Total</b>

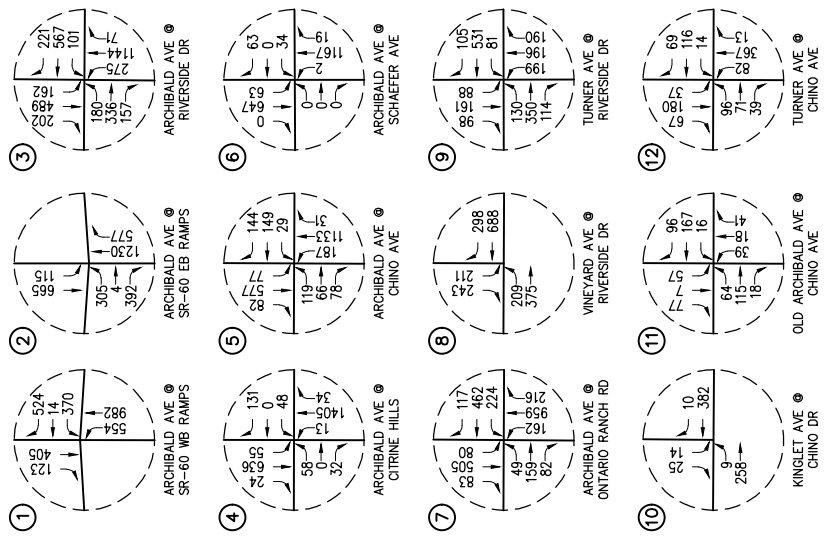
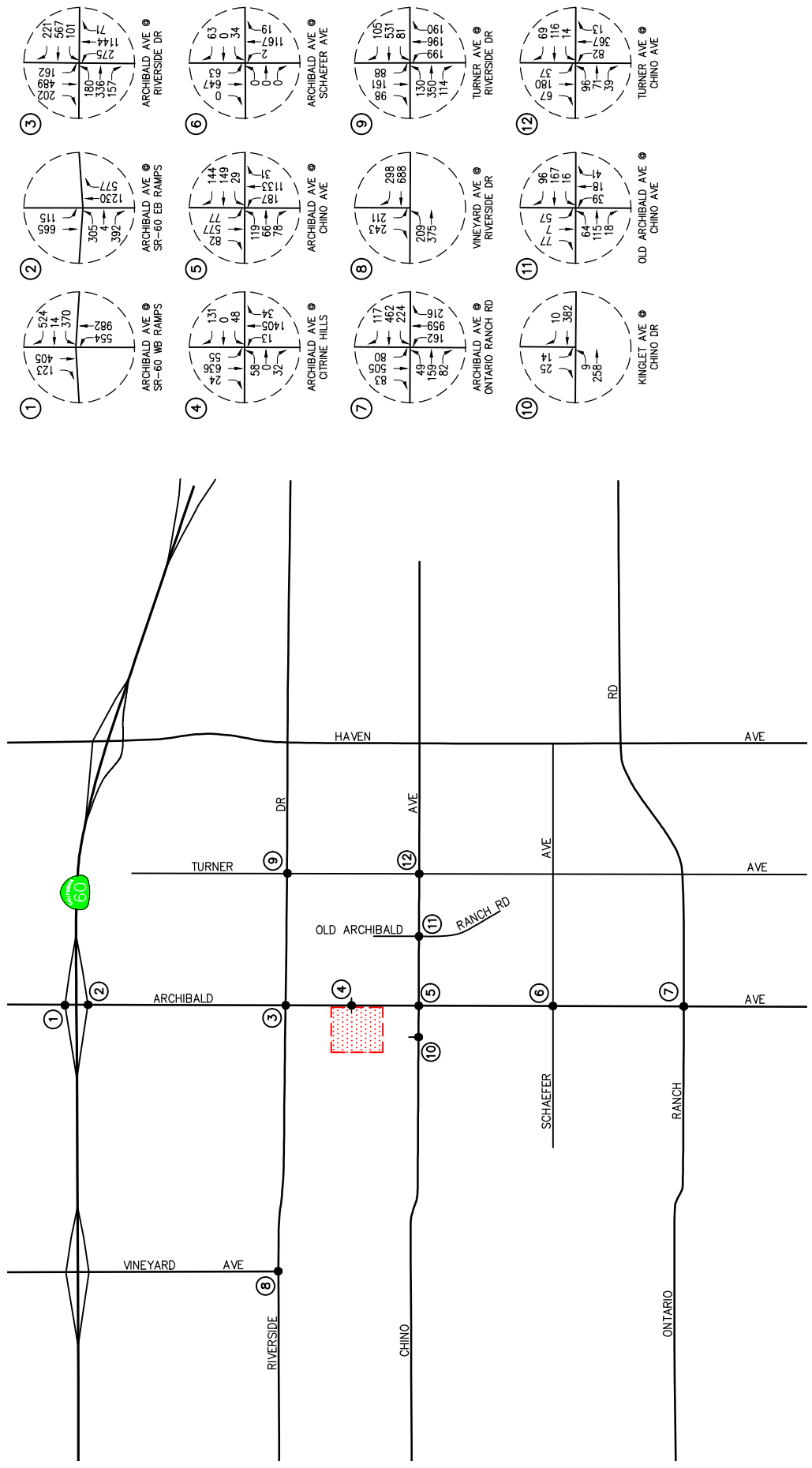
### 5.3 Existing With Project Traffic Conditions

The Existing With Project traffic conditions have been generated based upon existing conditions and estimated traffic generated from the proposed Project.

These forecast traffic conditions have been prepared to assess if circulation enhancements would be necessary to offset the effect of added Project-related traffic upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to accommodate the Project, if any.

*Figures 5-4* and *5-5* present projected AM and PM peak hour traffic volumes at the twelve (12) key study intersections with the addition of the trips generated by the proposed Project to existing traffic volumes, respectively.

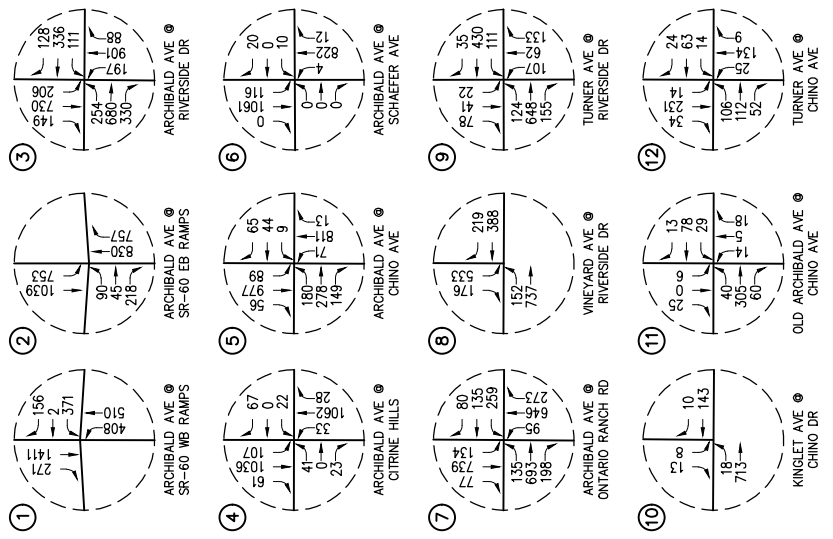
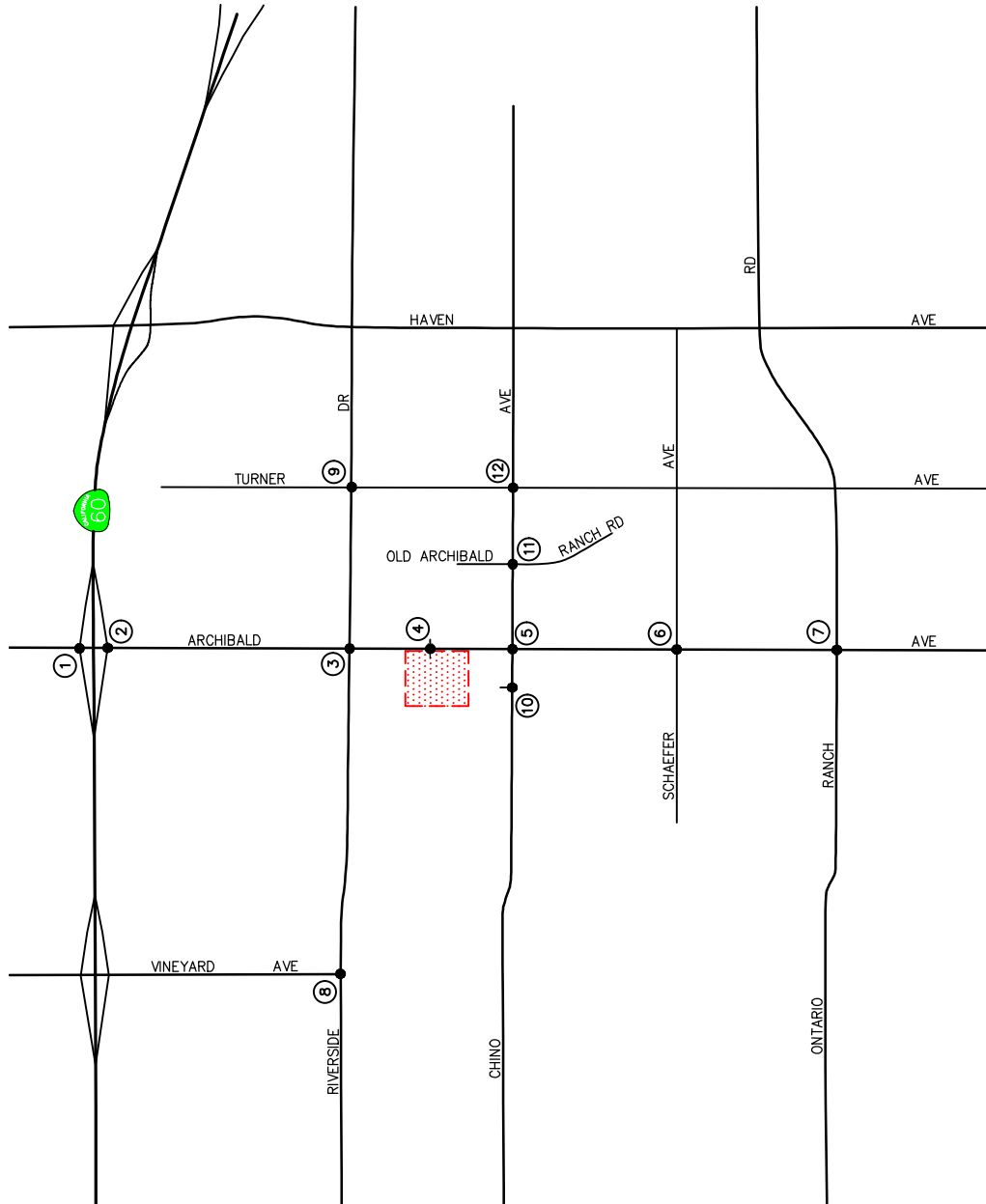




**FIGURE 5-4**  
**EXISTING WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

NO SCALE



**FIGURE 5-5**  
**EXISTING WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

LIBRARY  
 LAWSON  
 UNIVERSITY  
 100 UNIVERSITY AVENUE  
 TORONTO, ONTARIO M5S 1A5

NO SCALE

## 6.0 FUTURE TRAFFIC CONDITIONS

### 6.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future related projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area in other jurisdictions. The future growth in traffic volumes has been calculated at two percent (2%) per year. Applied to the Year 2022 existing traffic volumes, this factor results in a 8% growth in existing volumes to the near-term horizon Year 2026.

### 6.2 Cumulative Projects Description and Location

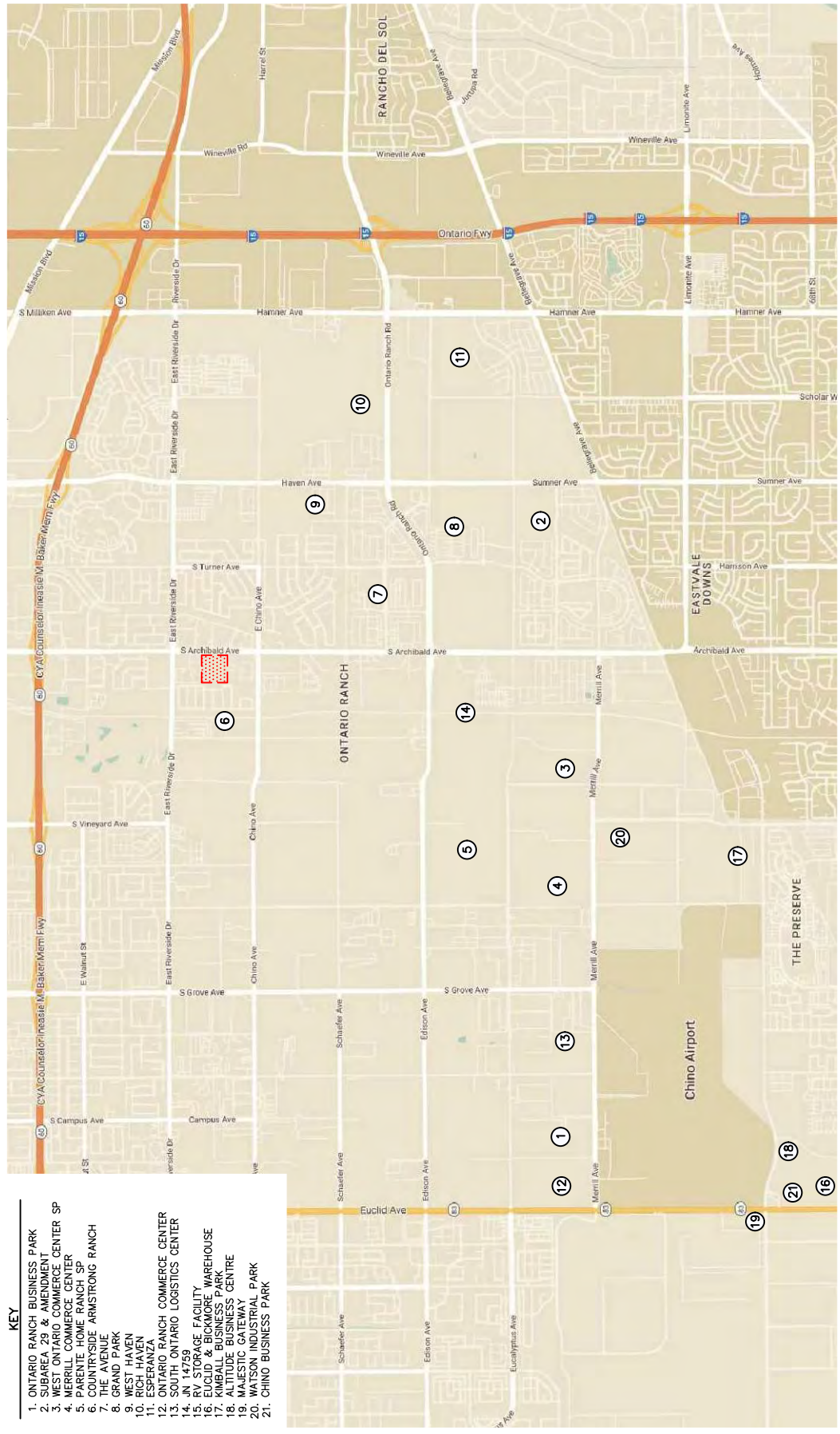
In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) in the vicinity of the proposed Project has been researched at the City of Ontario and the City of Chino. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there are fifteen (15) cumulative projects in the City of Ontario and six (6) cumulative projects in the City of Chino within the vicinity of the Project site. These twenty-one (21) planned and/or approved cumulative projects have been included as part of the cumulative background setting.

*Table 6-1* provides the location and a brief description for each of the twenty-one (21) cumulative projects. *Figure 6-1* graphically illustrates the location of the cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

### 6.3 Cumulative Projects Trip Generation and Assignment

*Table 6-2* presents the trip generation potential for all twenty-one (21) cumulative projects. As shown, the cumulative projects are forecast to generate a total of 248,305 daily trips, with 18,381 trips (10,510 inbound and 7,871 outbound) forecast during the AM peak hour and 22,614 trips (10,608 inbound and 12,006 outbound) forecast during the PM peak hour.



Distribution patterns for each of the cumulative projects were developed based on the location of the trip attractors, type of land use, the site's proximity to major traffic carriers and freeways and previously completed traffic studies. The AM and PM peak hour traffic volumes associated with the twenty-one (21) cumulative projects in Year 2026 are presented in *Figures 6-2* and *6-3*, respectively.


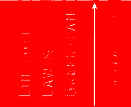


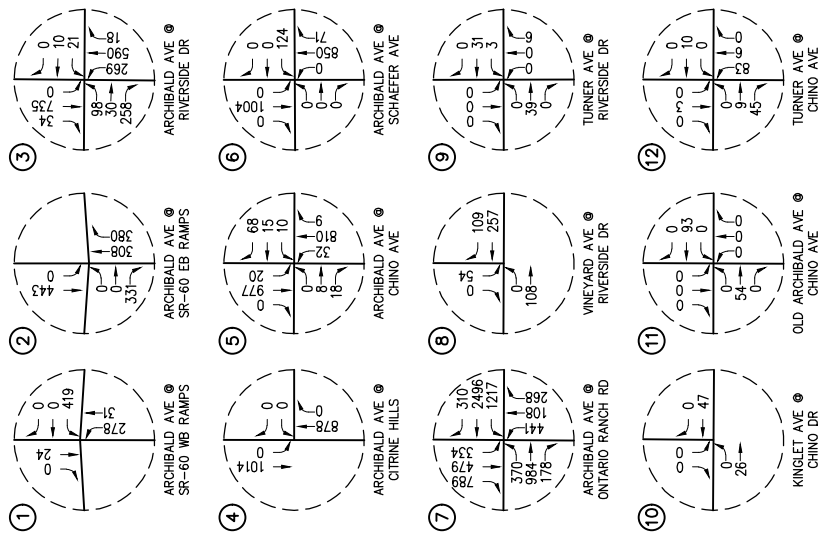
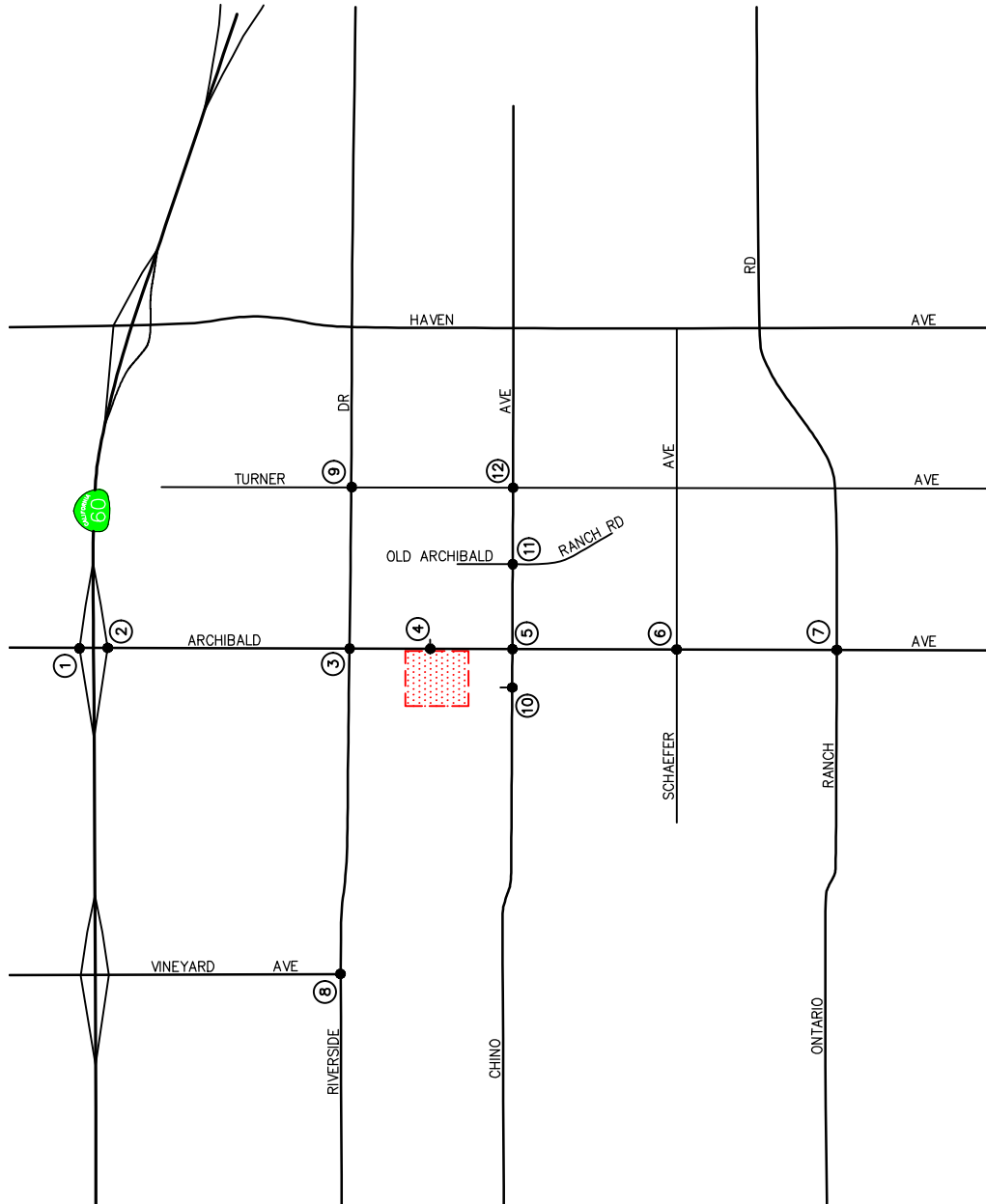
- KEY**
- 1. ONTARIO RANCH BUSINESS PARK
  - 2. SUBAREA 29 & AMENDMENT
  - 3. WEST ONTARIO COMMERCE CENTER SP
  - 4. MERRILL COMMERCE CENTER
  - 5. MERRILL COMMERCE CENTER
  - 6. COUNTRYSIDE ARMSTRONG RANCH PROJECT SITE
  - 7. THE AVENUE
  - 8. GRAND PARK
  - 9. WEST HAVEN
  - 10. RICH HAVEN
  - 11. ESPERANZA
  - 12. ONTARIO RANCH COMMERCE CENTER
  - 13. SOUTH ONTARIO LOGISTICS CENTER
  - 14. JN 14759
  - 15. RV STORAGE FACILITY
  - 16. BURNHAM WAREHOUSE
  - 17. BURNHAM BUSINESS PARK
  - 18. ALTIUDE BUSINESS CENTRE
  - 19. MAJESTIC GATEWAY
  - 20. WATSON INDUSTRIAL PARK
  - 21. CHINO BUSINESS PARK

**FIGURE 6-1**

**LOCATION OF CUMULATIVE PROJECTS**  
COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

SOURCE: GOOGLE  
KEY  
 = CUMULATIVE PROJECTS LOCATION  
 = PROJECT SITE

 NO SCALE  


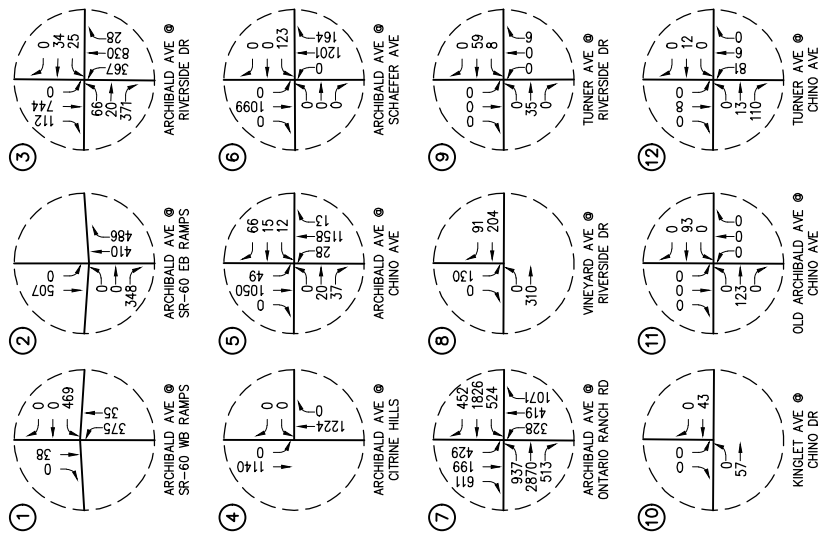
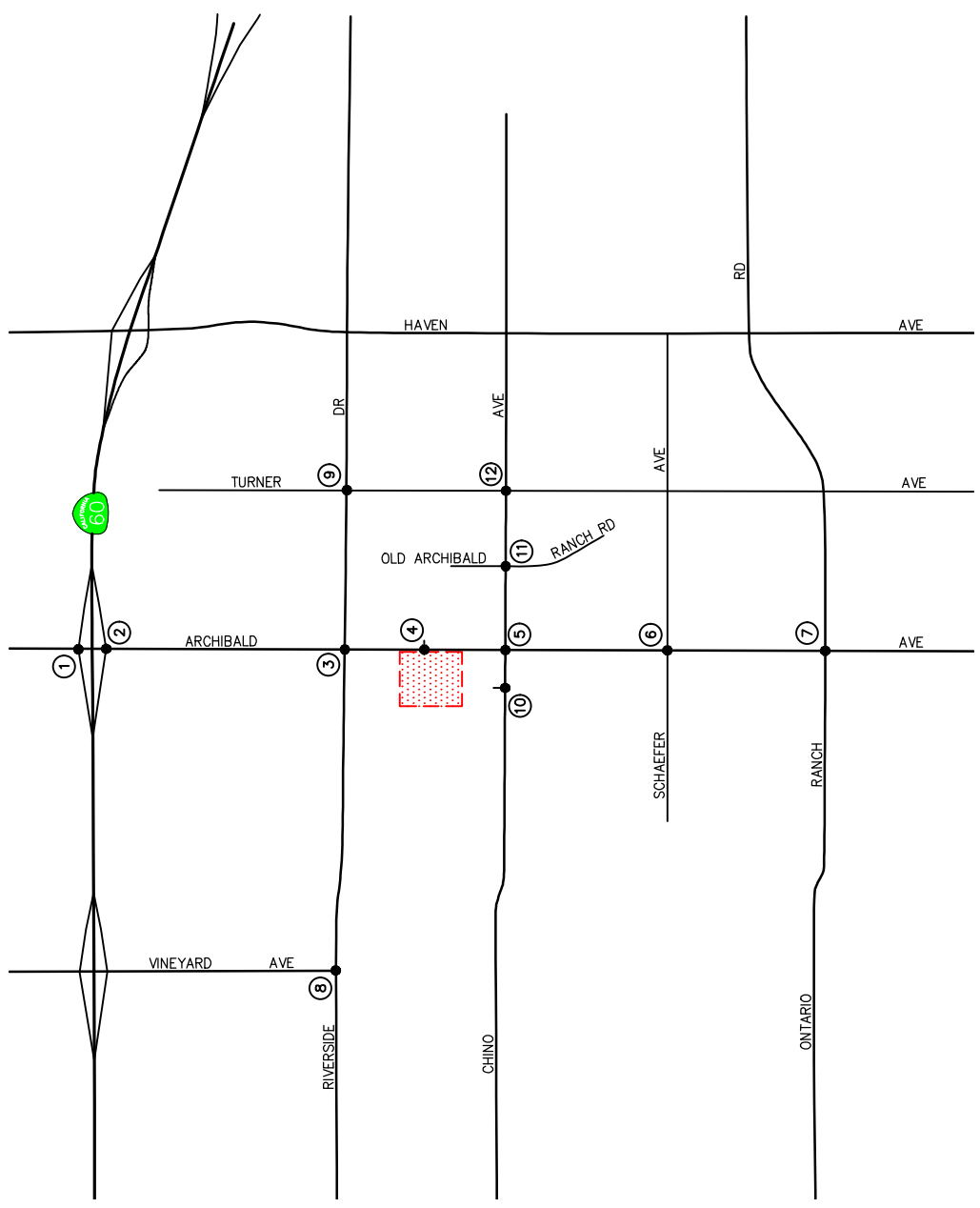


**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

NO SCALE

**FIGURE 6-2**  
**AM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO





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KEY  
 = STUDY INTERSECTION  
 = PROJECT SITE

LIBRARY  
 LAWSON  
 UNIVERSITY  
 TORONTO, ONTARIO

NO SCALE

**FIGURE 6-3**  
**PM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**TABLE 6-1  
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS<sup>4</sup>**

No.	Cumulative Project	Location/Address	Description
<i>City of Ontario</i>			
1.	Ontario Ranch Business Park	7417-7475 Eucalyptus Avenue	227,951 SF business park, 913,053 SF high-cube fulfillment center warehouse, 179,135 SF high-cube cold storage warehouse, and 320,551 SF warehouse
2.	Subarea 29 & Amendment	SWC and SEC of South Archibald Avenue at Eucalyptus Avenue	87,000 SF shopping center
3.	West Ontario Commerce Center SP	NEC of Carpenter Avenue at Merrill Avenue	1,976,535 SF high-cube warehouse and 115,760 SF business park
4.	Merrill Commerce Center	NWC of Carpenter Avenue at Merrill Avenue	7,014,000 SF high-cube fulfillment warehouse and 1,441,000 SF business park
5.	Parente Home Ranch SP	SEC of Walker Avenue at Ontario Ranch Road	270 DU single family detached, 1,872 DU condo/townhouse, 462,281 SF general office, and 194,278 SF shopping center
6.	Countryside Armstrong Ranch	SEC of Ontario Avenue at East Riverside Drive	819 DU single family detached
7.	The Avenue	NWC and NEC of South Archibald Avenue at Ontario Ranch Road	2,020 DU single family detached
8.	Grand Park	SEC of South Archibald Avenue at Ontario Ranch Road	484 DU single family detached and 843 DU multi-family attached
9.	West Haven	NEC of South Turner Avenue and Schaefer Avenue	149 DU single family detached, 654 DU multifamily housing, and 87,000 SF shopping center
10.	Rich Haven	NEC of Haven Avenue/Sumner Avenue at Edison Avenue	2,732 DU single family detached, 1,524 DU multi-family attached, 317,400 SF shopping center
11.	Esperanza	SWC of Hamner Avenue at Edison Avenue	914 DU single family detached and 496 DU multi-family attached
12.	Ontario Ranch Commerce Center	SEC of Euclid Avenue at Eucalyptus Avenue	1,447,123 SF high-cube fulfillment warehouse and 457,904 SF business park
13.	South Ontario Logistics Center	NEC of Grove Avenue at Merrill Avenue	464,820 SF business park, 3,056,266 SF fulfillment center warehouse, 611,253 SF high-cube cold storage warehouse, and 930,125 SF warehousing

**Notes:**

- SF = Square-feet
- DU = Dwelling units

<sup>4</sup> Source: City of Ontario and City of Chino Planning Departments.

**TABLE 6-1 (CONTINUED)**  
**LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS<sup>5</sup>**

No.	Cumulative Project	Location/Address	Description
<i>City of Ontario (Continued)</i>			
14.	JN 14759	SWC of Archibald Avenue at Edison Avenue/Ontario Ranch Road	804 DU single family detached, 2,046 DU multifamily housing, 58.86 acre park, and 15,000 SF shopping center
15.	RV Storage Facility	South of Schaefer Avenue, West of Campus Avenue, and East of Sultana Avenue	120,688 SF self-storage 635 RV storage spaces 1,422 sprinter van storage spaces
<i>City of Chino</i>			
16.	Euclid & Bickmore Warehouse	NEC of Euclid Avenue at Bickmore Avenue	205,820 SF warehousing, 51,030 SF general light industrial, and 110,620 SF business park
17.	Kimball Business Park	NEC of Flight Avenue at Enterprise Way	146,550 SF business park
18.	Altitude Business Centre	SEC of Mayhew Avenue at Kimball Avenue	715,000 SF warehousing, 255,000 SF light industrial, 233,000 SF business park, and 110,000 SF self-storage
19.	Majestic Gateway	NWC of Euclid Avenue at Kimball Avenue	25,000 SF specialty retail, 13,000 SF pharmacy/drugstore with drive-thru, and 8,600 SF fast-food with drive-thru
20.	Watson Industrial Park	SEC of Flight Avenue at Merrill Avenue	3,889,900 SF high-cube warehouse
21.	Chino Business Park	SEC of Euclid Avenue at Kimball Avenue	165,500 SF general light industrial and 21,500 SF business park

**Notes:**

- SF = Square-feet
- DU = Dwelling units

<sup>5</sup> Source: City of Ontario and City of Chino Planning Departments.

**TABLE 6-2  
CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST<sup>6,7</sup>**

Cumulative Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. Ontario Ranch Business Park	10,783	1,012	220	1,232	533	965	1,498
2. Subarea 29 & Amendment	5,287	85	51	136	133	138	271
3. West Ontario Commerce Center SP	3,496	223	42	265	67	193	260
4. Merrill Commerce Center	32,410	2,495	502	2,997	878	2,002	2,880
5. Parente Home Ranch SP	26,645	939	849	1,788	1,100	1,244	2,344
6. Countryside Armstrong Ranch	7,723	149	424	573	485	285	770
7. The Avenue	7,619	147	419	566	479	281	760
8. Grand Park	9,331	151	457	608	500	294	794
9. West Haven	10,751	168	308	476	409	301	710
10. Rich Haven	46,607	792	1,970	2,762	2,476	1,635	4,111
11. Esperanza	11,962	214	624	838	700	412	1,112
12. Ontario Ranch Commerce Center	16,260	1,581	339	1,920	825	1,499	2,324
13. South Ontario Logistics Center <sup>8</sup>	14,446	759	216	975	301	839	1,140
14. JN 14759 <sup>9</sup>	22,236	364	1,052	1,416	1,175	706	1,881
15. RV Storage Facility	3,117	56	25	81	50	52	102
16. Euclid & Bickmore Warehouse	2,152	206	38	244	59	166	225
17. Kimball Business Park	1,823	168	30	198	47	132	179
18. Altitude Business Centre	6,234	607	119	726	176	503	679
19. Majestic Gateway	6,111	151	138	289	151	144	295
20. Watson Industrial Park	2,023	87	19	106	29	88	117
21. Chino Business Park	1,289	156	29	185	35	127	162
<b>Cumulative Projects Total Trip Generation Potential</b>	<b>248,305</b>	<b>10,510</b>	<b>7,871</b>	<b>18,381</b>	<b>10,608</b>	<b>12,006</b>	<b>22,614</b>

<sup>6</sup> Unless otherwise noted, Source: *Trip Generation*, 11<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

<sup>7</sup> It should be noted that the trip generation in *Table 6-2* reflects the remaining square footage and/or dwelling units to be constructed and/or occupied in the Tracts under construction based on LLG research/reconnaissance.

<sup>8</sup> Source: *South Ontario Logistics Center Specific Plan Traffic Analysis*, prepared by Urban Crossroads.

<sup>9</sup> Source: *JN 14759*, prepared by Urban Crossroads.

## 6.4 Year 2026 Traffic Conditions

*Figures 6-4 and 6-5* present the Year 2026 Without Project AM and PM peak hour cumulative traffic volumes at the twelve (12) key study intersections, respectively. Please note that the cumulative traffic volumes represent the accumulation of existing traffic, ambient growth traffic and cumulative projects traffic.

*Figures 6-6 and 6-7* illustrate the Year 2026 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project, respectively.

## 6.5 Year 2050 Traffic Conditions

Long-term (Year 2050) traffic volume forecasts for this traffic analysis were determined through utilization of The Ontario Plan 2050 (TOP 2050) Model by San Bernardino County Traffic Analysis Model (SBTAM) developed by SANBAG. The future Year 2050 traffic volumes were post-processed based on the relationship of SBTAM TOP's Year 2019 base year validation model run output to the base year ground traffic counts. The projected volume was reviewed carefully and adjustments were applied as warranted based on local conditions and professional judgment. Copies of the traffic model post-processing worksheets for Year 2050 are contained in *Appendix D*.

### 6.5.1 Volume Adjustment

Using the SBTAM TOP 2050, projected traffic volumes were obtained for each intersection. The first step is to obtain the approach and departure volumes from the model for each leg of the analyzed intersections. The next step is to determine the difference between the base year peak hour model volumes and the build-out peak hour model volumes. This "difference" represents the projected growth in traffic on each approach from the base year to the build-out using the SBTAM.

### 6.5.2 B-turn Methodology

The base year turning movement counts for each intersection must be converted to approach and departure volumes for each leg of the intersection. Once the base counts are in this format, the difference between the build-out model and base model are then added to the base year counts for each corresponding approach and departure volume. This step provides the adjusted volumes that will be used to determine the build-out turning movement volumes. The next process in the forecasting of future turning volumes applies the B-turn methodology. The B-turn methodology is generally described in the "*National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design*", Chapter 8. The B-turn method uses the base year turning percentages (from traffic counts) and proceeds through an iterative computational technique to produce a final set of future year turning volumes. The computations involve alternatively balancing the rows (approaches) and the columns (departures) of a turning movement matrix until an acceptable convergence is obtained. Future year link volumes are fixed using this method and the turning movements are adjusted to match. The results must be checked for reasonableness and manual adjustments are sometimes necessary.

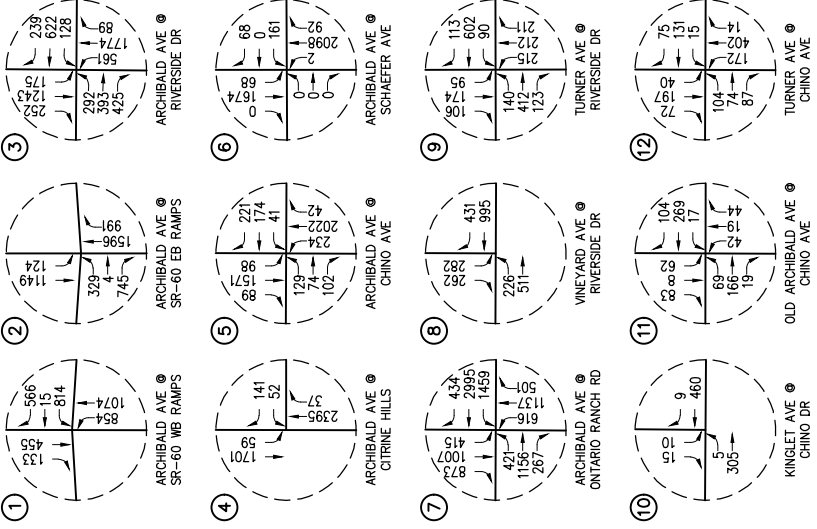
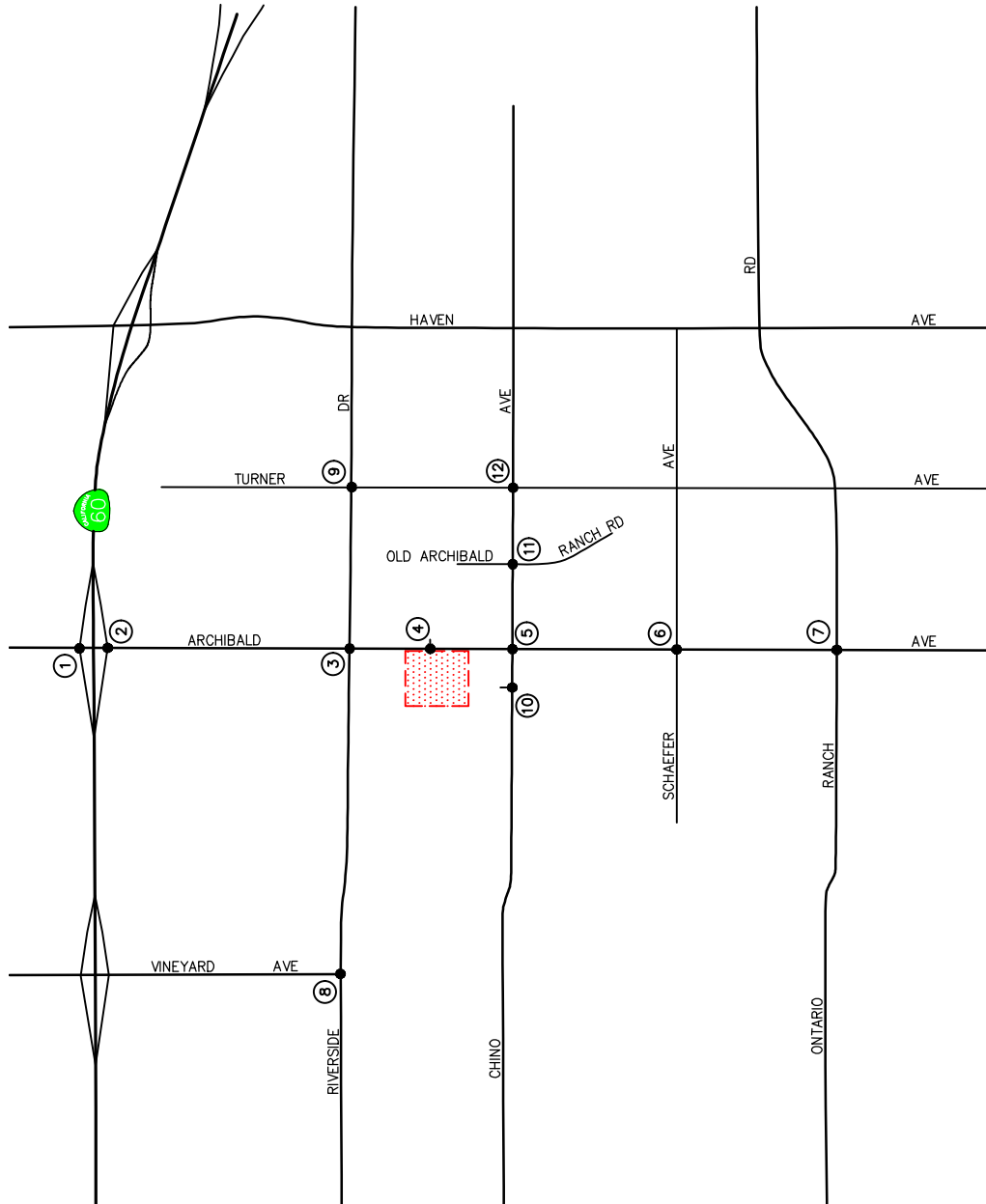


Projected volumes were carefully reviewed and adjustments were applied as warranted based on local conditions and professional engineering judgment. Please note that the post-processing methodology utilized in this report is consistent with SCAG/SANBAG requirements.

## **6.6 Year 2050 Traffic Volumes**

The anticipated AM and PM peak hour traffic volumes, at the key study intersections, associated with Year 2050 Without Project traffic conditions are presented in *Figures 6-8* and *6-9*, respectively.

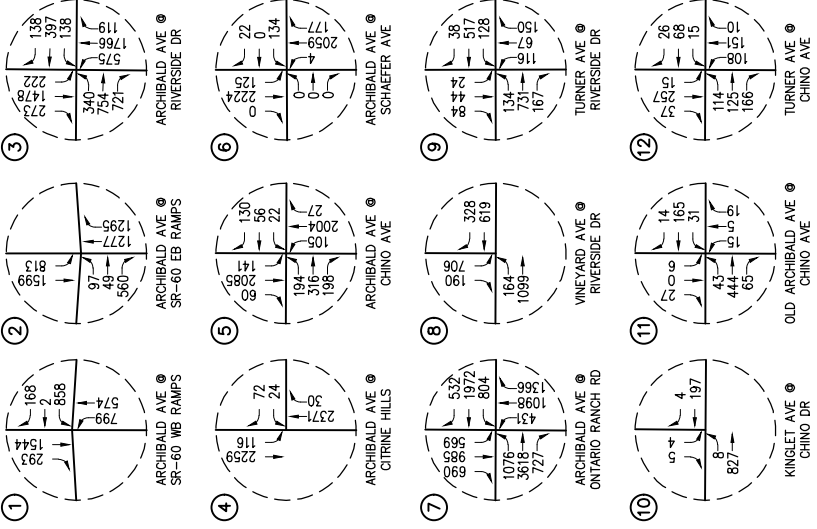
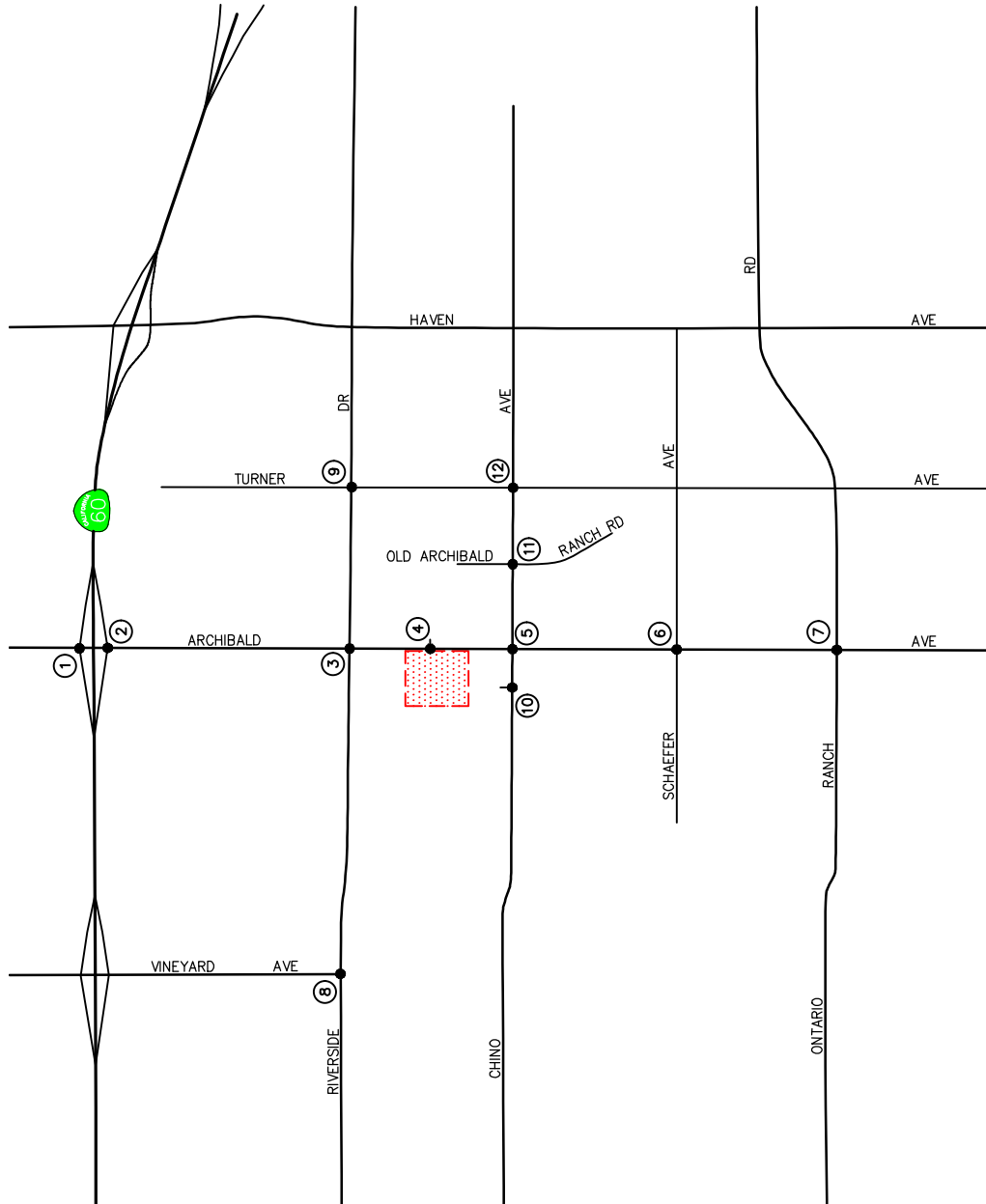
*Figures 6-10* and *6-11* illustrate the Year 2050 With Project traffic conditions during the AM peak hour and PM peak hour, respectively.



**FIGURE 6-4**  
**YEAR 2026 WITHOUT PROJECT**  
**AM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

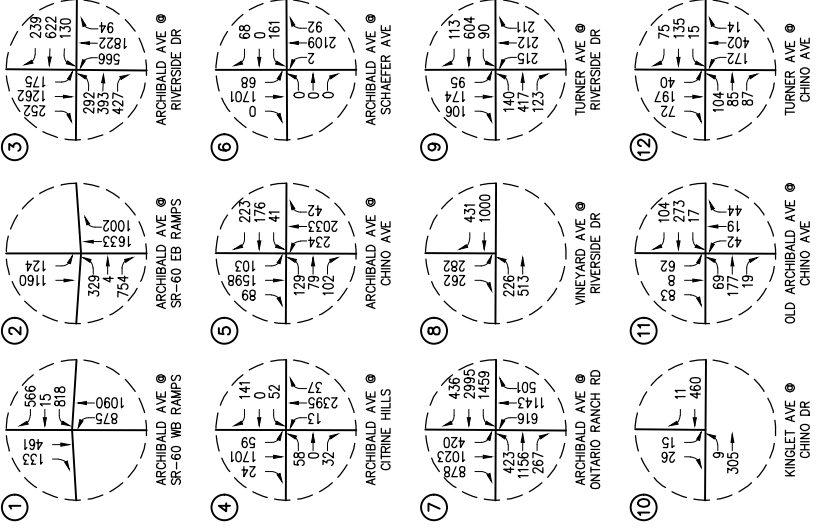
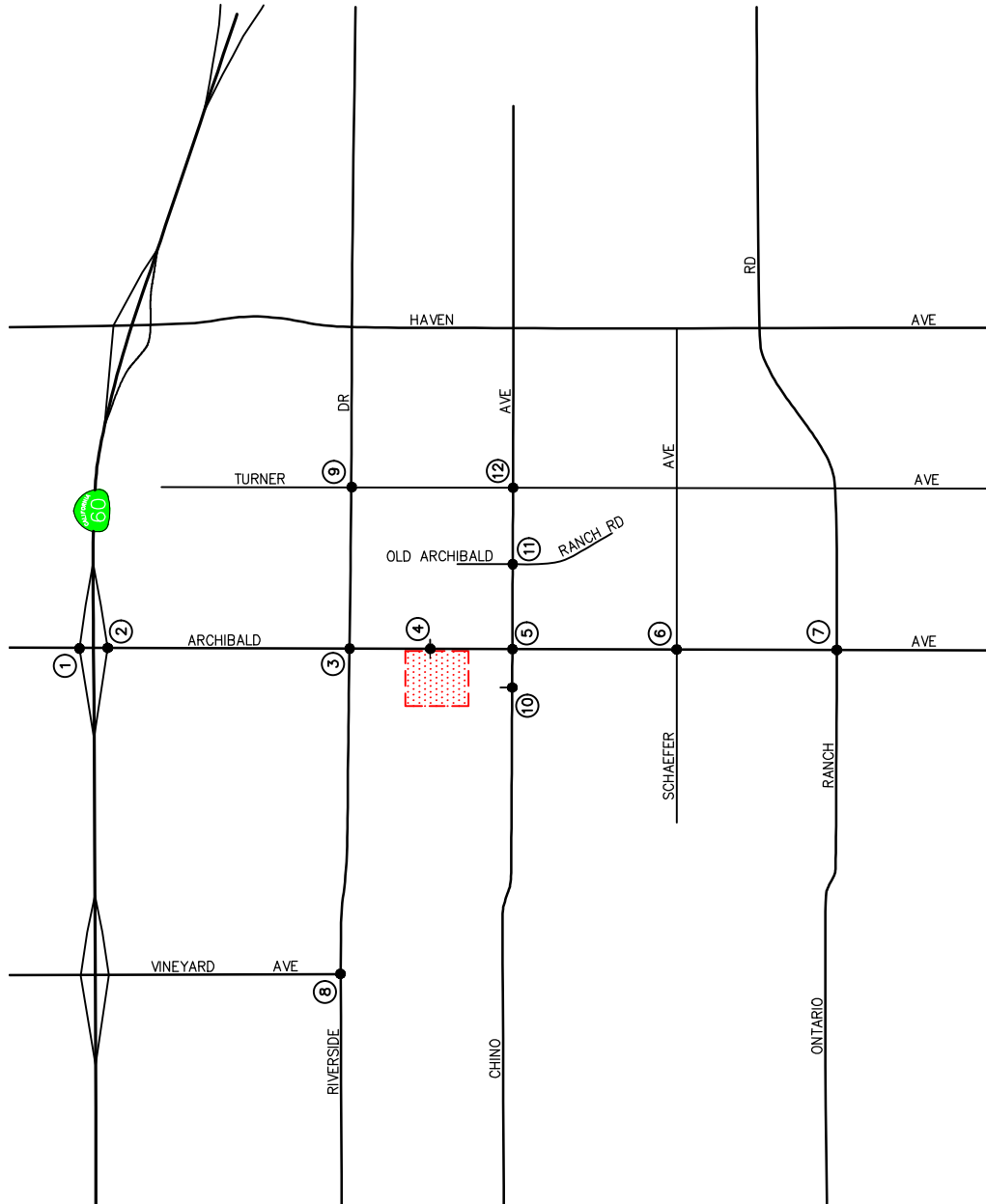
LIBRARY  
 LAWSON  
 UNIVERSITY  
 NO SCALE



**FIGURE 6-5**  
**YEAR 2026 WITHOUT PROJECT**  
**PM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

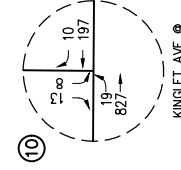
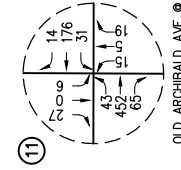
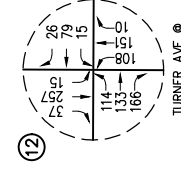
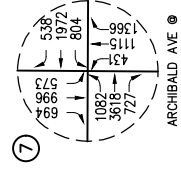
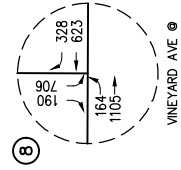
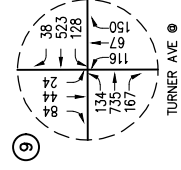
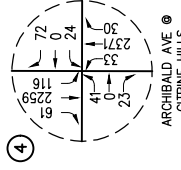
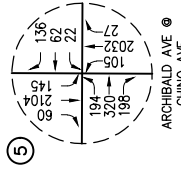
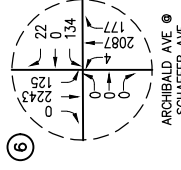
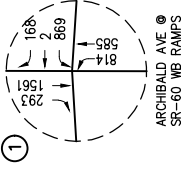
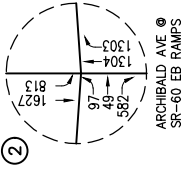
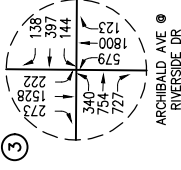
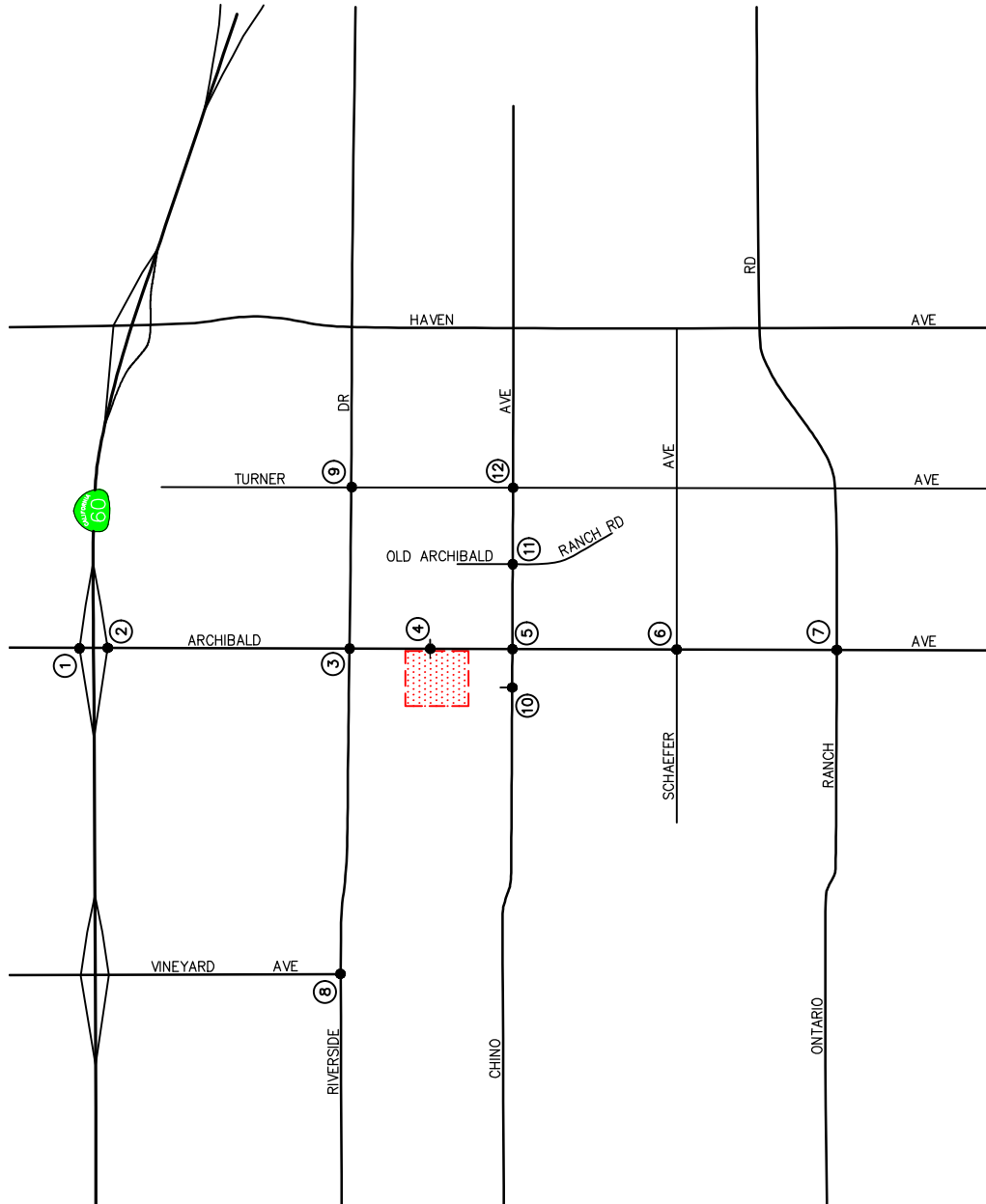
NO SCALE



**FIGURE 6-6**  
**YEAR 2026 WITH PROJECT**  
**AM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

NO SCALE

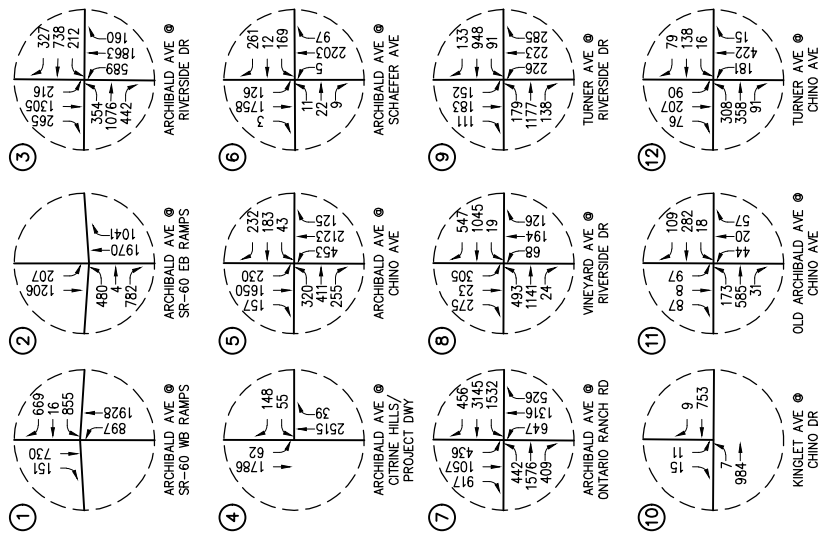
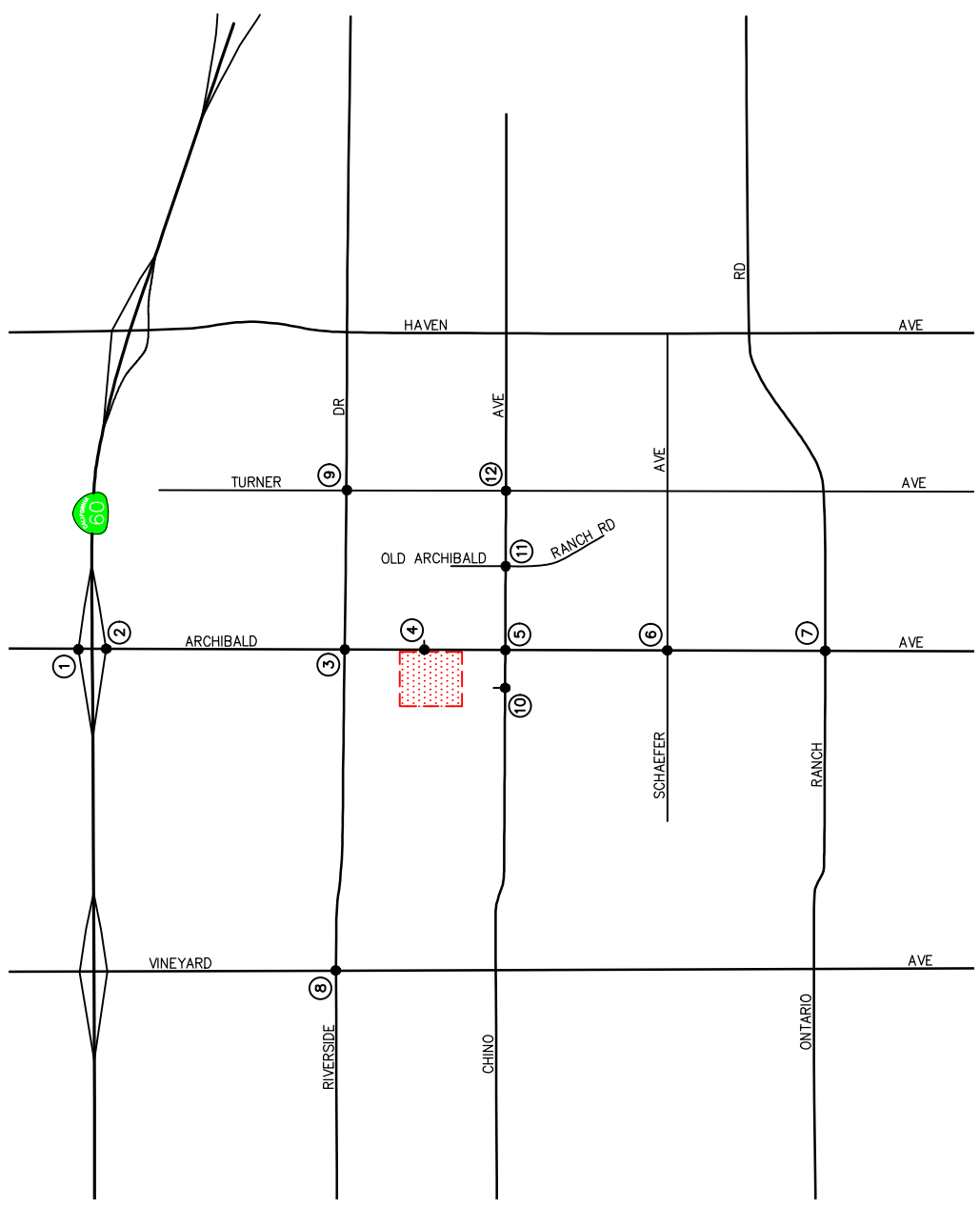


**FIGURE 6-7**  
**YEAR 2026 WITH PROJECT**  
**PM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

NO SCALE

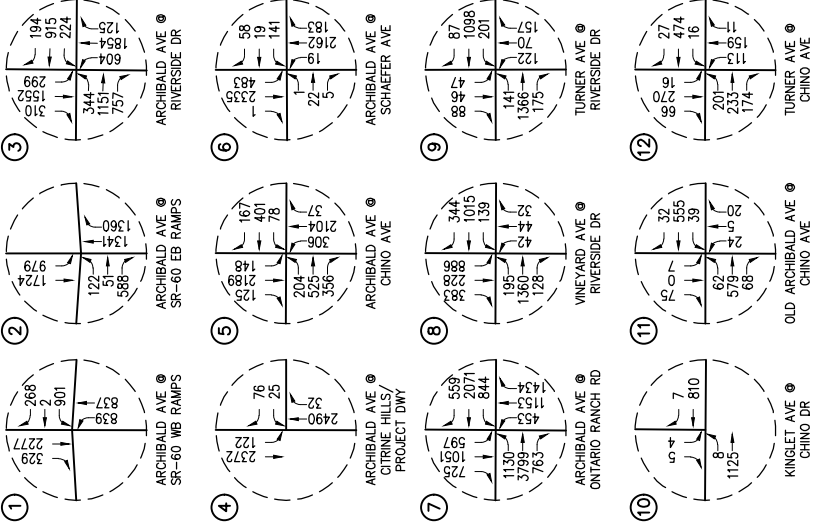
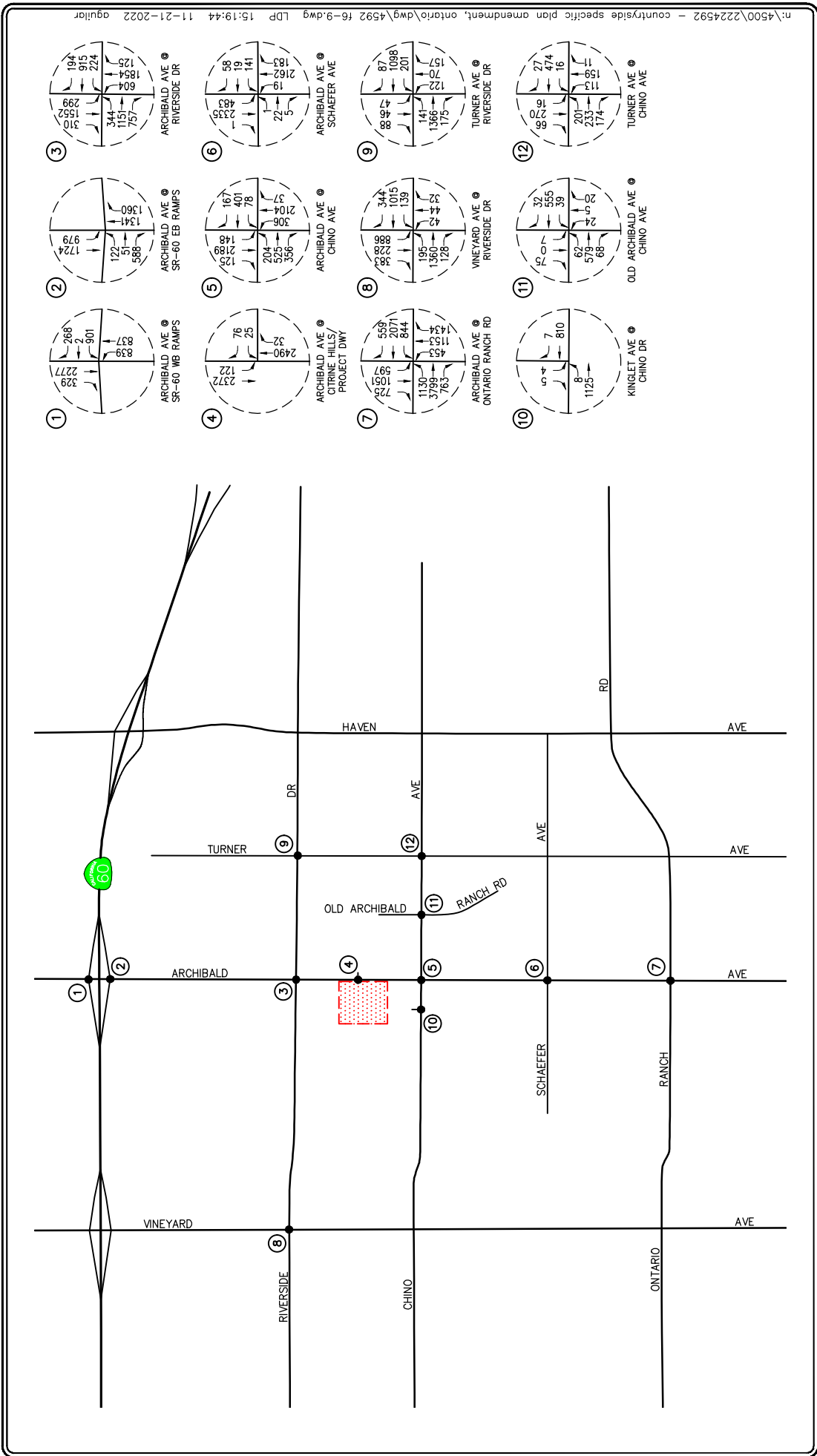




**FIGURE 6-8**  
**YEAR 2050 WITHOUT PROJECT**  
**AM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

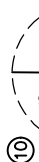
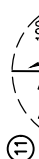
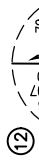
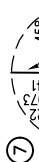
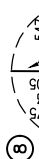
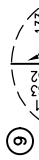
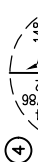
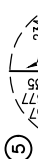
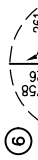
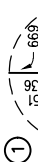
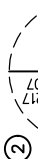
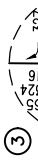
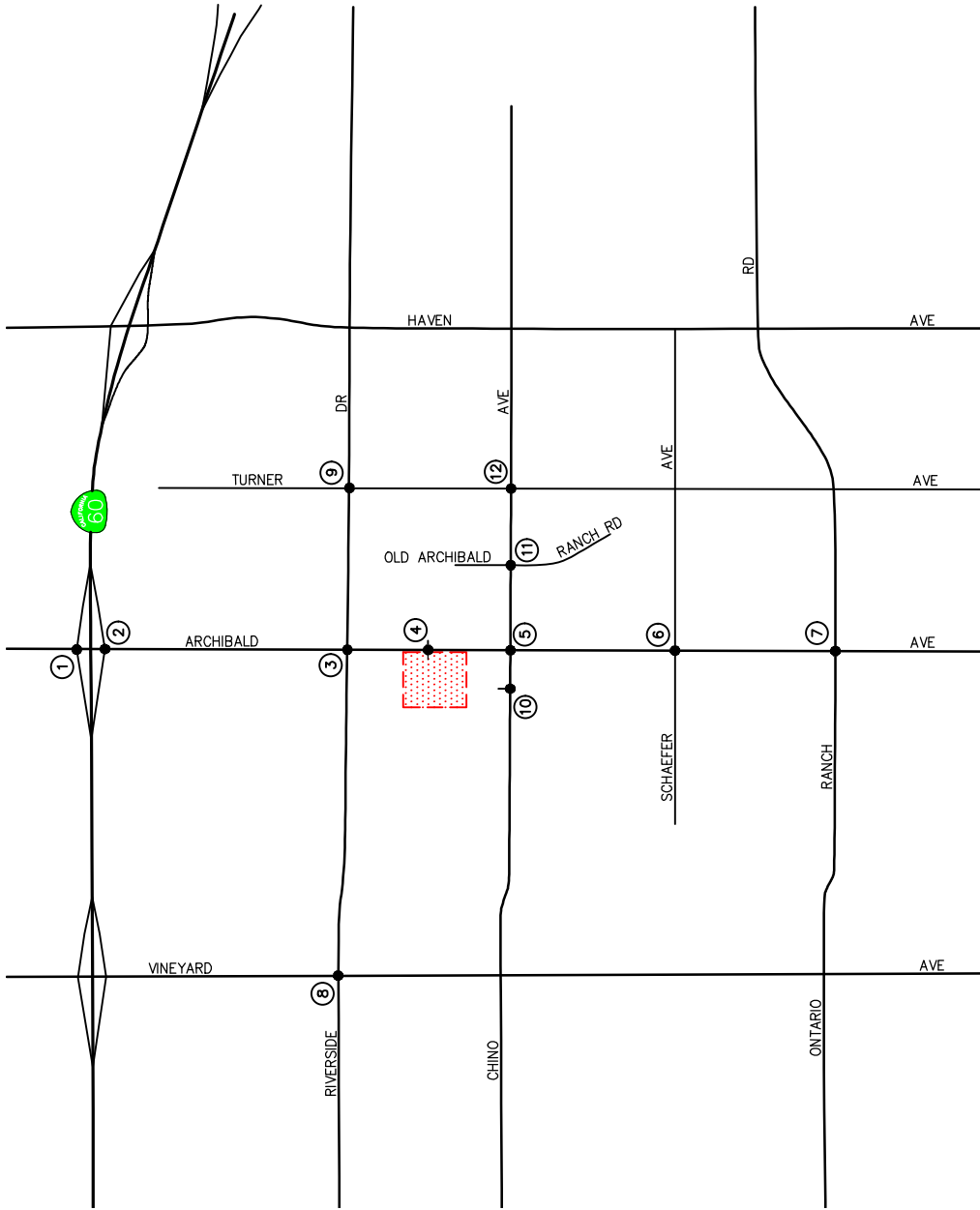
NO SCALE



**FIGURE 6-9**  
**YEAR 2050 WITHOUT PROJECT**  
**PM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

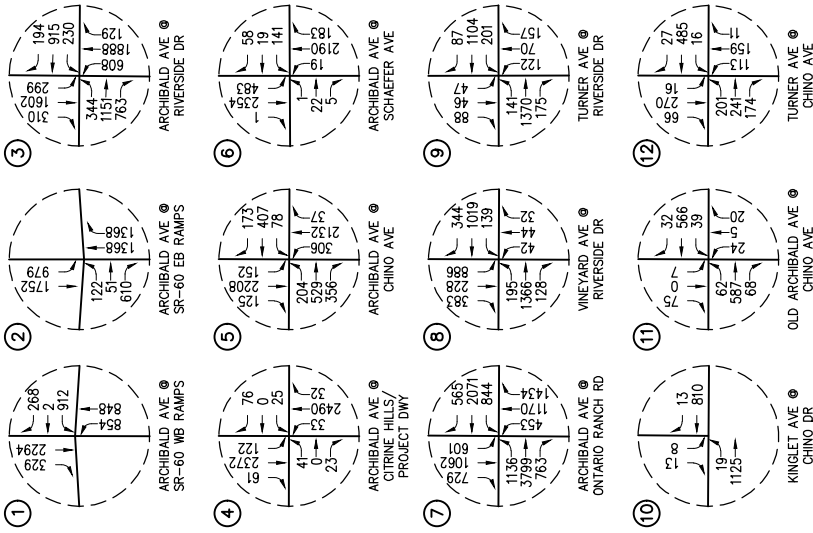
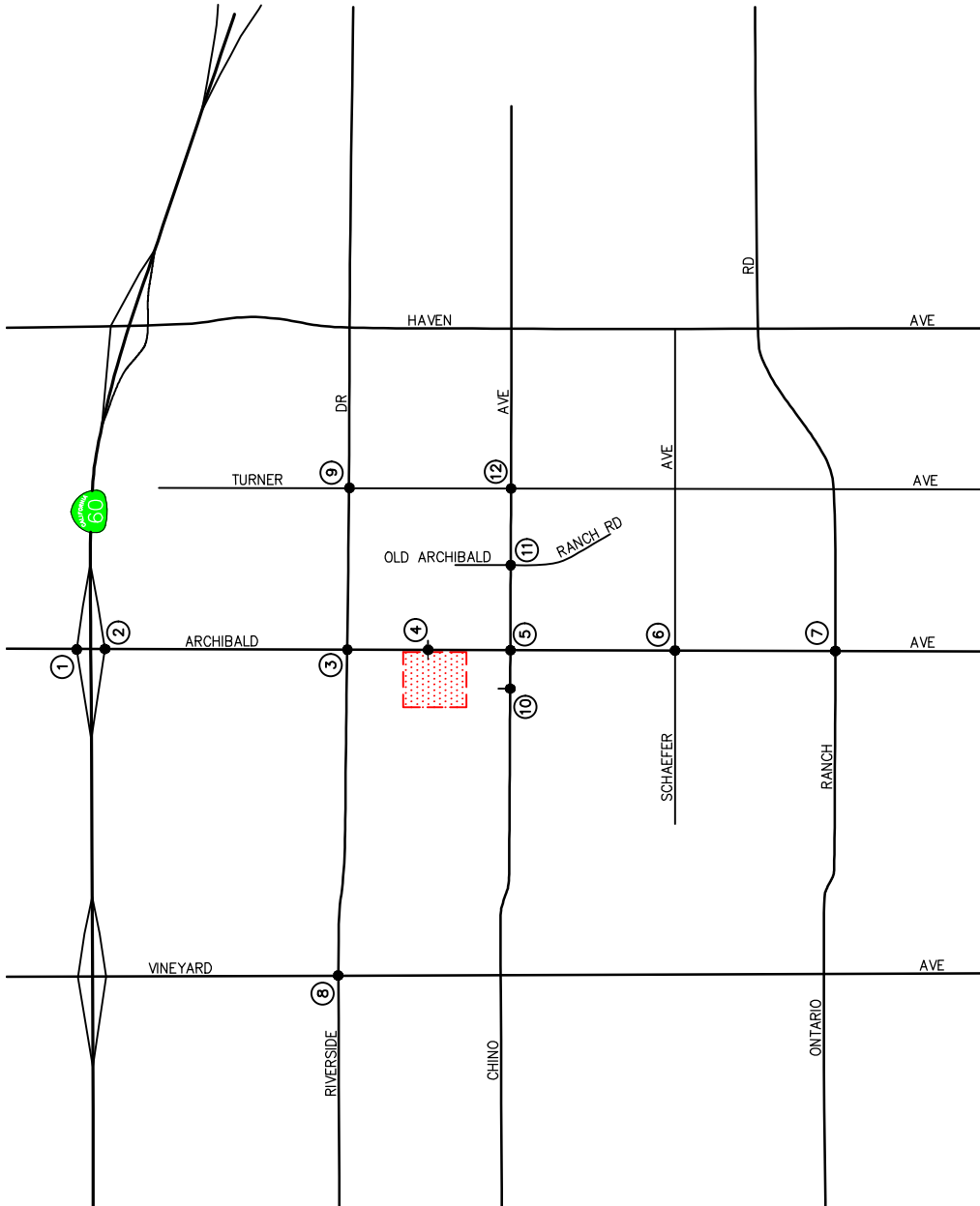
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 1:12,500  
 1:6,250



**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

NO SCALE  
 CONSULT  
 LAWYER  
 BEFORE  
 USING

**FIGURE 6-10**  
**YEAR 2050 WITH PROJECT**  
**AM PEAK HOUR TRAFFIC VOLUMES**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO



**KEY**  
 = STUDY INTERSECTION  
 = PROJECT SITE

NO SCALE

THIS PLAN  
 LAY OUT  
 IS FOR ILLUSTRATION  
 PURPOSES ONLY

**FIGURE 6-11**  
 YEAR 2050 WITH PROJECT  
 PM PEAK HOUR TRAFFIC VOLUMES  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

## 7.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

### 7.1 Existing With Project Traffic Analysis

*Table 7-1* summarizes the peak hour level of service results at the twelve (12) key study intersections for Existing traffic conditions. The first column (1) of HCM//LOS values in *Table 7-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists Existing With Project traffic conditions. The third column (3) indicates whether the traffic associated with the Project will exceed the LOS thresholds defined in this report. The fourth column (4) indicates the anticipated LOS with planned and/or recommended improvements, if any.

#### 7.1.1 Existing With Project Traffic Conditions

Review of columns (2) and (3) of *Table 7-1* indicates that all twelve (12) key study intersections are forecast to operate at acceptable LOS with the addition of Project generated traffic to existing traffic.

*Appendix C* presents the Existing With Project Delay/LOS calculations for the key study intersections for the AM peak hour and PM peak hour.



**TABLE 7-1  
EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Conditions		(2) Existing With Project Traffic Conditions		(3) Exceeds LOS Thresholds	(4) Existing With Project Traffic Conditions With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS		Delay (s/v)	LOS
			1. Archibald Avenue at SR-60 WB Ramps	D	AM PM	23.4 18.5	C B	23.5 18.7	C B
2. Archibald Avenue at SR-60 EB Ramps	D	AM PM	15.9 24.8	B C	15.9 24.8	B C	No No	-- --	-- --
3. Archibald Avenue at Riverside Drive	E	AM PM	47.3 41.9	D D	47.8 42.3	D D	No No	-- --	-- --
4. Archibald Avenue at Citrine Hills/Project Driveway	E	AM PM	<b>132.1</b> 42.5	<b>F</b> E	11.5 10.7	B <sup>10</sup> B <sup>10</sup>	No No	-- --	-- --
5. Archibald Avenue at Chino Avenue	E	AM PM	23.5 28.1	C C	23.6 28.5	C C	No No	-- --	-- --
6. Archibald Avenue at Schaefer Avenue	E	AM PM	7.3 6.9	A A	7.3 6.9	A A	No No	-- --	-- --
7. Archibald Avenue at Ontario Ranch Road	E	AM PM	37.3 35.5	D D	37.4 35.6	D D	No No	-- --	-- --

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1 and 3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>10</sup> Represents anticipated LOS with the proposed installation of a traffic signal at this intersection/Project Driveway.

**TABLE 7-1 (CONTINUED)**  
**EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Exceeds LOS Thresholds	(4) Existing With Project Traffic Conditions With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS		Delay (s/v)	LOS
8. Vineyard Avenue at Riverside Drive	E	AM	22.7	C	22.7	C	No	--	--
		PM	28.5	C	28.7	C	No	--	--
9. Turner Avenue at Riverside Drive	E	AM	34.8	C	34.8	C	No	--	--
		PM	23.6	C	23.6	C	No	--	--
10. Kinglet Avenue at Chino Avenue	E	AM	11.6	B	11.7	B	No	--	--
		PM	11.0	B	10.9	B	No	--	--
11. Old Archibald Avenue at Chino Avenue	E	AM	11.4	B	11.5	B	No	--	--
		PM	8.7	A	8.7	A	No	--	--
12. Turner Avenue at Chino Avenue	E	AM	12.9	B	12.8	B	No	--	--
		PM	9.8	A	9.9	A	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

## 7.2 Year 2026 Traffic Analysis

*Table 7-2* summarizes the weekday AM peak hour and PM peak Level of Service results at the twelve (12) key study intersections for the Year 2026. The second column (2) of *Table 7-2* lists projected cumulative traffic conditions (existing plus ambient plus cumulative projects traffic) based on existing intersection geometry, while the third column (3) presents forecast Year 2026 cumulative conditions with the addition of Project traffic. The fourth column (4) of *Table 7-2* indicates whether the traffic associated with the Project will exceed the LOS thresholds defined in this report. The fifth column (5) indicates the anticipated LOS with planned and/or recommended improvements, if any.

### 7.2.1 Year 2026 Without Project Traffic Conditions

Review of column (2) of *Table 7-2* indicates that six (6) of the twelve (12) key study intersections are forecast to operate adversely with the addition ambient traffic growth and related projects traffic based on the LOS standards specified in this report. The remaining key study intersections are forecast to continue to operate at LOS D or better during the weekday AM and PM peak hours with the addition of ambient traffic growth and cumulative project traffic.

*Appendix E* presents the Year 2026 Without Project Delay/LOS calculations for the key study intersections for the AM peak hour and PM peak hour.

### 7.2.2 Year 2026 With Project Traffic Conditions

Review of columns (3) and (4) of *Table 7-2* indicates that traffic associated with the proposed Project will have an effect on the LOS at five (5) of the twelve (12) intersections, thus necessitating intersection improvements based on the City's LOS standards. These intersections include Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), Archibald Avenue at Ontario Ranch Road (#7), and Vineyard Avenue at Riverside Drive (#8).

Relative to Archibald Avenue at Citrine Hills/Project Driveway (#4), although this intersection is forecast to operate at LOS F without the Project, a five-phase traffic signal will be installed at the intersection as a project design feature which will improve the overall service levels at the intersection.

As shown in column (5) of *Table 7-2*, the implementation of planned and/or recommended improvements (detailed in *Section 9.0*) at the four (4) intersections of Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), and Vineyard Avenue at Riverside Drive (#8) will improve the service levels to an acceptable LOS based on the City's LOS standards. The intersection of Archibald Avenue at Ontario Ranch Road (#7) is forecast to continue to operate adversely with the implementation of planned and/or recommended improvements, however, the improvements offset the Project's cumulative effects on traffic under near-term (Year 2026) traffic conditions.

*Appendix E* presents the Year 2026 With Project Delay/LOS calculations for the key study intersections for the AM peak hour and PM peak hour.

**TABLE 7-2  
YEAR 2026 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY**

Key Intersection	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Year 2026 Without Project Traffic Conditions		(3) Year 2026 With Project Traffic Conditions		(4) Exceeds LOS Thresholds		(5) Year 2026 With Project Traffic Conditions with Improvements	
		Time Period		Time Period		Time Period		Time Period		Time Period	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS	Yes/No
1. Archibald Avenue at SR-60 WB Ramps	D	AM	C	29.3	C	30.5	C	No	--	--	--
		PM	B	37.9	D	40.7	D	No	--	--	--
2. Archibald Avenue at SR-60 EB Ramps	D	AM	B	30.6	C	31.5	C	No	18.7	B	18.7
		PM	C	<b>99.4</b>	<b>F</b>	<b>101.1</b>	<b>F</b>	<b>Yes</b>	22.1	C	22.1
3. Archibald Avenue at Riverside Drive	E	AM	D	<b>119.5</b>	<b>F</b>	<b>123.0</b>	<b>F</b>	<b>Yes</b>	46.3	D	46.3
		PM	D	<b>175.2</b>	<b>F</b>	<b>182.6</b>	<b>F</b>	<b>Yes</b>	57.8	E	57.8
4. Archibald Avenue at Citrine Hills/Project Driveway	E	AM	<b>F</b>	-- <sup>11</sup>	<b>F</b>	14.4	B	No	--	--	--
		PM	E	-- <sup>11</sup>	<b>F</b>	16.0	B <sup>12</sup>	No	--	--	--
5. Archibald Avenue at Chino Avenue	E	AM	C	43.0	D	46.0	D <sup>12</sup>	No	31.9	C	31.9
		PM	C	<b>88.3</b>	<b>F</b>	<b>92.4</b>	<b>F</b>	<b>Yes</b>	54.9	D	54.9
6. Archibald Avenue at Schaefer Avenue	E	AM	A	11.7	B	11.8	B	No	--	--	--
		PM	A	14.6	B	14.8	B	No	--	--	--
7. Archibald Avenue at Ontario Ranch Road	E	AM	D	<b>827.3</b>	<b>F</b>	<b>827.9</b>	<b>F</b>	<b>Yes</b>	<b>302.1</b>	<b>F</b>	<b>302.1</b>
		PM	D	<b>784.8</b>	<b>F</b>	<b>785.8</b>	<b>F</b>	<b>Yes</b>	<b>298.8</b>	<b>F</b>	<b>298.8</b>

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>11</sup> The intersection delay (sec/veh) calculated exceeded the capabilities of HCM 6<sup>th</sup> Edition, therefore only the adverse LOS F condition was reported.  
<sup>12</sup> Represents anticipated LOS with the proposed installation of a traffic signal at this intersection/Project Driveway.

**TABLE 7-2 (CONTINUED)**  
**YEAR 2026 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2026 Without Project Traffic Conditions		(3) Year 2026 With Project Traffic Conditions		(4) Exceeds LOS Thresholds Yes/No	(5) Year 2026 With Project Traffic Conditions with Improvements Delay (s/v) LOS	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS			
8. Vineyard Avenue at Riverside Drive	E	AM	22.7	C	27.7	C	27.8	C	No	25.4	C
		PM	28.5	C	<b>82.7</b>	<b>F</b>	<b>82.9</b>	<b>F</b>	<b>Yes</b>	34.4	C
9. Turner Avenue at Riverside Drive	E	AM	34.8	C	31.3	C	31.3	C	No	--	--
		PM	23.6	C	24.3	C	24.3	C	No	--	--
10. Kinglet Avenue at Chino Avenue	E	AM	11.6	B	11.9	B	12.0	B	No	--	--
		PM	11.0	B	11.3	B	11.2	B	No	--	--
11. Old Archibald Avenue at Chino Avenue	E	AM	11.4	B	10.4	B	10.5	B	No	--	--
		PM	8.7	A	9.7	A	9.8	A	No	--	--
12. Turner Avenue at Chino Avenue	E	AM	12.9	B	11.9	B	11.9	B	No	--	--
		PM	9.8	A	10.9	B	10.9	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report



### 7.3 Year 2050 Traffic Analysis

*Table 7-3* summarizes the weekday AM peak hour and PM peak Level of Service results at the twelve (12) key study intersections for the Year 2050 scenario. The structure of this table is similar to that of *Table 7-2*. The second column (2) lists forecast Year 2050 traffic conditions based on existing intersection geometry and/or planned improvements/traffic control, but without any traffic generated from the proposed Project. The third column (3) presents forecast Year 2050 traffic conditions with the addition of traffic generated by the Project. The fourth column (4) indicates whether the traffic associated with the Project will exceed the LOS thresholds previously mentioned. The fifth column (5) indicates the anticipated level of service with recommended improvements to accommodate long-term (Year 2050) traffic volumes.

#### 7.3.1 Year 2050 Without Project Traffic Conditions

Review of column (2) of *Table 7-3* indicates that six (6) of the twelve (12) key study intersections are forecast to operate adversely under Year 2050 Without Project traffic conditions based on the LOS standards specified in this report. The remaining key study intersections are forecast to continue to operate at LOS D or better during the weekday AM and PM peak hours under Year 2050 Without Project traffic conditions. *Appendix F* presents the Year 2050 Without Project Delay/LOS calculations for the key study intersections for the AM peak hour and PM peak hour.

#### 7.3.2 Year 2050 With Project Traffic Conditions

Review of columns (3) and (4) of *Table 7-3* indicates that traffic associated with the proposed Project will have an effect on the LOS at five (5) of the twelve (12) intersections, thus necessitating intersection improvements based on the City's LOS standards. These intersections include Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), Archibald Avenue at Ontario Ranch Road (#7), and Vineyard Avenue at Riverside Drive (#8).

Relative to Archibald Avenue at Citrine Hills/Project Driveway (#4), although this intersection is forecast to operate at LOS F without the Project, a five-phase traffic signal will be installed at the intersection as a project design feature which will improve the overall service levels at the intersection.

As shown in column (5) of *Table 7-3*, the implementation of planned and/or recommended improvements (detailed in *Section 9.0*) at the four (4) intersections of Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), and Vineyard Avenue at Riverside Drive (#8) will improve the service levels to an acceptable LOS based on the City's LOS standards. The intersection of Archibald Avenue at Ontario Ranch Road (#7) is forecast to continue to operate adversely with the implementation of planned and/or recommended improvements, however, the improvements offset the Project's cumulative effects on traffic under long-term (Year 2050) traffic conditions.

*Appendix F* presents the Year 2050 With Project Delay/LOS calculations for the key study intersections for the AM peak hour and PM peak hour.

**TABLE 7-3  
YEAR 2050 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Conditions		(2) Year 2050 Without Project Traffic Conditions		(3) Year 2050 With Project Traffic Conditions		(4) Exceeds LOS Thresholds	(5) Year 2050 With Project Traffic Conditions with Improvements
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS		
			Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No		
1. Archibald Avenue at SR-60 WB Ramps	D	AM	23.4	C	29.5	C	29.8	C	No	--
		PM	18.5	B	45.0	D	46.5	D	No	--
2. Archibald Avenue at SR-60 EB Ramps	D	AM	15.9	B	35.7	D	36.5	C	No	20.4
		PM	24.8	C	<b>108.3</b>	F	<b>110.7</b>	F	Yes	23.7
3. Archibald Avenue at Riverside Drive	E	AM	47.3	D	<b>168.1</b>	F	<b>171.9</b>	F	Yes	58.0
		PM	41.9	D	<b>257.2</b>	F	<b>266.2</b>	F	Yes	70.1
4. Archibald Avenue at Citrine Hills/Project Driveway	E	AM	<b>132.1</b>	F	-- <sup>13</sup>	F	14.2	B <sup>14</sup>	No	--
		PM	42.5	E	-- <sup>13</sup>	F	15.6	B <sup>14</sup>	No	--
5. Archibald Avenue at Chino Avenue	E	AM	23.5	C	<b>140.5</b>	F	<b>144.7</b>	F	Yes	71.7
		PM	28.1	C	<b>198.3</b>	F	<b>201.2</b>	F	Yes	76.2
6. Archibald Avenue at Schaefer Avenue	E	AM	7.3	A	17.1	B	17.2	B	No	--
		PM	6.9	A	28.7	C	29.1	C	No	--
7. Archibald Avenue at Ontario Ranch Road	E	AM	37.3	D	<b>793.9</b>	F	<b>794.7</b>	F	Yes	<b>286.3</b>
		PM	35.5	D	<b>783.2</b>	F	<b>783.2</b>	F	Yes	<b>293.6</b>

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

<sup>13</sup> The intersection delay (sec/veh) calculated exceeded the capabilities of HCM 6<sup>th</sup> Edition, therefore only the adverse LOS F condition was reported.

<sup>14</sup> Represents anticipated LOS with the proposed installation of a traffic signal at this intersection/Project Driveway.

**TABLE 7-3 (CONTINUED)**  
**YEAR 2050 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Conditions		(2) Year 2050 Without Project Traffic Conditions		(3) Year 2050 With Project Traffic Conditions		(4) Exceeds LOS Thresholds	(5) Year 2050 With Project Traffic Conditions with Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS		Delay (s/v)	LOS
8. Vineyard Avenue at Riverside Drive	E	AM	22.7	C	158.4	F	159.3	F	Yes	70.3	E
		PM	28.5	C	320.6	F	322.0	F	Yes	62.4	E
9. Turner Avenue at Riverside Drive	E	AM	34.8	C	35.1	D	35.2	D	No	--	--
		PM	23.6	C	29.5	C	29.8	C	No	--	--
10. Kinglet Avenue at Chino Avenue	E	AM	11.6	B	20.8	C	21.2	C	No	--	--
		PM	11.0	B	22.8	C	22.5	C	No	--	--
11. Old Archibald Avenue at Chino Avenue	E	AM	11.4	B	15.5	C	15.7	C	No	--	--
		PM	8.7	A	14.0	B	14.2	B	No	--	--
12. Turner Avenue at Chino Avenue	E	AM	12.9	B	15.3	C	15.3	C	No	--	--
		PM	9.8	A	14.6	B	14.8	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

## 8.0 INTERSECTION QUEUING ANALYSIS

### 8.1 Caltrans Off-Ramp Queueing Analysis

The *Caltrans Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance*, dated July 2020, provides direction on a simplified safety analysis approach that reduces the risk to all road users and that focuses on multi-modal conflict analysis as well as access management issues. District traffic safety staff are encouraged to consider the proposed Project's potential influence on safety on state roadways, including the following factors:

- Increased presence of pedestrians and bicyclists
- Degradation of the walking and bicycling environment and experience
- New pedestrian and bicyclist connection desires
- Multimodal conflict points, especially at intersections and project access locations
- Change in traffic mix such as an increase in bicyclists or pedestrians where features such as shoulders or sidewalks may not exist or are inconsistent with facility design (sidewalks, bike and multi-user paths, multimodal roadways, etc.)
- Increased vehicular speeds
- Transition between free flow and metered flow
- Increased traffic volumes
- Queuing at off-ramps resulting in slow or stopped traffic on the mainline or speed differentials between adjacent lanes
- Queuing exceeding turn pocket length that impedes through-traffic

The proposed Project does not take direct access from a State facility; however, an evaluation of the Project's potential impacts on queuing at Caltrans intersections was prepared in order to determine if the Project would cause, or contribute towards, slowing or stopped traffic on freeway mainline travel lanes, off-ramps, and State highway lanes that could result in unsafe speed differentials between adjacent lanes.

As such, a Caltrans queueing analysis was conducted for the freeway off-ramps at the intersections of Archibald Avenue at SR-60 WB Ramps (#1) and Archibald Avenue at SR-60 EB Ramps (#2) using the Highway Capacity Manual (HCM) 95<sup>th</sup> percentile queue methodology for signalized intersections. The queuing analysis was based on the forecast weekday AM and PM intersection turning movement volumes utilized in the level of service analyses. The existing lane configurations and storage lengths were determined based on a review of aerial maps of the subject intersections obtained from Google Earth and on field reviews conducted by LLG Engineers. An average vehicle length of 25 feet is assumed for purposes of this analysis.

### **8.1.1 Existing with Project Caltrans Queueing Analysis**

**Table 8-1** presents the queueing analyses results for the two (2) Caltrans study intersections. Column (1) presents the queuing results for existing AM and PM peak hour traffic conditions. Column (2) presents the results for Existing With Project traffic conditions. Column (3) presents the anticipated queueing results for with planned and/or recommended improvements, if any.

Review of columns (1) and (2) of *Table 8-1* indicates that the two (2) study intersections have queues that are adequately accommodated by the existing storage provided for Existing With Project traffic conditions. *Appendix C* presents the Existing and Existing With Project queueing calculations for the key study intersections for the AM peak hour and PM peak hour.

### **8.1.2 Year 2026 Caltrans Queueing Analysis**

**Table 8-2** presents the queueing analyses results for the two (2) Caltrans study intersections. Column (1) presents the queuing results for Year 2026 AM and PM peak hour traffic conditions. Column (2) presents the results for Year 2026 With Project traffic conditions. Column (3) presents the anticipated queueing results for with planned and/or recommended improvements, if any.

Review of columns (1) and (2) of *Table 8-2* indicates that the two (2) study intersections have queues that are adequately accommodated by the existing storage provided for Year 2026 With Project traffic conditions. *Appendix E* presents the Year 2026 Without Project and Year 2026 With Project calculations for the key study intersections for the AM peak hour and PM peak hour.

### **8.1.3 Year 2050 Caltrans Queueing Analysis**

**Table 8-3** presents the queueing analyses results for the two (2) Caltrans study intersections. Column (1) presents the queuing results for Year 2050 AM and PM peak hour traffic conditions. Column (2) presents the results for Year 2050 With Project traffic conditions. Column (3) presents the anticipated queueing results for with planned and/or recommended improvements, if any.

Review of columns (1) and (2) of *Table 8-3* indicates that the two (2) study intersections have queues that are adequately accommodated by the existing storage provided for Year 2050 With Project traffic conditions. *Appendix F* presents the Year 2050 Without Project and Year 2050 With Project calculations for the key study intersections for the AM peak hour and PM peak hour.



TABLE 8-1  
EXISTING PEAK HOUR CALTRANS OFF-RAMP QUEUING ANALYSIS

Key Intersections	Storage Provided (feet)	(1) Existing Traffic Conditions						(2) Existing with Project Traffic Conditions						(3) Existing with Project Traffic Conditions with Improvements					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)
1. Archibald Avenue at SR-60 WB Ramps <i>Westbound Left-Turn</i> <i>Westbound Left/Through/Right</i> <i>Eastbound Right-Turn</i>	360	295	Yes	196	Yes	297	Yes	198	Yes	297	Yes	198	Yes	297	Yes	198	Yes	297	Yes
	1,325	295	Yes	196	Yes	297	Yes	198	Yes	297	Yes	198	Yes	297	Yes	198	Yes	297	Yes
	360	284	Yes	160	Yes	286	Yes	157	Yes	286	Yes	157	Yes	286	Yes	157	Yes	286	Yes
2. Archibald Avenue at SR-60 EB Ramps <i>Eastbound Left-Turn</i> <i>Eastbound Left/Through/Right</i> <i>Eastbound Right-Turn</i>	325	236	Yes	125	Yes	238	Yes	117	Yes	238	Yes	117	Yes	238	Yes	117	Yes	238	Yes
	1,265	221	Yes	188	Yes	222	Yes	198	Yes	222	Yes	198	Yes	222	Yes	198	Yes	222	Yes
	325	212	Yes	169	Yes	214	Yes	178	Yes	214	Yes	178	Yes	214	Yes	178	Yes	214	Yes

**TABLE 8-2  
YEAR 2026 PEAK HOUR CALTRANS OFF-RAMP QUEUING ANALYSIS**

Key Intersections	Storage Provided (feet)	(1) Year 2026 without Project Traffic Conditions						(2) Year 2026 with Project Traffic Conditions						(3) Year 2026 with Project Traffic Conditions With Improvements					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	
1. Archibald Avenue at SR-60 WB Ramps <i>Westbound Left-Turn</i>	360	441	Yes <sup>15</sup>	301	Yes		463	Yes <sup>15</sup>		330	Yes		--	--		--	--		
	1,325	441	Yes	539	Yes		463	Yes		591	Yes		--	--		--	--		
	360	411	Yes <sup>15</sup>	144	Yes		432	Yes <sup>15</sup>		159	Yes		--	--		--	--		
2. Archibald Avenue at SR-60 EB Ramps <i>Eastbound Left-Turn</i>	325	406	Yes <sup>15</sup>	129	Yes		406	Yes <sup>15</sup>		127	Yes		--	--		--	--		
	1,265	557	Yes	720	Yes		578	Yes		725	Yes		--	--		--	--		
	325	444	Yes <sup>15</sup>	635	Yes <sup>15</sup>		451	Yes <sup>15</sup>		640	Yes <sup>15</sup>		--	--		--	--		

<sup>15</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated within the off-ramp.

**TABLE 8-3  
YEAR 2050 PEAK HOUR CALTRANS OFF-RAMP QUEUING ANALYSIS**

Key Intersections	Storage Provided (feet)	(1) Year 2050 without Project Traffic Conditions						(2) Year 2050 with Project Traffic Conditions						(3) Year 2050 with Project Traffic Conditions With Improvements					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	
1. Archibald Avenue at SR-60 WB Ramps	360	509	Yes <sup>16</sup>	425	Yes <sup>16</sup>	496	Yes <sup>16</sup>	431	Yes <sup>16</sup>	--	--	--	--	--	--	--	--	--	--
		509	Yes	686	Yes	496	Yes	712	Yes	--	--	--	--	--	--	--	--	--	--
		479	Yes <sup>16</sup>	276	Yes	465	Yes <sup>16</sup>	276	Yes	--	--	--	--	--	--	--	--	--	--
2. Archibald Avenue at SR-60 EB Ramps	325	612	Yes <sup>16</sup>	164	Yes	623	Yes <sup>16</sup>	164	Yes	--	--	--	--	--	--	--	--	--	--
		612	Yes	738	Yes	623	Yes	793	Yes	--	--	--	--	--	--	--	--	--	--
		563	Yes <sup>16</sup>	658	Yes <sup>16</sup>	572	Yes <sup>16</sup>	714	Yes <sup>16</sup>	--	--	--	--	--	--	--	--	--	--

<sup>16</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated within the off-ramp.

## 8.2 City of Ontario Turn Pocket Queueing Analysis

A vehicle queueing analysis was conducted at each signalized study intersection in addition to the intersection level of service analyses. The queueing analysis was prepared for the left-turn and right-turn pockets at each signalized intersection and was based on the Highway Capacity Manual (HCM) 95<sup>th</sup> percentile queue methodology for signalized intersections.

The queueing analysis was based on the forecast weekday AM and PM intersection turning movement volumes utilized in the level of service analyses. The existing lane configurations and storage lengths were determined based on a review of aerial maps of the subject intersections obtained from Google Earth and on field reviews conducted by LLG Engineers. An average vehicle length of 25 feet is assumed for purposes of this analysis.

### 8.2.1 Existing with Project Turn Pocket Queueing Analysis

*Table 8-4* presents the queueing analyses results for the nine (9) signalized study intersections. Column (1) presents the queueing results for existing AM and PM peak hour traffic conditions. Column (2) presents the results for Existing With Project traffic conditions. Column (3) presents the anticipated queueing results for with planned and/or recommended improvements, if any.

Review of columns (1) and (2) of *Table 8-4* indicates that five (5) out of the nine (9) signalized study intersections have queues which exceed the provided storage for Existing With Project traffic conditions. However, for all of the deficient approaches/intersections, the proposed Project either does not contribute to or adds less than one (1) vehicle to the queue, and therefore it has been concluded that improvements related to queueing are not required for Existing With Project traffic conditions.

*Appendix C* presents the Existing and Existing With Project queueing calculations for the key study intersections for the AM peak hour and PM peak hour.

### 8.2.2 Year 2026 Turn Pocket Queueing Analysis

*Table 8-5* presents the queueing analyses results for the nine (9) signalized study intersections. Column (1) presents the queueing results for Year 2026 AM and PM peak hour traffic conditions. Column (2) presents the results for Year 2026 With Project traffic conditions. Column (3) presents the anticipated queueing results for with planned and/or recommended improvements, if any.

Review of columns (1) and (2) of *Table 8-5* indicates that seven (7) out of the nine (9) signalized study intersections have queues which exceed the provided storage for Year 2026 With Project traffic conditions. However, for a number of deficient approaches, the proposed Project either does not contribute to or adds less than one (1) vehicle to the queue, and therefore it has been concluded that improvements are not required for those approaches. As such, the following four (4) intersections/approaches require improvements related to queueing:

- No. 1: Archibald Avenue at SR-60 WB Ramps
  - Northbound Left-Turn
- No. 2: Archibald Avenue at SR-60 EB Ramps
  - Northbound Right-Turn
- No. 3: Archibald Avenue at Riverside Drive
  - Northbound Left-Turn
  - Westbound Left-Turn
- No. 7: Archibald Avenue at Schaefer Avenue
  - Southbound Left-Turn
  - Southbound Right-Turn
  - Eastbound Left-Turn
  - Westbound Right-Turn

Review of column (3) of *Table 8-5* indicates that the implementation of planned and/or recommended improvements (detailed in *Section 9.0*) at the intersections of Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), and Archibald Avenue at Ontario Ranch Road (#7) will offset the Project’s cumulative effects and help improve the queues under near-term (Year 2026) traffic conditions.

The deficient queues for the northbound left-turn at Archibald Avenue at SR-60 WB Ramps (#1) is considered unavoidable since lengthening the turn pocket is considered infeasible. As such, improvements at this location are not recommended.

It should be noted that although the intersections of Archibald Avenue at Chino Avenue (#5), and Vineyard Avenue at Riverside Drive (#8) does not require improvements related to queueing, the implementation of planned and/or recommended improvements at the intersection will help improve the queues at the intersections.

*Appendix E* presents the Year 2026 Without Project and Year 2026 With Project calculations for the key study intersections for the AM peak hour and PM peak hour.

### **8.2.3 Year 2050 Turn Pocket Queueing Analysis**

*Table 8-6* presents the queueing analyses results for the nine (9) signalized study intersections. Column (1) presents the queueing results for Year 2050 AM and PM peak hour traffic conditions. Column (2) presents the results for Year 2050 With Project traffic conditions. Column (3) presents the anticipated queueing results for with planned and/or recommended improvements, if any.

Review of columns (1) and (2) of *Table 8-6* indicates that eight (8) out of the nine (9) signalized study intersections have queues which exceed the provided storage for Year 2050 With Project traffic conditions. However, for a number of deficient approaches, the proposed Project either does not contribute to or adds less than one (1) vehicle to the queue, and therefore it has been concluded that improvements are not required for those approaches. As such, the following five (5) intersections/approaches require improvements related to queueing:



- No. 1: Archibald Avenue at SR-60 WB Ramps
  - Northbound Left-Turn
- No. 2: Archibald Avenue at SR-60 EB Ramps
  - Northbound Right-Turn
- No. 3: Archibald Avenue at Riverside Drive
  - Northbound Left-Turn
  - Westbound Left-Turn
- No. 5: Archibald Avenue at Chino Avenue
  - Southbound Left-Turn
- No. 7: Archibald Avenue at Schaefer Avenue
  - Southbound Left-Turn
  - Southbound Right-Turn
  - Eastbound Left-Turn
  - Westbound Right-Turn

Review of column (3) of *Table 8-6* indicates that the implementation of planned and/or recommended improvements (detailed in *Section 9.0*) at the intersections of Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), and Archibald Avenue at Ontario Ranch Road (#7) will offset the Project's cumulative effects and help improve the queues under long-term (Year 2050) traffic conditions.

The deficient queues for the northbound left-turn at Archibald Avenue at SR-60 WB Ramps (#1) is considered unavoidable since lengthening the turn pocket is considered infeasible. As such, improvements at this location are not recommended.

It should be noted that although the intersection of Vineyard Avenue at Riverside Drive (#8) does not require improvements related to queueing, the implementation of planned and/or recommended improvements at the intersection will help improve the queues at the intersection.

*Appendix F* presents the Year 2050 Without Project and Year 2050 With Project calculations for the key study intersections for the AM peak hour and PM peak hour.

**TABLE 8-4  
EXISTING PEAK HOUR TURN POCKET QUEUING ANALYSIS**

Key Intersections	Storage Provided (feet)	(1) Existing Traffic Conditions						(2) Existing with Project Traffic Conditions						(3) Existing with Project Traffic Conditions with Improvements					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)
1. Archibald Avenue at SR-60 WB Ramps <i>Northbound Left-Turn<sup>17</sup></i> <i>Southbound Right-Turn</i>	305	258	Yes	200	Yes	265	Yes	206	Yes	206	Yes	--	--	--	--	--	--	--	
	125	80	Yes	130	Yes <sup>18</sup>	81	Yes	135	Yes <sup>18</sup>	--	--	--	--	--	--	--	--	--	
2. Archibald Avenue at SR-60 EB Ramps <i>Northbound Right-Turn</i> <i>Southbound Left-Turn</i>	250	272	Yes <sup>18</sup>	703	No	281	Yes <sup>18</sup>	707	No	--	--	--	--	--	--	--	--	--	
	305	59	Yes	404	No	59	Yes	389	No	--	--	--	--	--	--	--	--	--	
3. Archibald Avenue at Riverside Drive <i>Northbound Left-Turn</i> <i>Southbound Left-Turn</i> <i>Eastbound Left-Turn</i> <i>Westbound Left-Turn</i>	205	405	No	250	Yes <sup>18</sup>	413	No	255	Yes <sup>18</sup>	--	--	--	--	--	--	--	--	--	
	150	260	Yes <sup>18</sup>	263	Yes <sup>18</sup>	260	Yes <sup>18</sup>	272	Yes <sup>18</sup>	--	--	--	--	--	--	--	--	--	
	150	276	No	314	No	276	No	314	No	--	--	--	--	--	--	--	--	--	
	150	167	Yes <sup>18</sup>	158	Yes <sup>18</sup>	170	Yes <sup>18</sup>	174	Yes <sup>18</sup>	--	--	--	--	--	--	--	--	--	
4. Archibald Avenue at Citrine Hills/Project Driveway <sup>19</sup> <i>Northbound Left-Turn</i> <i>Southbound Left-Turn</i>	100	--	--	--	--	25	Yes	36	Yes	--	--	--	--	--	--	--	--	--	
	195	--	--	--	--	59	Yes	120	Yes	--	--	--	--	--	--	--	--	--	
5. Archibald Avenue at Chino Avenue <i>Northbound Left-Turn</i> <i>Southbound Left-Turn</i> <i>Eastbound Left-Turn</i> <i>Westbound Left-Turn</i> <i>Westbound Right-Turn</i>	225	204	Yes	85	Yes	204	Yes	85	Yes	--	--	--	--	--	--	--	--	--	
	110	82	Yes	105	Yes	89	Yes	109	Yes	--	--	--	--	--	--	--	--	--	
	150	141	Yes	205	No	141	Yes	206	No	--	--	--	--	--	--	--	--	--	
	160	32	Yes	25	Yes	32	Yes	25	Yes	--	--	--	--	--	--	--	--	--	
	160	154	Yes	55	Yes	156	Yes	61	Yes	--	--	--	--	--	--	--	--	--	

<sup>17</sup> Movement consists of dual left-turn lanes.

<sup>18</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated within the transition area of the turn pocket.

<sup>19</sup> The proposed Project will include the installation of a five-phase traffic signal at the intersection of Archibald Avenue at Citrine Hills and restriping the intersection to accommodate a northbound left-turn pocket into the Project site.

TABLE 8-4 (CONTINUED)  
EXISTING PEAK HOUR TURN POCKET QUEUING ANALYSIS

Key Intersections	Storage Provided (feet)	(1) Existing Traffic Conditions				(2) Existing with Project Traffic Conditions				(3) Existing with Project Traffic Conditions with Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)
6. Archibald Avenue at Schaefer Avenue Northbound Left-Turn Southbound Left-Turn Westbound Left-Turn Westbound Right-Turn	325	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	--	--
	305	71	Yes	139	Yes	71	Yes	140	Yes	140	Yes	--	--
	195	35	Yes	25	Yes	35	Yes	25	Yes	25	Yes	--	--
	190	68	Yes	25	Yes	68	Yes	25	Yes	25	Yes	--	--
7. Archibald Avenue at Ontario Ranch Road Northbound Left-Turn Northbound Right-Turn Southbound Left-Turn Southbound Right-Turn Eastbound Left-Turn <sup>21</sup> Eastbound Right-Turn <sup>22</sup> Westbound Left-Turn <sup>23</sup> Westbound Right-Turn	495	242	Yes	149	Yes	242	Yes	149	Yes	149	Yes	--	--
	280	190	Yes	236	Yes	190	Yes	237	Yes	237	Yes	--	--
	325	125	Yes	193	Yes	137	Yes	199	Yes	199	Yes	--	--
	50	69	Yes <sup>20</sup>	53	Yes <sup>20</sup>	73	Yes <sup>20</sup>	56	Yes <sup>20</sup>	56	Yes <sup>20</sup>	--	--
	250	34	Yes	91	Yes	36	Yes	96	Yes	96	Yes	--	--
	385	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	--	--
	465	169	Yes	190	Yes	169	Yes	190	Yes	190	Yes	--	--
	460	124	Yes	77	Yes	127	Yes	83	Yes	83	Yes	--	--
8. Vineyard Avenue at Riverside Drive Southbound Left-Turn Southbound Right-Turn Eastbound Left-Turn	110	220	Yes <sup>23</sup>	475	No	220	Yes <sup>23</sup>	475	No	475	No	--	--
	110	252	Yes <sup>23</sup>	125	Yes <sup>23</sup>	252	Yes <sup>23</sup>	125	Yes <sup>23</sup>	125	Yes <sup>23</sup>	--	--
	55	231	Yes <sup>23</sup>	184	Yes <sup>23</sup>	231	Yes <sup>23</sup>	184	Yes <sup>23</sup>	184	Yes <sup>23</sup>	--	--

20 Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated within the transition area of the turn pocket.  
 21 Movement consists of dual left-turn lanes.  
 22 Right-turn is a free movement.  
 23 Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated upstream of the turn pocket.

TABLE 8-4 (CONTINUED)  
EXISTING PEAK HOUR TURN POCKET QUEUING ANALYSIS

Key Intersections	Storage Provided (feet)	(1) Existing Traffic Conditions				(2) Existing with Project Traffic Conditions				(3) Existing with Project Traffic Conditions with Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)
9. Turner Avenue at Riverside Drive	Northbound Left-Turn	287	No	125	Yes	287	No	130	Yes	--	--	--	--
	Southbound Left-Turn	145	Yes <sup>24</sup>	25	Yes	145	Yes <sup>24</sup>	25	Yes	--	--	--	--
	Eastbound Left-Turn	208	Yes <sup>25</sup>	142	Yes <sup>25</sup>	208	Yes <sup>25</sup>	142	Yes <sup>25</sup>	--	--	--	--
	Westbound Left-Turn	136	Yes <sup>24</sup>	129	Yes <sup>24</sup>	136	Yes <sup>24</sup>	129	Yes <sup>24</sup>	--	--	--	--

<sup>24</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated within the transition area of the turn pocket.

<sup>25</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated upstream of the turn pocket.

TABLE 8-5  
YEAR 2026 PEAK HOUR TURN POCKET QUEUING ANALYSIS

Key Intersections	Storage Provided (feet)	(1) Year 2026 without Project Traffic Conditions						(2) Year 2026 with Project Traffic Conditions						(3) Year 2026 with Project Traffic Conditions with Improvements					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	
1. Archibald Avenue at SR-60 WB Ramps <i>Northbound Left-Turn<sup>26</sup></i> <i>Southbound Right-Turn</i>	305	No	No	403	No	No	387	No	446	No	No	--	--	--	--	--	--	--	--
	125	Yes	No	319	No	Yes <sup>27</sup>	129	Yes <sup>27</sup>	341	No	No	--	--	--	--	--	--	--	--
2. Archibald Avenue at SR-60 EB Ramps <i>Northbound Right-Turn<sup>28</sup></i> <i>Southbound Left-Turn</i>	250	No	No	2715	No	No	1113	No	2832	No	No	25	Yes	25	Yes	25	Yes	25	Yes
	305	Yes	No	890	No	No	93	Yes	890	No	No	65	Yes	343	No	No	No	No	No
3. Archibald Avenue at Riverside Drive <i>Northbound Left-Turn<sup>29</sup></i> <i>Southbound Left-Turn</i> <i>Southbound Right-Turn<sup>30</sup></i> <i>Eastbound Left-Turn<sup>29</sup></i> <i>Eastbound Right-Turn<sup>30</sup></i> <i>Westbound Left-Turn</i>	205	No	No	1501	No	No	1286	No	1521	No	No	474	No	552	No	No	No	No	No
	150	No	No	600	No	No	412	No	600	No	No	262	Yes <sup>27</sup>	357	No	No	No	No	No
	315	--	--	--	--	--	--	--	--	--	--	235	Yes	257	Yes	Yes	Yes	Yes	Yes
	150	693	No	892	No	No	693	No	892	No	No	249	No	311	No	No	No	No	No
	935	--	--	--	--	--	--	--	--	--	--	409	Yes	934	Yes	Yes	Yes	Yes	Yes
	150	218	Yes <sup>27</sup>	No	385	No	No	224	Yes <sup>27</sup>	419	No	No	205	Yes <sup>27</sup>	309	No	No	No	No
4. Archibald Avenue at Citrine Hills/Project Driveway <sup>31</sup> <i>Northbound Left-Turn</i> <i>Southbound Left-Turn</i>	100	--	--	--	--	--	25	Yes	50	Yes	Yes	--	--	--	--	--	--	--	--
	195	--	--	--	--	--	73	Yes	183	Yes	Yes	--	--	--	--	--	--	--	--

<sup>26</sup> Movement consists of dual left-turn lanes.

<sup>27</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated within the transition area of the turn pocket.

<sup>28</sup> Year 2026 with Project traffic conditions with improvements includes modifying the traffic signal to accommodate a free-right turn in the northbound direction.

<sup>29</sup> Year 2026 with Project traffic conditions with improvements includes the construction of a second left-turn lane. It is assumed that the storage for each lane is consistent with the existing storage.

<sup>30</sup> Year 2026 with Project traffic conditions with improvements includes the construction of a southbound and eastbound right-turn lane.

<sup>31</sup> The proposed Project will include the installation of a five-phase traffic signal at the intersection of Archibald Avenue at Citrine Hills and restriping the intersection to accommodate a northbound left-turn pocket into the Project site.



**TABLE 8-5 (CONTINUED)**  
**YEAR 2026 PEAK HOUR TURN POCKET QUEUING ANALYSIS**

Key Intersections	Storage Provided (feet)	(1) Year 2026 without Project Traffic Conditions						(2) Year 2026 with Project Traffic Conditions						(3) Year 2026 with Project Traffic Conditions with Improvements						
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		
5. Archibald Avenue at Chino Avenue	Northbound Left-Turn	406	No	230	Yes <sup>32</sup>	371	No	230	Yes <sup>32</sup>	253	Yes <sup>32</sup>	197	Yes	253	Yes <sup>32</sup>	197	Yes	253	Yes <sup>32</sup>	
	Southbound Left-Turn	157	Yes <sup>33</sup>	232	Yes <sup>33</sup>	186	Yes <sup>33</sup>	246	Yes <sup>33</sup>	135	Yes <sup>33</sup>	246	Yes <sup>33</sup>	135	Yes <sup>33</sup>	246	Yes <sup>33</sup>	135	Yes <sup>33</sup>	
	Eastbound Left-Turn	229	No	272	No	220	No	357	No	157	Yes <sup>32</sup>	271	No	157	Yes <sup>32</sup>	271	No	157	Yes <sup>32</sup>	
	Westbound Left-Turn	60	Yes	34	Yes	63	Yes	34	Yes	49	Yes	34	Yes	49	Yes	34	Yes	49	Yes	
	Westbound Right-Turn	286	Yes <sup>33</sup>	174	Yes <sup>33</sup>	300	Yes <sup>33</sup>	174	Yes <sup>33</sup>	241	Yes <sup>33</sup>	164	Yes <sup>33</sup>	241	Yes <sup>33</sup>	164	Yes <sup>33</sup>	241	Yes <sup>33</sup>	
6. Archibald Avenue at Schaefer Avenue	Northbound Left-Turn	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	--	--	25	Yes	--	--	25	Yes	
	Southbound Left-Turn	78	Yes	194	Yes	83	Yes	195	Yes	195	Yes	--	--	195	Yes	--	--	195	Yes	
	Westbound Left-Turn	170	Yes	196	Yes <sup>33</sup>	181	Yes	196	Yes <sup>33</sup>	196	Yes <sup>33</sup>	--	--	196	Yes <sup>33</sup>	--	--	196	Yes <sup>33</sup>	
	Westbound Right-Turn	67	Yes	29	Yes	71	Yes	29	Yes	29	Yes	--	--	29	Yes	--	--	29	Yes	
7. Archibald Avenue at Ontario Ranch Road	Northbound Left-Turn <sup>34</sup>	2550	No	1696	No	2550	No	1733	No	1111	No	596	No	1111	No	596	No	1111	No	
	Northbound Right-Turn <sup>35</sup>	877	No	5262	No	764	No	5302	No	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	
	Southbound Left-Turn <sup>34</sup>	1286	No	2192	No	1465	No	2210	No	767	No	1093	No	767	No	1093	No	767	No	
	Southbound Right-Turn	2097	No	1164	No	2122	No	1185	No	1284	No	623	No	1284	No	623	No	1284	No	
	Eastbound Left-Turn <sup>36</sup>	767	No	2139	No	773	No	2186	No	627	No	1999	No	627	No	1999	No	627	No	
	Eastbound Right-Turn <sup>37</sup>	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	
	Westbound Left-Turn <sup>21</sup>	2948	No	1563	No	2948	No	1563	No	2880	No	1483	No	2880	No	1483	No	2880	No	
	Westbound Right-Turn	426	Yes	662	No	428	Yes	630	No	382	Yes	571	No	382	Yes	571	No	382	Yes	

<sup>32</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated within the transition area of the turn pocket.

<sup>33</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated upstream of the turn pocket.

<sup>34</sup> Year 2026 with Project traffic conditions with improvements includes the construction of a second left-turn lane. It is assumed that the storage for each lane is consistent with the existing storage.

<sup>35</sup> Year 2026 with Project traffic conditions with improvements includes modifying the traffic signal to accommodate a free-right turn in the northbound direction.

<sup>36</sup> Movement consists of dual left-turn lanes.

<sup>37</sup> Right-turn is a free movement.

**TABLE 8-5 (CONTINUED)  
YEAR 2026 PEAK HOUR TURN POCKET QUEUING ANALYSIS**

Key Intersections	Storage Provided (feet)	(1) Year 2026 without Project Traffic Conditions						(2) Year 2026 with Project Traffic Conditions						(3) Year 2026 with Project Traffic Conditions with Improvements					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	
8. Vineyard Avenue at Riverside Drive	Southbound Left-Turn <sup>38</sup>	274	Yes <sup>39</sup>	1173	No	274	Yes <sup>39</sup>	1226	No	132	Yes <sup>39</sup>	425	No						
	Southbound Right-Turn	246	Yes <sup>39</sup>	181	Yes <sup>39</sup>	246	Yes <sup>39</sup>	184	Yes <sup>39</sup>	261	Yes <sup>39</sup>	220	Yes <sup>39</sup>						
	Eastbound Left-Turn	236	Yes <sup>39</sup>	239	Yes <sup>39</sup>	236	Yes <sup>39</sup>	242	Yes <sup>39</sup>	236	Yes <sup>39</sup>	239	Yes <sup>39</sup>						
9. Turner Avenue at Riverside Drive	Northbound Left-Turn	240	No	136	Yes	240	Yes	136	No	136	Yes	--	--						
	Southbound Left-Turn	118	Yes <sup>40</sup>	27	Yes	118	Yes <sup>40</sup>	27	Yes <sup>40</sup>	--	Yes	--	--						
	Eastbound Left-Turn	171	Yes <sup>39</sup>	154	Yes <sup>39</sup>	171	Yes <sup>39</sup>	154	Yes <sup>39</sup>	--	Yes <sup>39</sup>	--	--						
	Westbound Left-Turn	114	Yes <sup>39</sup>	148	Yes <sup>39</sup>	114	Yes <sup>39</sup>	148	Yes <sup>39</sup>	--	Yes <sup>39</sup>	--	--						

<sup>38</sup> Year 2026 with Project traffic conditions with improvements includes the construction of a second left-turn lane. It is assumed that the storage for each lane is consistent with the existing storage.

<sup>39</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated upstream of the turn pocket.

<sup>40</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated within the transition area of the turn pocket.

**TABLE 8-6  
YEAR 2050 PEAK HOUR TURN POCKET QUEUING ANALYSIS**

Key Intersections	Storage Provided (feet)	(1) Year 2050 without Project Traffic Conditions						(2) Year 2050 with Project Traffic Conditions						(3) Year 2050 with Project Traffic Conditions with Improvements					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Adequate Storage (Yes/No)
1. Archibald Avenue at SR-60 WB Ramps <i>Northbound Left-Turn<sup>41</sup></i> <i>Southbound Right-Turn</i>	305	415	No	No	503	No	401	No	524	No	--	--	--	--	--	--	--	--	
	125	155	No	No	345	No	149	No	345	No	--	--	--	--	--	--	--	--	
2. Archibald Avenue at SR-60 EB Ramps <i>Northbound Right-Turn<sup>42</sup></i> <i>Southbound Left-Turn</i>	250	1151	No	No	2966	No	1190	No	3007	No	25	Yes	25	Yes	25	Yes	25	Yes	
	305	174	Yes	No	1128	No	174	Yes	1128	No	116	Yes	116	Yes	415	No	415	No	
3. Archibald Avenue at Riverside Drive <i>Northbound Left-Turn<sup>43</sup></i> <i>Southbound Left-Turn</i> <i>Southbound Right-Turn<sup>44</sup></i> <i>Eastbound Left-Turn<sup>45</sup></i> <i>Eastbound Right-Turn<sup>44</sup></i> <i>Westbound Left-Turn</i>	205	1357	No	No	1617	No	1382	No	1637	No	583	No	583	No	620	No	620	No	
	150	528	No	No	410	No	528	No	409	No	414	No	414	No	622	No	622	No	
	315	--	--	--	--	--	--	--	--	--	260	Yes	260	Yes	313	Yes	313	Yes	
	150	849	No	No	909	No	849	No	852	No	276	No	276	No	261	No	261	No	
	935	--	--	--	--	--	--	--	--	--	401	Yes	401	Yes	886	Yes	886	Yes	
150	509	No	No	629	No	519	No	658	No	406	No	406	No	485	No	485	No		
4. Archibald Avenue at Citrine Hills/Project Driveway <sup>45</sup> <i>Northbound Left-Turn</i> <i>Southbound Left-Turn</i>	100	--	--	--	--	--	25	Yes	50	Yes	--	--	--	--	--	--	--	--	
	195	--	--	--	--	--	75	Yes	189	Yes	--	--	--	--	--	--	--	--	

41 Movement consists of dual left-turn lanes.

42 Year 2050 with Project traffic conditions with improvements includes modifying the traffic signal to accommodate a free-right turn in the northbound direction.

43 Year 2050 with Project traffic conditions with improvements includes the construction of a second left-turn lane. It is assumed that the storage for each lane is consistent with the existing storage.

44 Year 2050 with Project traffic conditions with improvements includes the construction of a southbound and eastbound right-turn lane.

45 The proposed Project will include the installation of a five-phase traffic signal at the intersection of Archibald Avenue at Citrine Hills and restriping the intersection to accommodate a northbound left-turn pocket into the Project site.

**TABLE 8-6 (CONTINUED)**  
**YEAR 2050 PEAK HOUR TURN POCKET QUEUING ANALYSIS**

Key Intersections	Storage Provided (feet)	Year 2050 without Project Traffic Conditions (1)						Year 2050 with Project Traffic Conditions (2)						Year 2050 with Project Traffic Conditions with Improvements (3)						
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)		
5. Archibald Avenue at Chino Avenue	Northbound Left-Turn	1077	No	826	No	1077	No	826	No	1077	No	826	No	728	No	556	No	556	No	556
	Southbound Left-Turn	435	No	308	No	458	No	325	No	371	No	325	No	371	No	250	No	250	No	250
	Eastbound Left-Turn	440	No	285	No	440	No	287	No	533	No	369	No	533	No	369	No	369	No	369
	Eastbound Right-Turn <sup>46</sup>	--	--	--	--	--	--	--	--	--	--	--	--	178	Yes	298	Yes	298	Yes	298
	Westbound Left-Turn	66	Yes	126	Yes	66	Yes	126	Yes	66	Yes	126	Yes	66	Yes	126	Yes	126	Yes	126
	Westbound Right-Turn	422	No	201	Yes <sup>47</sup>	430	No	207	Yes <sup>47</sup>	430	No	207	Yes <sup>47</sup>	376	Yes <sup>47</sup>	211	Yes <sup>47</sup>	211	Yes <sup>47</sup>	211
6. Archibald Avenue at Schaefer Avenue	Northbound Left-Turn	25	Yes	26	Yes	25	Yes	26	Yes	25	Yes	26	Yes	--	--	--	--	--	--	--
	Southbound Left-Turn	171	Yes	515	No	149	Yes	531	No	149	Yes	531	No	--	--	--	--	--	--	--
	Westbound Left-Turn	164	Yes	179	Yes	164	Yes	189	Yes	164	Yes	189	Yes	--	--	--	--	--	--	--
	Westbound Right-Turn	259	Yes <sup>47</sup>	68	Yes	259	Yes <sup>47</sup>	72	Yes	259	Yes <sup>47</sup>	72	Yes	--	--	--	--	--	--	--
7. Archibald Avenue at Ontario Ranch Road	Northbound Left-Turn <sup>48</sup>	2666	No	1769	No	2667	No	1769	No	2667	No	1769	No	1156	No	615	No	615	No	615
	Northbound Right-Turn <sup>49</sup>	903	No	5609	No	825	No	5608	No	825	No	5608	No	25	Yes	25	Yes	25	Yes	25
	Southbound Left-Turn <sup>48</sup>	1445	No	2282	No	1573	No	2304	No	1573	No	2304	No	795	No	1136	No	1136	No	1136
	Southbound Right-Turn	2175	No	1203	No	2206	No	1220	No	2206	No	1326	No	643	No	643	No	643	No	643
	Eastbound Left-Turn <sup>50</sup>	797	No	2229	No	802	No	2245	No	802	No	2245	No	646	No	2081	No	2081	No	2081
	Eastbound Right-Turn <sup>51</sup>	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	25	Yes	25
Westbound Left-Turn <sup>21</sup>	3005	No	1628	No	3005	No	1628	No	3005	No	1628	No	3005	No	1496	No	1496	No	1496	
Westbound Right-Turn	442	Yes	682	No	444	Yes	700	No	444	Yes	700	No	396	Yes	592	No	592	No	592	

<sup>46</sup> Year 2050 with Project traffic conditions with improvements includes the construction of an eastbound right-turn lane.

<sup>47</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated upstream of the turn pocket.

<sup>48</sup> Year 2050 with Project traffic conditions with improvements includes the construction of a second left-turn lane. It is assumed that the storage for each lane is consistent with the existing storage.

<sup>49</sup> Year 2050 with Project traffic conditions with improvements includes modifying the traffic signal to accommodate a free-right turn in the northbound direction.

<sup>50</sup> Movement consists of dual left-turn lanes.

<sup>51</sup> Right-turn is a free movement.

**TABLE 8-6 (CONTINUED)**  
**YEAR 2050 PEAK HOUR TURN POCKET QUEUING ANALYSIS**

Key Intersections	Storage Provided (feet)	(1) Year 2050 without Project Traffic Conditions						(2) Year 2050 with Project Traffic Conditions						(3) Year 2050 with Project Traffic Conditions with Improvements					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/Min. Storage Required	Adequate Storage (Yes/No)
8. Vineyard Avenue at Riverside Drive <sup>52</sup>	Northbound Left-Turn	110	Yes	64	Yes	110	Yes	64	Yes	110	Yes	64	Yes	110	Yes	64	Yes	64	Yes
	Southbound Left-Turn <sup>53</sup>	706	No	2980	No	706	No	2980	No	706	No	2980	No	706	No	2980	No	619	No
	Southbound Right-Turn <sup>54</sup>	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	294	Yes
	Eastbound Left-Turn	55	No	480	No	1106	No	480	No	1106	No	480	No	1106	No	480	No	331	No
	Eastbound Right-Turn <sup>54</sup>	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	149	Yes
	Westbound Left-Turn	270	Yes	368	No	30	Yes	368	No	30	Yes	368	No	30	Yes	368	No	268	Yes
9. Turner Avenue at Riverside Drive	Westbound Right-Turn <sup>54</sup>	1,060	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	461	Yes
	Northbound Left-Turn	145	No	154	Yes <sup>55</sup>	260	No	158	Yes <sup>55</sup>	260	No	158	Yes <sup>55</sup>	260	No	158	Yes <sup>55</sup>	--	--
	Southbound Left-Turn	105	No	55	Yes	194	No	58	Yes	194	No	58	Yes	194	No	58	Yes	--	--
	Eastbound Left-Turn	100	Yes <sup>55</sup>	171	Yes <sup>55</sup>	219	Yes <sup>55</sup>	181	Yes <sup>55</sup>	219	Yes <sup>55</sup>	181	Yes <sup>55</sup>	219	Yes <sup>55</sup>	181	Yes <sup>55</sup>	--	--
Westbound Left-Turn	100	Yes <sup>55</sup>	228	Yes <sup>55</sup>	121	Yes <sup>55</sup>	237	Yes <sup>55</sup>	121	Yes <sup>55</sup>	237	Yes <sup>55</sup>	121	Yes <sup>55</sup>	237	Yes <sup>55</sup>	--	--	

<sup>52</sup> Consistent with *The Ontario Plan (TOP)*, Year 2050 Buildout traffic conditions includes the extension of Vineyard Avenue south of Riverside Drive.  
<sup>53</sup> Year 2050 with Project traffic conditions with improvements includes the construction of a second left-turn lane. It is assumed that the storage for each lane is consistent with the existing storage.  
<sup>54</sup> Year 2050 with Project traffic conditions with improvements includes the construction of a southbound, eastbound, and westbound right-turn lane.  
<sup>55</sup> Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated upstream of the turn pocket.



## 9.0 AREA-WIDE TRAFFIC IMPROVEMENTS

For the intersections where projected traffic volumes are expected to result in poor operating conditions, this report recommends (identifies) improvements, which change the intersection geometry to increase capacity. These capacity enhancing improvements usually involve roadway widening and/or restriping to reconfigure or add lanes to various approaches of a key intersection. The proposed improvements are expected to offset the impact of future traffic and improve Levels of Service to an acceptable range and/or to pre-Project conditions.

Transportation improvements throughout San Bernardino County are funded through a combination of direct implementation of recommended improvements by the Project, fair share contributions or development impact fee programs. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

### 9.1 Project Specific Improvements

The following Project design features are to be implemented in conjunction with development of the proposed Project to ensure adequate access and egress to the site is provided and have been included in Existing With Project, Year 2026 With Project and Year 2050 With Project traffic conditions:

- No. 4 – Archibald Avenue at Citrine Hills/Project Driveway: Construct west leg and provide one shared eastbound left-turn/through/right-turn lane and one inbound lane. Widen and/or restripe to provide an exclusive northbound left-turn lane. Install a five-phase traffic signal.

### 9.2 Year 2050 Planned Improvements

The following improvements are planned to be implemented by The City of Ontario by Year 2050 traffic conditions and have been included as part of the background traffic conditions:

- No. 8 – Vineyard Avenue at Riverside Drive: Construct south leg and provide one exclusive northbound left-turn lane, a northbound shared through/right lane, and one receiving lane. Restripe the southbound right-turn lane to a shared through/right lane. Widen and/or restripe to provide an exclusive westbound left-turn lane. Modify the existing traffic signal to incorporate eight-phase operation.

### 9.3 Recommended Improvements

#### 9.3.1 Existing With Project Recommended Improvements

The results of the intersection level of service analyses for Existing With Project peak hour traffic conditions indicate that the twelve (12) study intersections are forecast to continue to operate at acceptable service levels. As there are no deficiencies, no traffic improvements are required under this traffic scenario.

### 9.3.2 Year 2026 With Project Recommended Improvements

The following improvements listed below have been identified to either improve the service levels to an acceptable LOS or to offset the effect of cumulative traffic and Project traffic, for Year 2026 With Project traffic conditions:

- No. 2 – Archibald Avenue at SR-60 EB Ramps: Construct a third departure lane on the freeway on-ramp. Modify the existing traffic signal to include a free movement for the northbound right-turn. These improvements are subject to the approval of the Caltrans.
- No. 3 – Archibald Avenue at Riverside Drive: Widen and/or restripe the south leg to provide a second northbound left-turn lane. Widen and/or restripe the north leg to provide an exclusive southbound right-turn lane. Widen and/or restripe the west leg to provide a second eastbound left-turn lane, a third eastbound through lane, an exclusive eastbound right-turn lane, and a third westbound departure lane. Widen and/or restripe the east leg to provide a third westbound through lane and a third eastbound departure lane. Modify the existing traffic signal and provide an eastbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.
- No. 5 – Archibald Avenue at Chino Avenue: Widen and/or restripe the north leg to provide a third southbound through lane. Widen and/or restripe the south leg to provide a third southbound departure lane. Modify the existing traffic signal as needed. These improvements are subject to the approval of the City of Ontario.
- No. 7 – Archibald Avenue at Ontario Ranch Road: Restripe the south leg to provide a second northbound left-turn lane, a third northbound through lane, and a third southbound departure lane. Widen and/or restripe the north leg to provide a second southbound left-turn lane, a third southbound through lane, and a third northbound departure lane. Widen and/or restripe the west leg to provide two additional eastbound through lanes and three additional westbound departure lanes. Widen and/or restripe the east leg to provide three additional westbound through lanes and two additional eastbound departure lanes. Modify the existing traffic signal and provide a northbound free-right turn, a southbound right-turn overlap phase, and a westbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.
- No. 8 – Vineyard Avenue at Riverside Drive: Widen and/or restripe the north leg to provide a second southbound left-turn lane. Widen and/or restripe the east leg to provide a second eastbound departure lane. Modify the existing traffic signal as needed. These improvements are subject to the approval of the City of Ontario.

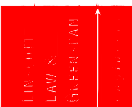
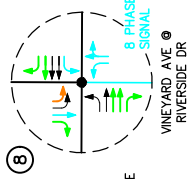
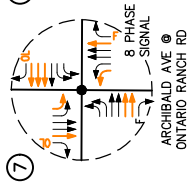
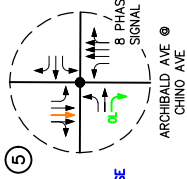
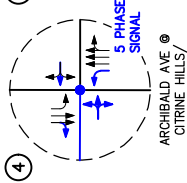
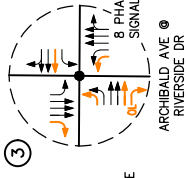
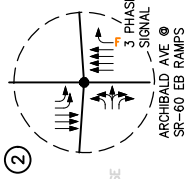
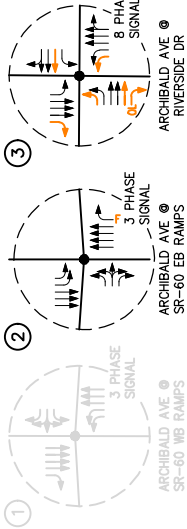
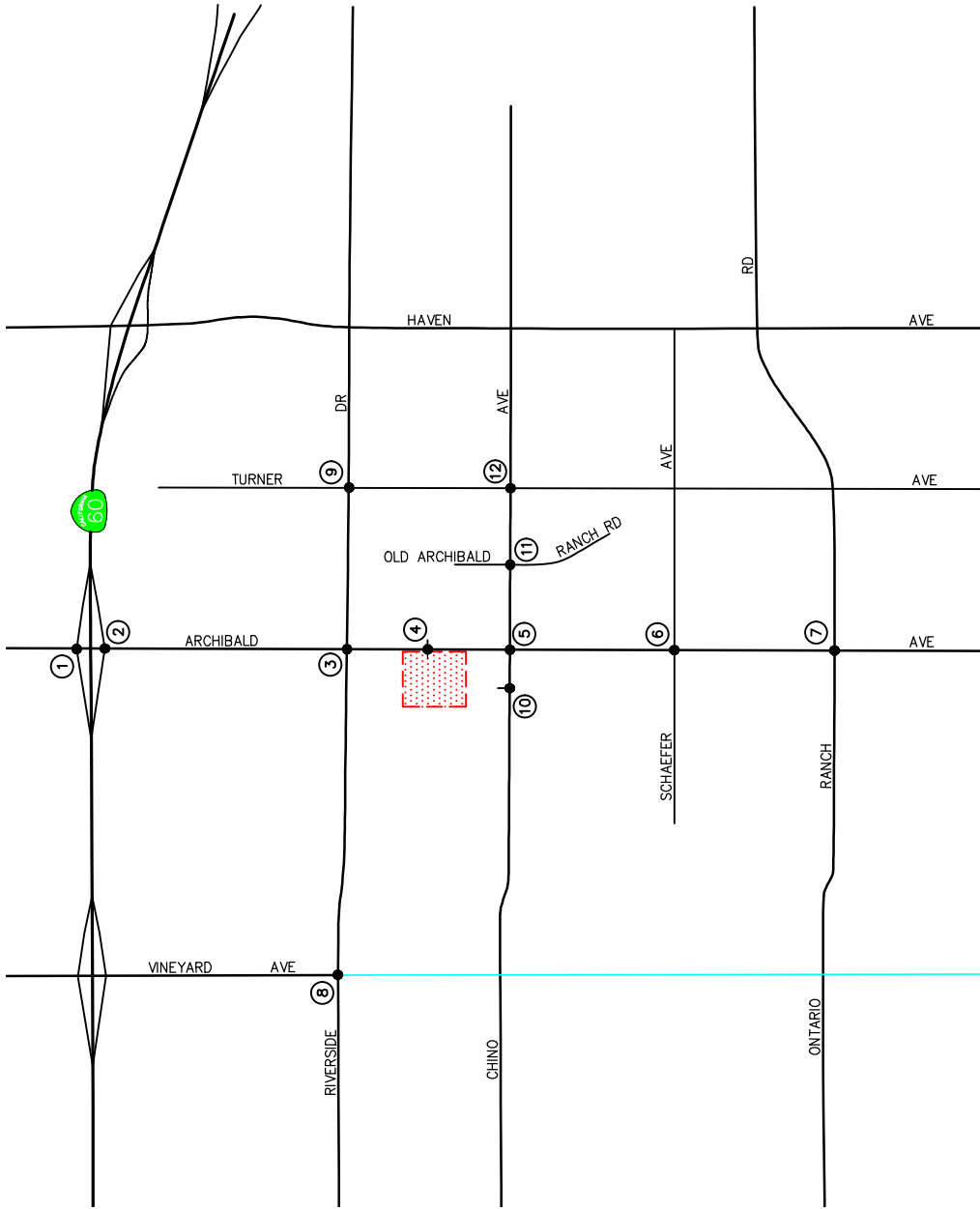
### 9.3.3 Year 2050 With Project Recommended Improvements

The following improvements listed below have been identified to either improve the service levels to an acceptable LOS or to offset the effect of cumulative traffic and Project traffic, for Year 2050 With Project traffic conditions:

- No. 2 – Archibald Avenue at SR-60 EB Ramps: *(Same as those identified in Section 9.3.2)* Construct a third departure lane on the freeway on-ramp. Modify the existing traffic signal to include a free movement for the northbound right-turn. These improvements are subject to the approval of the Caltrans.
- No. 3 – Archibald Avenue at Riverside Drive: *(Same as those identified in Section 9.3.2)* Widen and/or restripe the south leg to provide a second northbound left-turn lane. Widen and/or restripe the north leg to provide an exclusive southbound right-turn lane. Widen and/or restripe the west leg to provide a second eastbound left-turn lane, a third eastbound through lane, an exclusive eastbound right-turn lane, and a third westbound departure lane. Widen and/or restripe the east leg to provide a third westbound through lane and a third eastbound departure lane. Modify the existing traffic signal and provide an eastbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.
- No. 5 – Archibald Avenue at Chino Avenue: Widen and/or restripe the north leg to provide a third southbound through lane. Widen and/or restripe the south leg to provide a third southbound departure lane. Widen and/or restripe the west leg to provide an exclusive eastbound right-turn lane. Modify the existing traffic signal and provide an eastbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.
- No. 7 – Archibald Avenue at Ontario Ranch Road: *(Same as those identified in Section 9.3.2)* Restripe the south leg to provide a second northbound left-turn lane, a third northbound through lane, and a third southbound departure lane. Widen and/or restripe the north leg to provide a second southbound left-turn lane, a third southbound through lane, and a third northbound departure lane. Widen and/or restripe the west leg to provide two additional eastbound through lanes and three additional westbound departure lanes. Widen and/or restripe the east leg to provide three additional westbound through lanes and two additional eastbound departure lanes. Modify the existing traffic signal and provide a northbound free-right turn, a southbound right-turn overlap phase, and a westbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.
- No. 8 – Vineyard Avenue at Riverside Drive: Widen and/or restripe the north leg to provide a second southbound left-turn lane and an exclusive southbound right-turn lane. Widen and/or restripe the west leg to provide two eastbound through lanes, an exclusive eastbound right-turn lane, and a third westbound departure lane. Widen and/or restripe the east leg to provide a third westbound through lane, an exclusive westbound right-turn

lane, and two additional eastbound departure lanes. Modify the existing traffic signal to provide an eight-phase signal. These improvements are subject to the approval of the City of Ontario.

**Figure 9-1** graphically illustrates the recommended improvements for Year 2026 With Project and Year 2050 With Project traffic conditions.



NO SCALE

- KEY**
- PROJECT DESIGN FEATURE
  - YEAR 2026 RECOMMENDED IMPROVEMENT
  - YEAR 2050 RECOMMENDED IMPROVEMENT
  - YEAR 2050 PLANNED IMPROVEMENT
  - PROJECT SITE

**FIGURE 9-1**

**PLANNED AND RECOMMENDED IMPROVEMENTS**  
COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO



# 10.0 PROJECT FAIR SHARE ANALYSIS

The transportation improvements associated with the development of the proposed Project were determined based on the future conditions analysis with and without the proposed Project. The key study locations forecast to operate at adverse levels of service are discussed below. As such, the proposed Project’s “fair-share” of the recommended traffic improvements has been calculated for the key study locations that are forecast to operate at adverse levels of service in the Year 2026 and Year 2050 traffic conditions.

## 10.1 Year 2026 With Project Traffic Conditions

*Table 10-1* presents the AM and PM peak hour Project fair share percentage at the key study intersections that are forecast to operate at adverse levels of service in the Year 2026 With Project traffic conditions. As presented in *Table 10-1*, the first column (1) presents a total of all intersection peak hour movements for existing conditions. The second column (2) presents Project traffic. The third column (3) presents future Year 2026 traffic conditions with Project traffic. The fourth column (4) represents the Project’s fair share based on the following formula:

- $\text{Project Fair Share (4)} = \frac{\text{Column (2)}}{[\text{Column (3)} - \text{Column (1)}]} * 100$

The Project fair share percentage (worse time period impacted) for the five (5) intersections forecast to operate at adverse levels of service for the Year 2026 With Project traffic conditions are shown below:

- 2. Archibald Avenue at SR-60 EB Ramps 3.99%
- 3. Archibald Avenue at Riverside Drive 3.44%
- 5. Archibald Avenue at Chino Avenue 2.45%
- 7. Archibald Avenue at Ontario Ranch Road 0.46%
- 8. Vineyard Avenue at Riverside Drive 1.09%

## 10.2 Year 2050 With Project Traffic Conditions

*Table 10-2* presents the AM and PM peak hour Project fair share percentage at the key study intersections that are forecast to operate at adverse levels of service in the Year 2050 With Project traffic conditions and is similar in set up to *Table 10-1*.

The Project fair share percentage (worse time period impacted) for the five (5) intersections forecast to operate at adverse levels of service for the Year 2050 With Project traffic conditions are shown below:

- 2. Archibald Avenue at SR-60 EB Ramps 3.27%
- 3. Archibald Avenue at Riverside Drive 2.35%
- 5. Archibald Avenue at Chino Avenue 1.66%
- 7. Archibald Avenue at Ontario Ranch Road 0.43%
- 8. Vineyard Avenue at Riverside Drive 0.38%

**TABLE 10-1**  
**YEAR 2026 WITH PROJECT TRAFFIC CONDITIONS INTERSECTION FAIR SHARE CONTRIBUTION**

Key Intersection	Impacted Time Period	(1) Existing Traffic	(2) Project Traffic	(3) Year 2026 With Project Traffic	(4) Project Fair Share Responsibility
2. Archibald Avenue at SR-60 EB Ramps	AM	--	--	--	--
	PM	3,647	85	5,775	3.99%
3. Archibald Avenue at Riverside Drive	AM	3,824	81	6,274	3.31%
	PM	<b>4,006</b>	<b>104</b>	<b>7,025</b>	<b>3.44%</b>
5. Archibald Avenue at Chino Avenue	AM	--	--	--	--
	PM	2,675	67	5,405	2.45%
7. Archibald Avenue at Ontario Ranch Road	AM	3,062	36	11,317	0.44%
	PM	<b>3,416</b>	<b>48</b>	<b>13,916</b>	<b>0.46%</b>
8. Vineyard Avenue at Riverside Drive	AM	--	--	--	--
	PM	2,195	10	3,116	1.09%

**Notes:**

- Net Project Percent Increase (4) = Column (2) / [Column (3) – Column (1)]
- **Bold Project Fair Share Responsibility** is based on worse case

**TABLE 10-2  
YEAR 2050 WITH PROJECT TRAFFIC CONDITIONS INTERSECTION FAIR SHARE CONTRIBUTION**

<b>Key Intersection</b>	<b>Impacted Time Period</b>	<b>(1) Existing Traffic</b>	<b>(2) Project Traffic</b>	<b>(3) Year 2050 With Project Traffic</b>	<b>(4) Project Fair Share Responsibility</b>
2. Archibald Avenue at SR-60 EB Ramps	AM	--	--	--	--
	PM	3,647	85	6,250	3.27%
3. Archibald Avenue at Riverside Drive	AM	3,824	81	7,628	2.13%
	PM	<b>4,006</b>	<b>104</b>	<b>8,433</b>	<b>2.35%</b>
5. Archibald Avenue at Chino Avenue	AM	2,620	52	6,234	1.44%
	PM	<b>2,675</b>	<b>67</b>	<b>6,707</b>	<b>1.66%</b>
7. Archibald Avenue at Ontario Ranch Road	AM	3,062	36	12,495	0.38%
	PM	<b>3,416</b>	<b>48</b>	<b>14,627</b>	<b>0.43%</b>
8. Vineyard Avenue at Riverside Drive	AM	2,017	7	4,267	0.31%
	PM	<b>2,195</b>	<b>10</b>	<b>4,806</b>	<b>0.38%</b>

**Notes:**

- Net Project Percent Increase (4) = Column (2) / [Column (3) – Column (1)]
- **Bold Project Fair Share Responsibility** is based on worse case

## 11.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

### 11.1 Site Access

Access to the Project site, as currently proposed and allowed in the 2008 Specific Plan, will be provided via one (1) full access signalized driveway on Archibald Avenue opposite the Citrine Hills residential development, with secondary “cross access” provided through the adjacent residential communities as planned in the Countryside Specific Plan. It is assumed that secondary vehicular access from Chino Avenue would be provided via the intersection of Chino Avenue and Kinglet Avenue through the area of Neighborhood 4 that is now developed.

*Tables 7-1, 7-2, and 7-3* summarize the intersection operations for the primary access off Archibald Avenue at Citrine Road/Project Driveway (#4), as well as the secondary access off Kinglet Avenue at Chino Avenue (#10), for Existing With Project, Year 2026 With Project and Year 2050 With Project traffic conditions upon completion of the proposed Project. Review of *Tables 7-1, 7-2 and 7-3* shows that Archibald Avenue at Citrine Road/Project Driveway (#4) and Kinglet Avenue at Chino Avenue (#10) are both forecast to operate at acceptable LOS C or better during the AM and PM peak hours.

A queueing evaluation for Archibald Avenue at Citrine Road/Project Driveway (#4) was also completed to validate the storage requirements of the proposed Project. **Table 11-1** presents the queueing results at the Project driveway based on Year 2050 With Project traffic conditions. Review of *Table 11-1* indicates that the provided storage for the northbound left-turn and the eastbound left/through/right turn are adequate to accommodate the anticipated queues. *Appendix F* presents the Year 2050 With Project queueing calculations for the key study intersections for the AM peak hour and PM peak hour.

### 11.2 Internal Circulation

Access to the Project site for small service/delivery trucks (i.e. UPS and FedEx), trash trucks, and fire trucks will be provided via the Project driveway along Archibald Avenue, which has been evaluated in this report. Our evaluation of the circulation shown on the Project site plan was performed using the *Turning Vehicle Templates*, developed by Jack E. Leisch & Associates and *AutoTURN for AutoCAD* computer software that simulates turning maneuvers for various types of vehicles.

**Figures 11-1, 11-2, and 11-3** illustrate the turning movements required of an SU-30 truck, a trash truck, and a fire truck as it accesses the project site, respectively. Overall, the turning maneuvers for an SU-30 truck, a trash truck, and a fire truck are considered adequate.

### 11.3 Sight Distance Evaluation

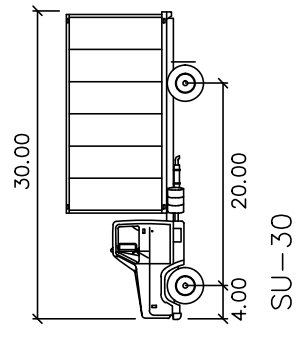
At intersections and/or project driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter

their speed. A sight distance evaluation has been performed for project driveway along Archibald Avenue.

The Sight Distance Evaluation prepared for the project driveways are based on the criteria and procedures set forth by the California Department of Transportation (Caltrans) in the State's *Highway Design Manual (HDM)*. Corner sight distance was utilized for the evaluation. Corner sight distance is defined in the Caltrans HDM to be the distance required by the driver of a vehicle, traveling at a given speed, to maneuver their vehicle and avoid an object without radically altering their speed. Line of sight for corner sight distance is to be determined from a 3½ foot height at the location of the driver of a vehicle on a minor road to a 4¼ foot object height in the center of the approaching lane of the major road.

Based on the criteria set forth in Table 405.1A of the Caltrans HDM and a posted speed limit of 55 mph on Archibald Avenue, a corner sight distance of 526 feet for right-turning vehicles is required. **Figure 11-4** presents the results of the sight distance evaluation at the Project driveway based on the application of the corner sight distance criteria. The figure illustrates the limited use areas. As shown, the sight lines at the proposed Project driveway are expected to be adequate as long as obstructions within the sight triangles are minimized.



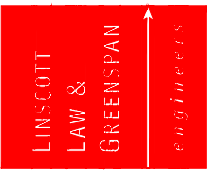
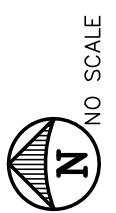


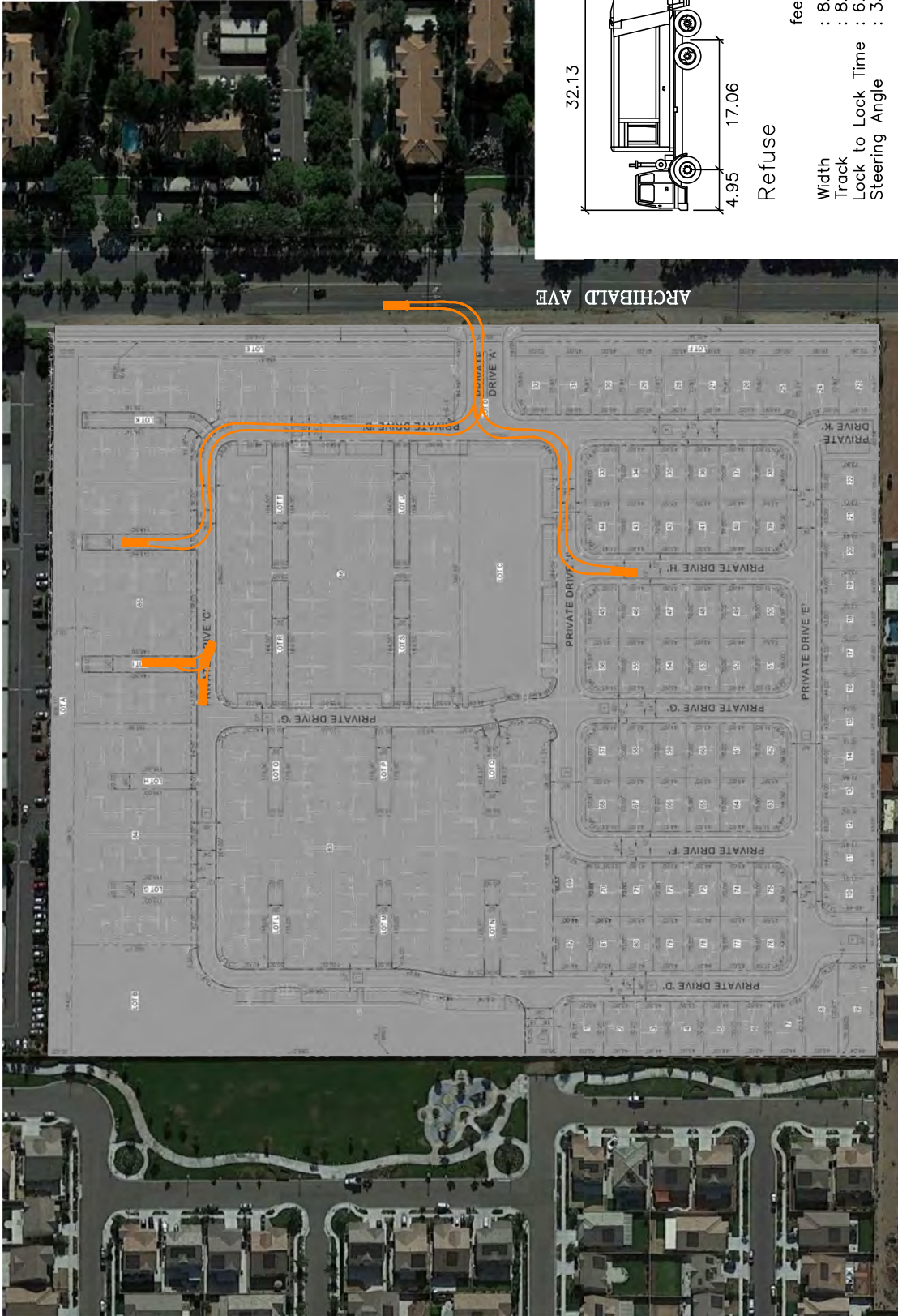
- Width : 8.00
- Track : 8.00
- Lock to Lock Time : 6.0
- Steering Angle : 31.8

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**FIGURE 11-1**  
**SU-30 TRUCK TURNING ANALYSIS**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

SOURCE: X ENGINEERING & CONSULTING INC.



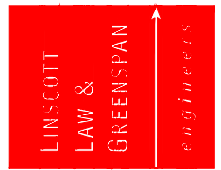


Refuse

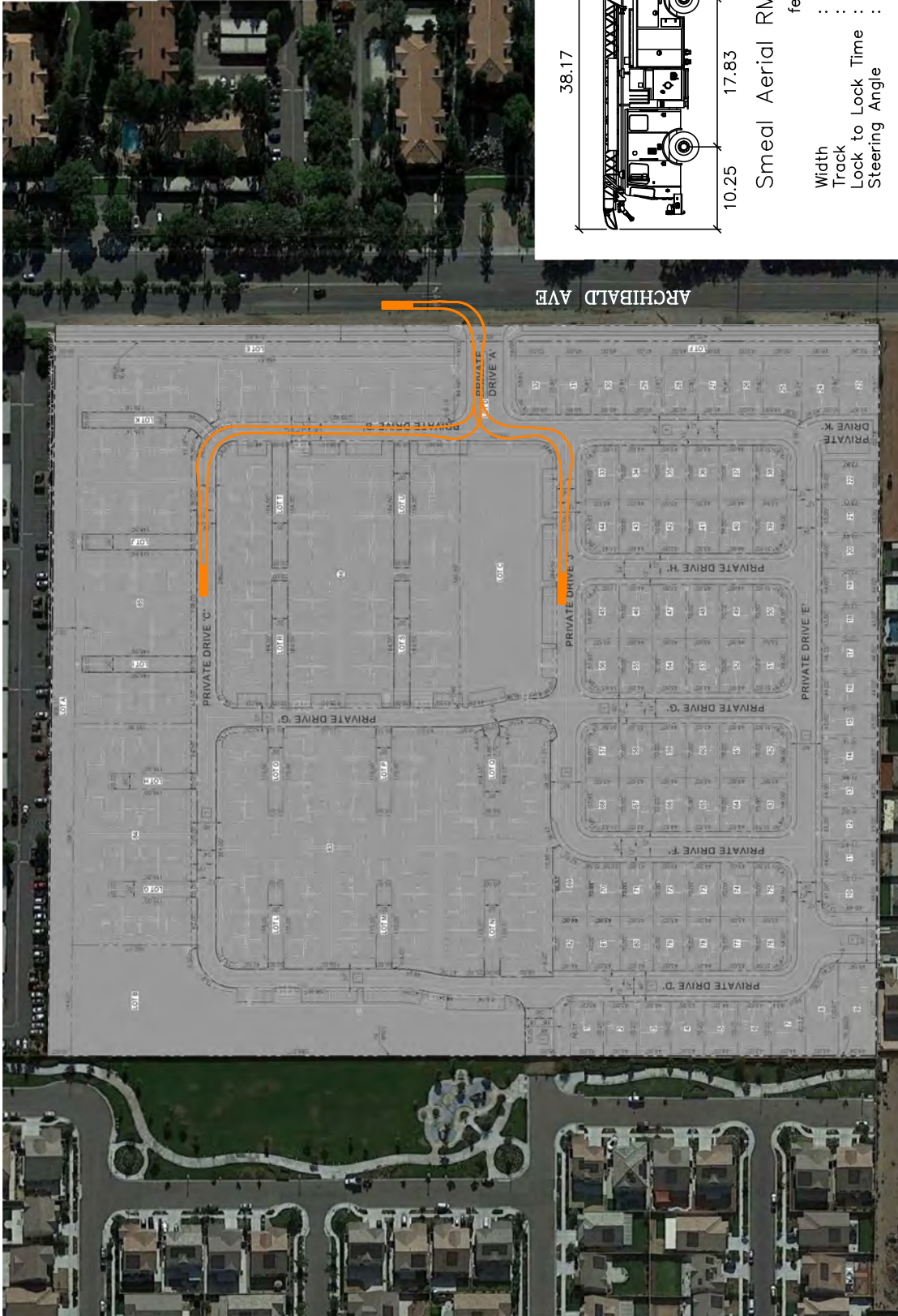
Width	: 8.16	feet
Track	: 8.00	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.2	

**FIGURE 11-2**  
**TRASH TRUCK TURNING ANALYSIS**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

SOURCE: X ENGINEERING & CONSULTING INC.



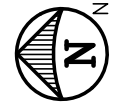




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**FIGURE 11-3**  
**FIRE TRUCK TURNING ANALYSIS**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

SOURCE: X ENGINEERING & CONSULTING INC.



NO SCALE


LINSCOTT  
 LAW &  
 GREENSPAN  
 engineers



**SIGHT DISTANCE**

DESIGN SPEED LIMIT: 55 MPH  
 REQUIRED CORNER SIGHT DISTANCE: 526 FEET

**LEGEND**

 PUBLIC RIGHT-OF-WAY LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 30 INCHES ABOVE THE CURB/SIDEWALK, NO FENCES OR WALLS IN LIMITED USE AREA.

**FIGURE 11-4**

**SIGHT DISTANCE ANALYSIS**  
 COUNTRYSIDE SPECIFIC PLAN AMENDMENT, ONTARIO

SOURCE: X ENGINEERING & CONSULTING INC.



NO SCALE



**TABLE 11-1  
PROJECT DRIVEWAY QUEUING ANALYSIS**

Key Intersections	Storage Provided (feet)	(1) Year 2050 with Project Traffic Conditions			
		AM Peak Hour		PM Peak Hour	
		Max. Queue/ Min. Storage Required	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required	Adequate Storage (Yes/No)
4. Archibald Avenue at Citrine Hills/Project Driveway <sup>56</sup>					
<i>Northbound Left-Turn</i>	100	25	Yes	50	Yes
<i>Eastbound Left/Through/Right</i>	115	97	Yes	89	Yes

<sup>56</sup> The proposed Project will include the installation of a five-phase traffic signal at the intersection of Archibald Avenue at Citrine Hills and restriping the intersection to accommodate a northbound left-turn pocket into the Project site.

## 12.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- **Project Location** – The Countryside Specific Plan comprises approximately 178 acres of land that is located westerly of Interstate 15 (I-15), and southerly of State Route 60 (SR-60). The Specific Plan area lies within the 8,200-acre Ontario Ranch, in the southcentral portion of The Ontario Plan (TOP). The Specific Plan is located south of Riverside Drive, east of the Cucamonga Creek Channel and Basin, west of Archibald Avenue, and north of Schaefer Avenue; Chino Avenue bisects the Specific Plan, resulting in Planning Area 1 to the north and Planning Area 2 to the south.
- **Project Description** - The 2008 Specific Plan allows for the development of up to 825 single family detached residential units within nine (9) neighborhoods. The 2022 Specific Plan Amendment concept provides for a maximum of 993 dwelling units (single family detached and attached residential types) within eleven (11) neighborhoods. The proposed Project within the Countryside Specific Plan includes an amendment related to Planning Area 1, Neighborhood 2, which now allows for the development of up to 106 single-family detached homes (RD – 6,000 SF lots).

The Project would consist of the development of 274 residential unit within Neighborhood 2 that would consist of 96 Courtyard townhomes within Neighborhood 2A, 96 Row Townhomes within Neighborhood 2B and an additional 82 single-family detached homes within Neighborhood 2C. It is our understanding that the Project evaluated herein is consistent with the land uses shown in the adopted 2050 TOP.

The Project is expected to be constructed and open in the next couple years or so by Year 2026 but is dependent on several factors, including the timing of Project approval. Project funding, market conditions and/or the current environment which could delay Project completion. The Project, like most other proposed development, have experienced delays. As such, subject to confirmation by the Project Applicant, Year 2026 will be utilized to assess the Project’s anticipated traffic impacts within a near-term traffic setting upon completion and full buildout/occupancy of the proposed residential development.

Access to the Project site, as currently proposed and allowed in the 2008 Specific Plan, will be provided via one (1) full access signalized driveway on Archibald Avenue opposite the Citrine Hills residential development, with secondary “cross access” provided through the adjacent residential communities as planned in the Countryside Specific Plan. It is noted that Archibald Avenue at Citrine Hills is currently unsignalized. The secondary access point would provide vehicular, pedestrian and bicycle connectivity to the south to access Chino Avenue. From a review of the current of the adjacent neighborhoods to the south, it is assumed that secondary vehicular access from Chino Avenue would be provided via the intersection of Chino Avenue and Kinglet Avenue through the area of Neighborhood 4 that is now developed.

The Project would construct bicycle and pedestrian access improvements within the Project site and frontage consistent with the Specific Plan Pedestrian and Bicycle Trails plan.



- **Study Scope** – The twelve (12) study intersections were selected for evaluation based on the requirements of the City of Ontario (i.e. “50 peak hour trip criterion”), as well as proximity to the Project site. The twelve (12) existing key study intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. The jurisdictions where the study intersections are located are identified as well:

Key Intersection	Jurisdiction
13. Archibald Avenue at SR-60 WB Ramps	Caltrans/Ontario
14. Archibald Avenue at SR-60 EB Ramps	Caltrans/Ontario
15. Archibald Avenue at Riverside Drive	Ontario
16. Archibald Avenue at Citrine Hills/Project Driveway	Ontario
17. Archibald Avenue at Chino Avenue	Ontario
18. Archibald Avenue at Schaefer Avenue	Ontario
19. Archibald Avenue at Ontario Ranch Road	Ontario
20. Vineyard Avenue at Riverside Drive	Ontario
21. Turner Avenue at Riverside Drive	Ontario
22. Kinglet Avenue at Chino Avenue	Ontario
23. Old Archibald Avenue at Chino Avenue	Ontario
24. Turner Avenue at Chino Avenue	Ontario

This traffic report analyzes existing and future weekday AM peak hour and PM peak hour traffic conditions for a near-term (Year 2026) and long-term (Year 2050) traffic setting upon completion of the proposed Project. Peak hour traffic forecasts for the Year 2026 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of 2.0% per year and adding traffic volumes generated by twenty-one (21) cumulative projects. Long-term (Year 2050) traffic projections were derived from The Ontario Plan 2050 (TOP 2050) Model by San Bernardino County Traffic Analysis Model (SBTAM).

- **Existing Traffic Conditions** – Eleven (11) of the twelve (12) study intersections currently operate at an acceptable level of service during the AM and PM peak hours. The intersection of Archibald Avenue/Citrine Hills currently operates at unacceptable LOS F during the AM peak hour.

**Project Trip Generation** – For the Entitled Land Use, a review of the middle portion of this table indicates that 106 single family detached homes generates 1,000 daily trips, with 74 trips (19 inbound, 55 outbound) produced in the AM peak hour and 100 trips (63 inbound, 37 outbound) produced in the PM peak hour on a typical weekday.

The proposed Project is forecast to generate 2,155 daily trips, with 149 trips (43 inbound, 106 outbound) produced in the AM peak hour and 187 trips (111 inbound, 76 outbound) produced in the PM peak hour on a typical weekday.

A comparison of the proposed Project's trip generation to that of the Entitled Land Use indicates that the Project will result in 1,155 more daily trips, 75 more AM peak hour trips and 87 more PM peak hour trips.

- ***Related Projects Traffic Characteristics*** – Twenty-one (21) related projects located within the City of Ontario and City of Chino were considered as part of the cumulative background setting. The cumulative projects are forecast to generate a total of 248,305 daily trips, with 18,381 trips (10,510 inbound and 7,871 outbound) forecast during the AM peak hour and 22,614 trips (10,608 inbound and 12,006 outbound) forecast during the PM peak hour.
- ***Existing With Project Traffic Conditions*** – The results of the traffic analysis indicates that the addition of proposed Project-generated traffic will not require improvements at any of the twelve (12) key study intersections.
- ***Year 2026 With Project Traffic Conditions*** – The results of the traffic analysis indicates that traffic associated with the proposed Project will have an effect on the LOS at five (5) of the twelve (12) intersections, thus necessitating intersection improvements based on the City's LOS standards. These intersections include Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), Archibald Avenue at Ontario Ranch Road (#7), and Vineyard Avenue at Riverside Drive (#8). The remaining key study intersections are forecast to operate at an acceptable LOS or remain the same with the addition of Project generated traffic.

Key Intersection

2. Archibald Avenue at SR-60 EB Ramps
3. Archibald Avenue at Riverside Drive
5. Archibald Avenue at Chino Avenue
7. Archibald Avenue at Ontario Ranch Road
8. Vineyard Avenue at Riverside Drive

The implementation of planned and/or recommended improvements at the four (4) intersections of Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), and Vineyard Avenue at Riverside Drive (#8) will improve the service levels to an acceptable LOS based on the City's LOS standards. The intersection of Archibald Avenue at Ontario Ranch Road (#7) is forecast to continue to operate adversely with the implementation of planned and/or recommended improvements, however, the improvements offset the Project's cumulative effects on traffic under near-term (Year 2026) traffic conditions.

- ***Year 2050 With Project Traffic Conditions*** – The results of the traffic impact analysis indicates that traffic associated with the proposed Project will have an effect on the LOS at five (5) of the twelve (12) intersections, thus necessitating intersection improvements based on the City's LOS standards. These intersections include Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), Archibald Avenue at Ontario Ranch Road (#7), and Vineyard Avenue at Riverside Drive (#8).

Relative to Archibald Avenue at Citrine Hills/Project Driveway (#4), although this intersection is forecast to operate at LOS F without the Project, a five-phase traffic signal will be installed at the intersection as a project design feature which will improve the overall service levels at the intersection. The remaining key study intersections are forecast to operate at LOS D or better during the weekday AM and PM peak hours with the addition of Project traffic.

Key Intersection

Archibald Avenue at SR-60 EB Ramps

Archibald Avenue at Riverside Drive

Archibald Avenue at Chino Avenue

Archibald Avenue at Ontario Ranch Road

Vineyard Avenue at Riverside Drive

The implementation of planned and/or recommended improvements (detailed in *Section 9.0*) at the four (4) intersections of Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), and Vineyard Avenue at Riverside Drive (#8) will improve the service levels to an acceptable LOS based on the City's LOS standards. The intersection of Archibald Avenue at Ontario Ranch Road (#7) is forecast to continue to operate adversely with the implementation of planned and/or recommended improvements, however, the improvements offset the Project's cumulative effects on traffic under long-term (Year 2050) traffic conditions.

- ***Existing with Project Caltrans Queuing Analysis***– The results of the Existing with Project Caltrans Queuing Analysis indicates that the two (2) study intersections have queues that are adequately accommodated by the existing storage provided for Existing With Project traffic conditions.
- ***Year 2026 Caltrans Queuing Analysis***– The results of the Existing with Project Caltrans Queuing Analysis indicates that the two (2) study intersections have queues that are adequately accommodated by the existing storage provided for Year 2026 With Project traffic conditions.
- ***Year 2050 Project Caltrans Queuing Analysis***– The results of the Existing with Project Caltrans Queuing Analysis indicates that the two (2) study intersections have queues that are adequately accommodated by the existing storage provided for Year 2050 With Project traffic conditions.
- ***Existing with Project Turn Pocket Queuing Analysis*** – The results of the Existing with Project Turn Pocket Queuing Analysis 4 indicates that five (5) out of the nine (9) signalized study intersections have queues which exceed the provided storage for Existing With Project traffic conditions. However, for all of the deficient approaches/intersections, the proposed Project either does not contribute to or adds less than one (1) vehicle to the queue, and therefore it has been concluded that improvements related to queuing are not required for Existing With Project traffic conditions.
- ***Year 2026 Turn Pocket Queuing Analysis***– The results of the Existing with Project Turn Pocket Queuing Analysis indicates that seven (7) out of the nine (9) signalized study intersections have

queues which exceed the provided storage for Year 2026 With Project traffic conditions. However, for a number of deficient approaches, the proposed Project either does not contribute to or adds less than one (1) vehicle to the queue, and therefore it has been concluded that improvements are not required for those approaches. As such, the following four (4) intersections/approaches require improvements related to queuing:

- No. 1: Archibald Avenue at SR-60 WB Ramps
  - Northbound Left-Turn
- No. 2: Archibald Avenue at SR-60 EB Ramps
  - Northbound Right-Turn
- No. 3: Archibald Avenue at Riverside Drive
  - Northbound Left-Turn
  - Westbound Left-Turn
- No. 7: Archibald Avenue at Schaefer Avenue
  - Southbound Left-Turn
  - Southbound Right-Turn
  - Eastbound Left-Turn
  - Westbound Right-Turn

The implementation of planned and/or recommended improvements (detailed in *Section 9.0*) at the intersections of Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), and Archibald Avenue at Ontario Ranch Road (#7) will offset the Project's cumulative effects and help improve the queues under near-term (Year 2026) traffic conditions.

- ***Year 2050 Turn Pocket Queuing Analysis***– The results of the Year 2050 Turn Pocket Queuing Analysis indicates that eight (8) out of the nine (9) signalized study intersections have queues which exceed the provided storage for Year 2050 With Project traffic conditions. However, for a number of deficient approaches, the proposed Project either does not contribute to or adds less than one (1) vehicle to the queue, and therefore it has been concluded that improvements are not required for those approaches. As such, the following five (5) intersections/approaches require improvements related to queuing:

- No. 1: Archibald Avenue at SR-60 WB Ramps
  - Northbound Left-Turn
- No. 2: Archibald Avenue at SR-60 EB Ramps
  - Northbound Right-Turn
- No. 3: Archibald Avenue at Riverside Drive
  - Northbound Left-Turn
  - Westbound Left-Turn
- No. 5: Archibald Avenue at Chino Avenue
  - Southbound Left-Turn

- No. 7: Archibald Avenue at Schaefer Avenue
  - Southbound Left-Turn
  - Southbound Right-Turn
  - Eastbound Left-Turn
  - Westbound Right-Turn

The implementation of planned and/or recommended improvements (detailed in *Section 9.0*) at the intersections of Archibald Avenue at SR-60 EB Ramps (#2), Archibald Avenue at Riverside Drive (#3), Archibald Avenue at Chino Avenue (#5), and Archibald Avenue at Ontario Ranch Road (#7) will offset the Project's cumulative effects and help improve the queues under long-term (Year 2050) traffic conditions.

- ***Project Specific Improvements*** - The following Project design features are to be implemented in conjunction with development of the proposed Project to ensure adequate access and egress to the site is provided and have been included in Existing With Project, Year 2026 With Project and Year 2050 With Project traffic conditions:
  - No. 4 – Archibald Avenue at Citrine Hills/Project Driveway: Construct west leg and provide one shared eastbound left-turn/through/right-turn lane and one inbound lane. Widen and/or restripe to provide an exclusive northbound left-turn lane. Install a five-phase traffic signal.
- ***Year 2050 Planned Improvements*** - The following improvements are planned to be implemented by The City of Ontario by Year 2050 traffic conditions and have been included as part of the background traffic conditions:
  - No. 8 – Vineyard Avenue at Riverside Drive: Construct south leg and provide one exclusive northbound left-turn lane, a northbound shared through/right lane, and one receiving lane. Restripe the southbound right-turn lane to a shared through/right lane. Widen and/or restripe to provide an exclusive westbound left-turn lane. Modify the existing traffic signal to incorporate eight-phase operation.
- ***Existing With Project Recommended Intersections Improvements*** – The results of the intersection level of service analyses for Existing With Project peak hour traffic conditions indicate that the twelve (12) study intersections are forecast to continue to operate at acceptable service levels. As there are no deficiencies, no traffic improvements are required under this traffic scenario.
- ***Year 2026 With Project Recommended Intersections Improvements*** – The following improvements listed below have been identified to either improve the service levels to an acceptable LOS or to offset the effect of cumulative traffic and Project traffic, for Year 2026 With Project traffic conditions:
  - No. 2 – Archibald Avenue at SR-60 EB Ramps: Construct a third departure lane on the freeway on-ramp. Modify the existing traffic signal to include a free movement for the northbound right-turn. These improvements are subject to the approval of the Caltrans.

- No. 3 – Archibald Avenue at Riverside Drive: Widen and/or restripe the south leg to provide a second northbound left-turn lane. Widen and/or restripe the north leg to provide an exclusive southbound right-turn lane. Widen and/or restripe the west leg to provide a second eastbound left-turn lane, a third eastbound through lane, an exclusive eastbound right-turn lane, and a third westbound departure lane. Widen and/or restripe the east leg to provide a third westbound through lane and a third eastbound departure lane. Modify the existing traffic signal and provide an eastbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.
- No. 5 – Archibald Avenue at Chino Avenue: Widen and/or restripe the north leg to provide a third southbound through lane. Widen and/or restripe the south leg to provide a third southbound departure lane. Modify the existing traffic signal as needed. These improvements are subject to the approval of the City of Ontario.
- No. 7 – Archibald Avenue at Ontario Ranch Road: Restripe the south leg to provide a second northbound left-turn lane, a third northbound through lane, and a third southbound departure lane. Widen and/or restripe the north leg to provide a second southbound left-turn lane, a third southbound through lane, and a third northbound departure lane. Widen and/or restripe the west leg to provide two additional eastbound through lanes and three additional westbound departure lanes. Widen and/or restripe the east leg to provide three additional westbound through lanes and two additional eastbound departure lanes. Modify the existing traffic signal and provide a northbound free-right turn, a southbound right-turn overlap phase, and a westbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.
- No. 8 – Vineyard Avenue at Riverside Drive: Widen and/or restripe the north leg to provide a second southbound left-turn lane. Widen and/or restripe the east leg to provide a second eastbound departure lane. Modify the existing traffic signal as needed. These improvements are subject to the approval of the City of Ontario.
- ***Year 2050 With Project Recommended Intersections Improvements*** The following improvements listed below have been identified to either improve the service levels to an acceptable LOS or to offset the effect of cumulative traffic and Project traffic, for Year 2050 With Project traffic conditions:
  - No. 2 – Archibald Avenue at SR-60 EB Ramps: *(Same as those identified in Section 9.3.2)* Construct a third departure lane on the freeway on-ramp. Modify the existing traffic signal to include a free movement for the northbound right-turn. These improvements are subject to the approval of the Caltrans.
  - No. 3 – Archibald Avenue at Riverside Drive: *(Same as those identified in Section 9.3.2)* Widen and/or restripe the south leg to provide a second northbound left-turn lane. Widen and/or restripe the north leg to provide an exclusive southbound right-turn lane. Widen and/or restripe the west leg to provide a second eastbound left-turn lane, a third eastbound through lane, an exclusive eastbound right-turn lane, and a third westbound



departure lane. Widen and/or restripe the east leg to provide a third westbound through lane and a third eastbound departure lane. Modify the existing traffic signal and provide an eastbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.

- No. 5 – Archibald Avenue at Chino Avenue: Widen and/or restripe the north leg to provide a third southbound through lane. Widen and/or restripe the south leg to provide a third southbound departure lane. Widen and/or restripe the west leg to provide an exclusive eastbound right-turn lane. Modify the existing traffic signal and provide an eastbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.
- No. 7 – Archibald Avenue at Ontario Ranch Road: *(Same as those identified in Section 9.3.2)* Restripe the south leg to provide a second northbound left-turn lane, a third northbound through lane, and a third southbound departure lane. Widen and/or restripe the north leg to provide a second southbound left-turn lane, a third southbound through lane, and a third northbound departure lane. Widen and/or restripe the west leg to provide two additional eastbound through lanes and three additional westbound departure lanes. Widen and/or restripe the east leg to provide three additional westbound through lanes and two additional eastbound departure lanes. Modify the existing traffic signal and provide a northbound free-right turn, a southbound right-turn overlap phase, and a westbound right-turn overlap phase. These improvements are subject to the approval of the City of Ontario.
- No. 8 – Vineyard Avenue at Riverside Drive: Widen and/or restripe the north leg to provide a second southbound left-turn lane and an exclusive southbound right-turn lane. Widen and/or restripe the west leg to provide two eastbound through lanes, an exclusive eastbound right-turn lane, and a third westbound departure lane. Widen and/or restripe the east leg to provide a third westbound through lane, an exclusive westbound right-turn lane, and two additional eastbound departure lanes. Modify the existing traffic signal to provide an eight-phase signal. These improvements are subject to the approval of the City of Ontario.
- ***Project Site Evaluation*** - Access to the Project site, as currently proposed and allowed in the 2008 Specific Plan, will be provided via one (1) full access signalized driveway on Archibald Avenue opposite the Citrine Hills residential development, with secondary “cross access” provided through the adjacent residential communities as planned in the Countryside Specific Plan. It is assumed that secondary vehicular access from Chino Avenue would be provided via the intersection of Chino Avenue and Kinglet Avenue through the area of Neighborhood 4 that is now developed.

A queueing evaluation for Archibald Avenue at Citrine Road/Project Driveway (#4) was also completed to validate the storage requirements of the proposed Project. The provided storage

for the northbound left-turn and the eastbound left/through/right turn are adequate to accommodate the anticipated queues.

- **Internal Circulation Evaluation** - Access to the Project site for small service/delivery trucks (i.e. UPS and FedEx), trash trucks, and fire trucks will be provided via the Project driveway along Archibald Avenue, which has been evaluated in this report. Our evaluation of the circulation shown on the Project site plan was performed using the *Turning Vehicle Templates*, developed by Jack E. Leisch & Associates and *AutoTURN for AutoCAD* computer software that simulates turning maneuvers for various types of vehicles.

Overall, the turning maneuvers for an SU-30 truck, a trash truck, and a fire truck are considered adequate.

- **Sight Distance Evaluation** - At intersections and/or project driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed. A sight distance evaluation has been performed for project driveway along Archibald Avenue.

Based on the criteria set forth in Table 405.1A of the Caltrans HDM and a posted speed limit of 55 mph on Archibald Avenue, a corner sight distance of 526 feet for right-turning vehicles is required. The sight lines at the proposed Project driveway are expected to be adequate as long as obstructions within the sight triangles are minimized.



# DEVELOPMENT ADVISORY BOARD DECISION

May 1, 2023

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

**DECISION NO.:** [insert #]

**FILE NO.:** PMTT22-021 (TTM 20536)

**DESCRIPTION:** A public hearing to consider Tentative Tract Map No. 20536, subdividing 23.2 acres of land for condominium purposes, into 141 numbered lots and 27 lettered lots to facilitate the development of 265 dwellings, located approximately 875 feet south of the intersection of Riverside Drive and Archibald Avenue, within the Planning Area 1 Neighborhood 2 of the Countryside Specific Plan (APN: 0218-111-60 and 0218-111-61); **submitted by RB Ontario LLC. Planning Commission action is required.**

## PART 1: BACKGROUND & ANALYSIS

RB ONTARIO LLC, (herein after referred to as "Applicant") has filed an application requesting approval of a Subdivision (Tentative Tract Map No. 20536), File No. PMTT22-021, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**PROJECT SETTING:** The Project site is comprised of 23.2 acres of land located approximately 875 feet south of the intersection of Riverside Drive and Archibald Avenue, and is depicted in Exhibit A: Project Location Map, attached. Existing land uses, Policy Plan (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>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
Site:	Agriculture	Medium Density Residential (MDR; 11.1 – 25.0 du/ac); Low Medium Density Residential (LMDR; 5.1 – 11.0 du/ac)	Countryside Specific Plan (Planning Area 1)	Neighborhood 2 [RD-6,000]
North:	Multiple Family Residential	Medium Density Residential (MDR; 11.1 – 25.0 du/ac)	MDR-18 (Medium Density Residential - 11.1 – 18.0 du/ac)	N/A
South:	Single Family Residential, Agriculture	Low Density Residential (LDR; 2.1 – 5.0 du/ac)	Countryside Specific Plan (Planning Area 2)	Neighborhood 4 [RD-5,000]

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
East:	Multiple Family Residential	Medium Density Residential (MDR; 11.1 – 25.0 du/ac)	MDR-18 (Medium Density Residential - 11.1 – 18.0 du/ac)	N/A
West:	Single Family Residential, Recreation	Low Density Residential (LDR; 2.1 – 5.0 du/ac)	Countryside Specific Plan (Planning Area 1)	Neighborhood 1 [RD-5,500]

**PROJECT ANALYSIS:**

(1) Background — The Countryside Specific Plan (File No. PSP04-001) was approved, and the related Environmental Impact Report (“Certified EIR”; State Clearinghouse No. 2004071001) was certified by the City Council on April 18, 2006. The Countryside Specific Plan established the land use designations, development standards, and design guidelines on 178 gross acres of land, which included the potential development of 819 dwelling units and approximately 9.4 acres of paseos and parks throughout the Specific Plan Area.

On August 16, 2022, the City Council certified The Ontario Plan 2050 Update Supplemental Environmental Impact Report (“SEIR”) in conjunction with The Ontario Plan 2050 (“TOP 2050”) (File No. PGPA20-002) General Plan update. Within the TOP 2050 and SEIR, the Project site land use was designated and analyzed as Low Medium Density Residential (5.1 to 11.0 du/ac) and Medium Density Residential (11.1 to 25.0 du/ac). The previous land use designation was Low Density Residential (2.1 to 5.0 du/ac).

On June 9, 2022, the Applicant submitted applications for a Specific Plan Amendment (“SPA”) (File No. PSPA22-002) and Tentative Tract Map No. 20536 (File No. PMTT22-021) to facilitate the construction of 265 single-family and multiple-family dwellings on the Project site.

(2) Specific Plan Amendment — Pursuant to Development Code Table 2.02-1: Review Matrix, the Planning Commission is the advisory authority for specific plan amendments (SPA) and the City Council is the approving authority. The Project is associated with the SPA, a request to amend the Countryside Specific Plan Neighborhood 2 regulations to increase the number of allowable dwelling units to be consistent with the densities identified in The Ontario Plan 2050 (“TOP 2050”) Policy Plan (General Plan) land use plan. The SPA proposes to delineate Neighborhood 2 into three areas, Neighborhoods 2a, 2b and 2c, include 3 residential Cluster Court types, and an update to park and open space area calculations. Proposed Neighborhoods 2a, 2b and 2c are intended for development of single-family detached units and row townhome units. The SPA is tentatively scheduled for the May 23, 2023, Planning Commission meeting for consideration.

(3) Tentative Tract Map — The proposed Project would subdivide two existing agricultural parcels into 141 numbered lots and 27 lettered lots (see Exhibit B: Tentative Tract Map). The numbered lots would accommodate 56 single-family detached parcels, 83 Cluster Court 3 single-family detached parcels, and 126 attached Row Townhome units on two parcels. The proposed lettered lots would accommodate park land, private recreation area, private drives, and private alleys. The tentative tract map also includes dedication of easements for reciprocal access, neighborhood edges, utilities, solid waste collection and public services.

(4) Site Design — The Project site is rectangular in shape with the proposed parcels and private drives in a grid pattern. Residential parcels will border the Project perimeter with the exception of the north half of the west perimeter where an existing park will be expanded into the Project site. The subdivision is designed with 24 feet wide private drives throughout and will provide direct access to single family driveways or common alleys for the Cluster Court 3 and Row Townhome dwelling units. Lot C, proposed as the subdivision's recreational center, is centrally located north of Private Drive 'J' and near the entry drive from Archibald Avenue.

(5) Site Access/Circulation — The Project will be accessed from Archibald Avenue to the east, Welsummer Avenue to the south and Lewiston Street to the west. Interior Private Drives 'B', 'C', 'D' and 'F' create a loop road for the subdivision. Private Drives 'G', 'H', 'I' and 'J' intersect the loop road and creates smaller residential blocks as well as provide access to a future recreational amenity.

(6) 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 the use of the Mill Creek Wetland BMP, as planned in the NMC Builders, LLC, Stormwater Treatment Allocation Distribution Table, for stormwater retention and treatment. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

**PUBLIC NOTIFICATION:** Public notification is not required, as the Development Advisory Board is acting in its capacity as an advisory body to the Planning Commission. Public notification is required prior to the Planning Commission hearing on the Project.

**CORRESPONDENCE:** As of the preparation of this Decision, Planning Department staff has not received any written or verbal communications from the owners of properties surrounding the project site or from the public in general, regarding the subject application.

**AGENCY/DEPARTMENT REVIEWS:** Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Decision preparation, recommended conditions of approval were provided and are included with this Decision.

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the Development Advisory Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Development Advisory Board, 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 ONT ALUCP.

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(2) Vision.

**Distinctive Development:**



- Commercial and Residential Development

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

(3) Governance.

**Decision Making:**

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.

- G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) Policy Plan (General Plan)

**Land Use Element:**

- Goal LU-1 Balance: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.

- LU-1.1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.

- LU-1.6 Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.

- Goal LU-2 Compatibility: Compatibility between a wide range of uses and a resultant urban patterns and forms.

- LU-2.6 Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.

**Housing Element:**

- Goal H-2 Housing Supply & Diversity: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

➤ H-2.4 Ontario Ranch. We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

➤ H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

### **Community Economics Element:**

▪ Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.

➤ CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

▪ Goal CE-2 Placemaking: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.

➤ CE-2.1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

➤ CE-2.2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.

➤ CE-2.4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➤ CE-2.5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

### **Safety Element:**

▪ Goal S-1 Seismic & Geologic Hazards: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.

➤ S-1.1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

**Community Design Element:**

▪ Goal CD-2 Design Quality: A high level of design quality resulting in neighborhoods, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct.

➤ CD-2.1 Quality Building Design and Architecture. We encourage all development projects to convey visual interest and character through:

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

➤ CD-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- 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 and designed to maximize safety, comfort, and aesthetics for all users.

➤ CD-2.7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.

➤ CD-2.8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding

physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

➤ CD-2.9 Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD-2.10 Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:

- Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field;
- Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.

➤ CD-2.11 Entry Statements. We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

➤ CD-2.12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

➤ CD-2.13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

▪ Goal CD-5 Protection of Investment: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD-5.1 Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.

➤ CD-5.2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

**HOUSING ELEMENT COMPLIANCE:** The Project is consistent with the Housing Element of the Policy Plan (general plan) component of The Ontario Plan, as the project site is not one

of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

## ***PART 2: 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 Countryside Specific Plan Environmental Impact Report (State Clearinghouse No. 2004071001) was certified on April 18, 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 "ONT 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 1, 2023, 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 1, 2023, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, approval of this Project is contingent upon the City Council approving a Specific Plan Amendment (File No. PSPA22-002), Development Agreement (File No. PDA22-005 and an EIR Addendum to the Countryside Specific Plan Environmental Impact Report (State Clearinghouse No. SCH# 2004071001), which was certified on April 18, 2006; and

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

### ***PART 3: THE DECISION***

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED AND DECIDED 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 Countryside Specific Plan Environmental Impact Report (State



Clearinghouse No. 2004071001; certified by the Ontario City Council on April 18, 2006), in conjunction with File Nos. PSPA22-002 and PMTT22-021; 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 Development Advisory Board; 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: 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 2, 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 Medium Density Residential and Medium Density Residential land use districts of the Policy Plan Land Use Map, and the Countryside Specific Plan. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will contribute to providing "a spectrum of housing types and price ranges that match the jobs in the City, and that make it possible for people to live and work in Ontario and maintain a quality of life" (Goal LU-1). Furthermore, the Project will promote the City's policy to "incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop, and recreate within Ontario" (Policy LU-1.6 *Complete Community*); and

(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 Map is located within the Low Medium Density Residential and Medium Density Residential land use districts of the Policy Plan Land Use Map, and the Countryside Specific Plan. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will contribute to providing "[a] high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct" (Goal CD-2). Furthermore, the Project will promote the City's policy to "create distinct residential

neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- 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 and designed to maximize safety, comfort, and aesthetics for all users." (Policy CD-2.2 *Neighborhood Design*); and

(3) *The site is physically suitable for the type of development proposed.* The Project site meets the minimum lot area and dimensions of the Countryside 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; and

(4) *The site is physically suitable for the density/intensity of development proposed.* The Project site is proposed for residential development at a density of 8.86 DUs/acre for Low Medium Density Residential, and 11.73 DUs/acre for Medium Density Residential]. The Project site meets the minimum lot area and dimensions of the Countryside Specific Plan and is physically suitable for this proposed density / intensity of development; and

(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; and

(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; and

(7) *The design of the subdivision, or the type of improvements thereon, will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision.* The proposed subdivision has provided for all necessary public easements and dedications for access through, or use of property within, the proposed subdivision. Furthermore, all such public easements and dedications have been designed pursuant to: (a) the requirements of the Policy Plan component of The Ontario Plan and applicable area plans; (b) applicable specific plans or planned unit developments; (c) applicable provisions of the City of Ontario Development Code; (d) applicable master plans and design guidelines of the City; and (e) applicable Standard Drawings of the City.

SECTION 4: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 3, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Conditions of Approval included as Attachment A of this Decision, and incorporated herein by this reference.

SECTION 5: Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 6: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

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APPROVED AND ADOPTED this 1st day of May 2023.

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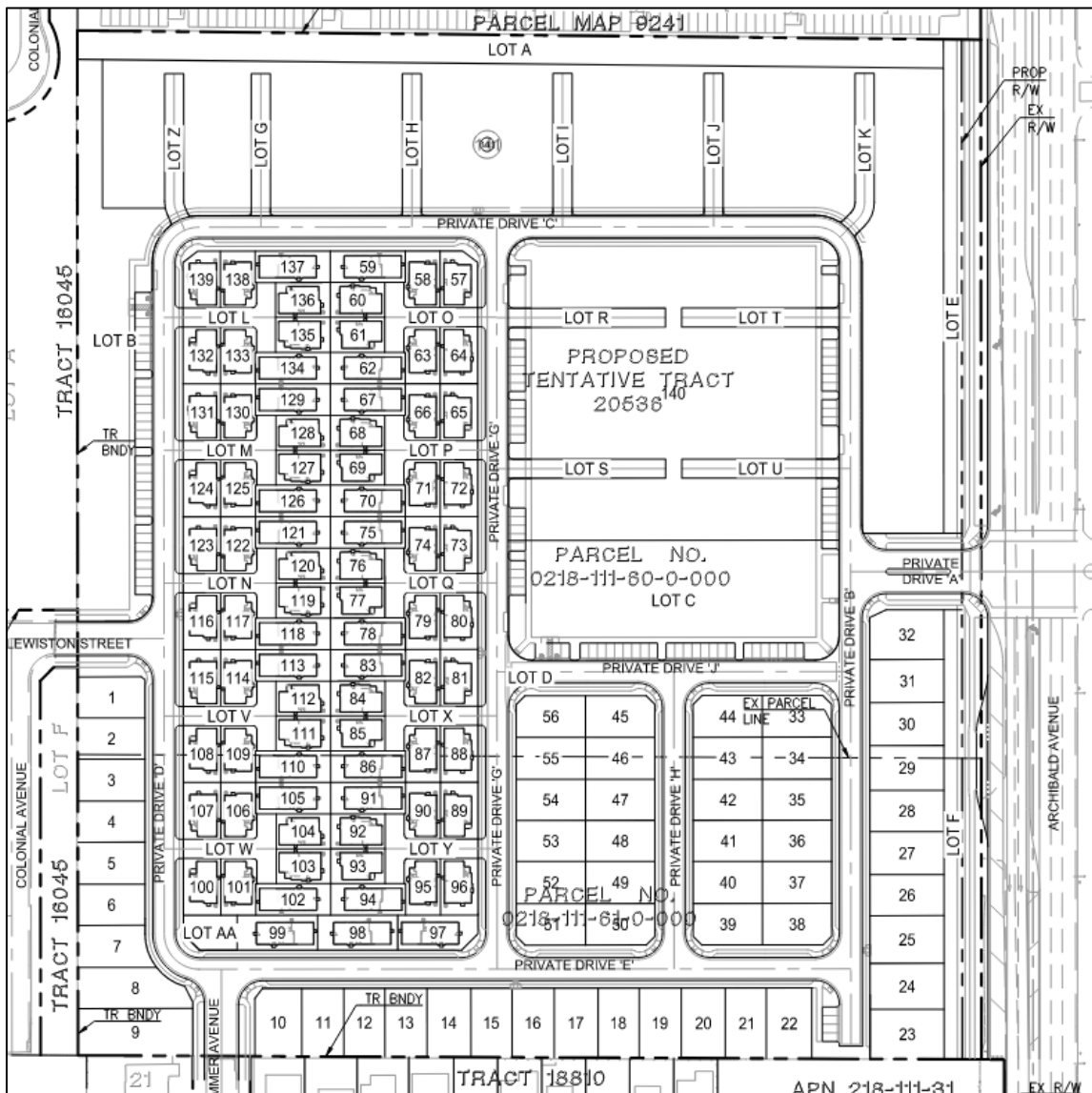
Development Advisory Board Chairman



**Exhibit A: PROJECT LOCATION MAP**



**Exhibit B: TENTATIVE TRACT MAP NO. 20536**



**LEGEND**

TRACT BOUNDARY	---
PROPOSED LOT	---
EXISTING RIGHT-OF-WAY	---
PROPOSED RIGHT-OF-WAY	---
EXISTING EASEMENT	---
EXISTING WATER	---
PROPOSED WATER	---
EXISTING SEWER	---
PROPOSED SEWER	---
EXISTING RECLAIMED WATER	---
EXISTING STORM DRAIN	---
PROPOSED STORM DRAIN	---
TRASH ENCLOSURE	---
TRANSFORMER	---

**ZONING**

EXISTING ZONING:	COUNTRYSIDE SPECIFIC PLAN ZONE
EXISTING LAND USE:	AGRICULTURAL
PROPOSED LAND USE:	SINGLE FAMILY ATTACHED & DETACHED
PROPOSED DENSITY:	TOP 2050 LOW MEDIUM AND MEDIUM DENSITY
PROVIDED OFF-STREET PARKING:	101

**LETTERED LOT SUMMARY**

LETTERED LOTS:	27 LOTS
TOTAL AREA FOR LETTERED LOTS:	8.41 AC
TOTAL AREA FOR PRIVATE DRIVE AISLES & ALLEYS:	5.44 AC
TOTAL AREA FOR OPEN SPACE/PARK AREA:	2.97 AC

**NUMBERED LOT SUMMARY  
ATTACHED RESIDENTIAL**

NUMBER OF LOTS:	141 LOTS
NUMBER OF UNITS:	205 UNITS
MAXIMUM AREA:	149,796 SF
MINIMUM AREA:	2,081 SF
AVERAGE AREA:	4,452 SF
TOTAL AREA:	14.30 AC

**TENTATIVE TRACT MAP SUMMARY**

NUMBERED LOTS:	141 LOTS
LETTERED LOTS:	27 LOTS
TOTAL AREA GROSS:	23.2 AC
TOTAL AREA NET:	22.7 AC
TOTAL AREA TO BE DEDICATED:	0.5 AC
TOTAL AREA FOR NUMBERED LOTS:	14.30 AC
TOTAL AREA FOR LETTERED LOTS:	8.41 AC





**Attachment A: Conditions of Approval**

*(Conditions of Approval follow this page)*

**Date Prepared:** 3/27/2023

**File No:** PMTT22-021

**Related Files:** PSPA22-002

**Project Description:** Tentative Tract Map No. 20536, subdividing 23.2 acres of land for condominium purposes, into 141 numbered lots and 27 lettered lots to facilitate the development of 265 dwellings, located approximately 875 feet south of the intersection of Riverside Drive and Archibald Avenue, within the Planning Area 1 Neighborhood 2 of the Countryside Specific Plan; (APNs: 0218-111-60 and 0218-111-61); **submitted by RB Ontario LLC.**

**Prepared By:** Edmelynn V. Hutter  
Phone: 909.395.2429 (direct)  
Email: [ehutter@ontarioca.gov](mailto:ehutter@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 Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

**2.2** Subdivision Map.

**(a)** The Final Tract Map shall be in conformance with the approved Tentative Tract Map on file with the City. Variations from the approved Tentative Tract Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Tract Map may require review and approval by the Planning Commission, as determined by the Planning Director.

**(b)** Tentative Tract Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

**(c)** The subject Tentative Tract Map for condominium purposes shall require the recordation of a condominium plan subsequent to the recordation of the Final Tract Map and CC&Rs.

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

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

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

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

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

**2.4** Landscaping.

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

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

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

**(d)** Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation

system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

**2.5** Walls and Fences.

**(a)** All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

**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** Signs.

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

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

**2.9** Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

**(a)** CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

**(b)** The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

**(c)** CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

**(i)** Landscaping and irrigation systems within common areas;  
**(ii)** Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

**(iii)** Shared parking facilities and access drives; and  
**(iv)** Utility and drainage easements.

**(d)** CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

**(e)** The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

**(f)** A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

## **2.10** 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.

## **2.11** Environmental Requirements.

**(a)** The environmental impacts of this project were reviewed in conjunction with an **Addendum to the Countryside Specific Plan Environmental Impact Report** (State

Clearinghouse No. 2004071001). 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. All previously adopted mitigation measures are a condition of 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.

**2.12** Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

**2.13** Additional Fees.

**(a)** Within 5 days following final application approval, the Notice of 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 will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

**(b)** After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

**2.14** Related Applications.

**(a)** Tentative Tract Map approval shall not be final and complete until such time that related File No. PSPA22-002 has been approved by the City Council.

**(b)** Tentative Tract Map approval shall not be final and complete until such time that related File No. PDA22-005 has been approved by the City Council, executed and recorded.



**2.15** Additional Requirements.

**(a)** The Applicant shall revise plans to show 6 FT high block walls along the interior perimeter walls for each Cluster Court 3 (8-pack Single Family Detached cluster) configuration.

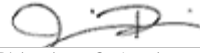
**(b)** The Applicant shall consult with Gabrieleno Band of Mission Indians – Kizh Nation regarding potential Tribal Resources being discovered on the Project site and potential need for Tribal monitoring.

**(c)** Prior to Final Tract Map approval, the Applicant shall initiate the cancellation process for the Williamson Act Contracts that currently apply to the Project site. Prior to permit issuance, the Williamson Act Contract cancellations shall be executed and recorded.

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

**PRELIMINARY TRACT MAP**  
**CONDITIONS OF APPROVAL**

Sign Off



Jamie Richardson, Sr. Landscape Planner

4/25/2023

Date

Reviewer's Name:

**Jamie Richardson, Sr. Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:  
 PMTT22-021

Related Files:  
 PSPA22-002

Case Planner:  
 Edmelynn Hutter

Project Name and Location:

Tentative Tract Map – subdivide 24/3 acres into 107 lots  
 Tract 20536

Applicant/Representative:

RB Ontario LLC – Jeff Ragland [jeff@thelandmarkcompany.com](mailto:jeff@thelandmarkcompany.com) (858) 610-0600  
 555 N El Camino Real, #A285  
 San Clemente, CA 92672



**A Tentative Tract/Parcel Map (dated 04/24/2023) has been approved, considering that the following conditions below be met upon submittal of the landscape construction documents.**



**A Tentative Tract Map/Parcel (dated) has not been approved. Corrections noted below are required before DAB approval.**

**CORRECTIONS REQUIRED**

**Conditions of Approval 04/25/2023**

1. Where Required WQMP, "Peak Storm Infiltration Facility": For stormwater chambers, the design will need to be configured to allow for required trees and landscape within common open space areas. For basins or swales for water quality areas in open spaces shall be designed as dual-use open spaces.
2. Locate utilities to minimum clearances to allow parkway trees. Show and note a 10' parkway tree space, 5' clearance each side of the tree from any utility or hardscape including water, sewer, drain lines, and driveways; and min. 10' clear from street lights. Parkway trees are to be 30' apart.
3. The area between the sidewalk and single-family residence side yard wall shall be HOA maintained landscape and recycled water irrigation. Separate with mow curb or property wall.
4. New residential projects shall use recycled water for HOA maintained property (parks, parkways, neighborhood edges, common areas). Potable water with a backflow shall only be used on single-family detached properties even if HOA maintained.

**On Grading or Utility Construction Plans:**

5. Stormwater infiltration devices located in parkways or other landscape areas shall be routed to this department to be reviewed and approved before permit approval or installation.
6. Note decorative paving for all motor courts, including the lots facing the parking rows aisles.
7. 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.
8. 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 transformers greater than 4' high. Coordinate with landscape plans. Locate on level grade.

9. 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.
10. Show light standards 15' away from required tree locations.
11. Wall footings shall not restrict landscape; max 12" in front of footing with 12" of cover.
12. 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.
13. AC units shall be located in areas that allow for landscape screening if visible from the street.
14. Provide a tree inventory for existing trees, including 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.
15. Add notes for any tree removal to occur outside of the typical nesting season (February 1 through August 31) or per the specific plan EIR mitigation Measures.
16. After a project's entitlement approval, the applicant shall pay all applicable fees at a rate established by resolution of the City Council.

Once items are complete, you may email an electronic set to:

[landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT22-021

Address: NEC of Colonial Ave & Lewiston Street

APN: 0218-111-60 & 61

Existing Land Use: Vacant land and buildings previously used for agricultural uses

Proposed Land Use: Tentative Tract Map to subdivide 24.3 acres into 107 residential lots

Site Acreage: 24.3 Proposed Structure Height: N/A

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Edmelynn Hutter

Date: 1/30/2023

CD No.: 2022-053

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 type="checkbox"/> Recorded Overflight Notification
<input type="checkbox"/> Zone 2	<input type="checkbox"/> 65 - 70 dB CNEL	<input checked="" 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="checkbox"/> Zone 4		Allowable Height: <u>200 FT +</u>	
<input type="checkbox"/> 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) 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: \_\_\_\_\_

*Lorena Mejia*

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2022-053  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

1. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

#### NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

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

<input type="checkbox"/> DEVELOPMENT PLAN	<input type="checkbox"/> PARCEL MAP	<input checked="" type="checkbox"/> TRACT MAP
<input type="checkbox"/> OTHER	<input type="checkbox"/> FOR CONDOMINIUM PURPOSES	
<b>PROJECT FILE NO. <u>TM-20536</u></b>		
<b>RELATED FILE NO(S). <u>PMTT22-021 &amp; PSPA22-002</u></b>		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__		

**CITY PROJECT ENGINEER & PHONE NO:**      Angela Truong      (909) 395-2134

**CITY PROJECT PLANNER & PHONE NO:**      Edmelynne Hutter      (909) 395-2429

**DAB MEETING DATE:**      May 1<sup>st</sup>, 2023

**PROJECT NAME / DESCRIPTION:**      TM-20536, a Tentative Tract Map to subdivide 24.3 acres of land into 141 numbered lots and 26 lettered lots within the Planning Area 1 Neighborhood 2 of the Countryside Specific Plan

**LOCATION:**      West of Archibald Avenue, North of Chino Avenue

**APPLICANT:**      RB Ontario LLC

**REVIEWED BY:**      Raymond Lee      4/17/23  
 Raymond Lee, P.E.      Date  
 Assistant City Engineer

**APPROVED BY:**      Khoi Do      4-18-23  
 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 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: 
  - a. An additional 20 feet along Archibald Avenue project frontage for an ultimate right-of-way of 74 feet from street centerline
- 1.02 Dedicate to the City of Ontario, the following easement(s): 
  - a. For sewer, water, fiber optic, and access purposes
    - i. All private drives from property line to property line
    - ii. Lewiston Street and South Wellsummer Avenue from property line to property line
  - b. For neighborhood edge purposes
    - i. 19 feet wide on Lots E and F
- 1.03 Restrict vehicular access to the site as follows: \_\_\_\_\_
- 1.04 Vacate the following street(s) and/or easement(s): 
  - a. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.
  - b. 10 feet wide easement for public utilities and incidental purposes, recorded as Instrument No. 85-267576, in favor of Southern California Edison Company
  - c. 20 feet wide easement for a wellsite together with the construction and maintenance of water pipe lines along such rights appurtenant to the repair and maintenance of pumping plant equipment together with all necessary rights of ingress and egress
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658).



- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.
- (1) \_\_\_\_\_
- (2) \_\_\_\_\_
- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.
- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: [www.ontarioca.gov](http://www.ontarioca.gov)) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
- 1.13 Ontario Ranch Developments:
- 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
- 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
- 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 1.14 Other conditions:
- a. The Tract Map shall comply with all the Requirements and Conditions of Approval of related entitlements, PDA\_22-005, and the Countryside Specific Plan, as amended. Any conflict in Conditions of Approval and requirements, the Conditions of Approval for this Tentative Tract Map will supersede.
- b. The Applicant/Developer shall obtain all off-site right-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.

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

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

- 2.01 Record Tract Map No. 20536 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per \_\_\_\_\_
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972.



- 2.05 Apply for a: 
  - Certificate of Compliance with a Record of Survey;
  - Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);
  - Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658).
- 2.08 **Submit a soils/geology report.**
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies: 
  - State of California Department of Transportation (Caltrans)
  - San Bernardino County Road Department (SBCRD)
  - San Bernardino County Flood Control District (SBCFCD)
  - Federal Emergency Management Agency (FEMA)
  - Cucamonga Valley Water District (CVWD) for sewer/water service
  - United States Army Corps of Engineers (USACE)
  - California Department of Fish & Game
  - Inland Empire Utilities Agency (IEUA)
  - Other: \_\_\_\_\_
- 2.10 Dedicate to the City of Ontario the right-of-way described below: 

\_\_\_\_\_ feet on \_\_\_\_\_

Property line corner 'cut-back' required at the intersection of \_\_\_\_\_ and \_\_\_\_\_.
- 2.11 Dedicate to the City of Ontario the following easement(s): \_\_\_\_\_
- 2.12 Vacate the following street(s) and/or easement(s): \_\_\_\_\_ 
  - A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.
- 2.13 **Ontario Ranch 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.**

- 2.14 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.
- 2.15 **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.**
- 2.16 **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 and the DIF rate at the time of payment.**
- 2.17 Other conditions: \_\_\_\_\_



**B. PUBLIC IMPROVEMENTS**  
 (See attached Exhibit 'A' for plan check submittal requirements.)

2.18 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	Archibald (Public)	Lewiston (Private)	Wellsummer (Private)	All Private Drives
<b>Curb and Gutter</b>	<input checked="" type="checkbox"/> New; 48 ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
<b>AC Pavement</b>	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen to ultimate street width along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement (Truck Route Only)</b>	<input checked="" type="checkbox"/> New, Sec. 2.F <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Drive Approach</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Sidewalk</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>ADA Access Ramp</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Parkway</b>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) <input checked="" type="checkbox"/> Neighborhood Edge & MPT*	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
<b>Raised Landscaped Median</b>	<input checked="" type="checkbox"/> New, Sec. 2.F <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace





<b>Fire Hydrant</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation
<b>Sewer (see Sec. 2.C)</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
<b>Water (see Sec. 2.D)</b>	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service
<b>Recycled Water (see Sec. 2.E)</b>	<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	<input type="checkbox"/> Main <input type="checkbox"/> Service
<b>Traffic Signal System (see Sec. 2.F)</b>	<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
<b>Traffic Signing and Striping (see Sec. 2.F)</b>	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Street Light (see Sec. 2.F)</b>	<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	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
<b>Bus Stop Pad or Turn-out (see Sec. 2.F)</b>	<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
<b>Storm Drain (see Sec. 2G)</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
<b>Fiber Optics (see Sec. 2K)</b>	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances
<b>Overhead Utilities</b>	<input type="checkbox"/> Underground <input checked="" type="checkbox"/> Removal	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
<b>Removal of Improvements</b>	_____	_____	_____	_____
<b>Other Improvements</b>	_____	_____	_____	_____

\*MPT = multi-purpose trail

Specific notes for improvements listed in item no. 2.18, above:

- 1) Remove the existing overhead line and power pole on the west side of Archibald Avenue along the project frontage.

- 2.19 Construct a 2" asphalt concrete (AC) grind and overlay from centerline to new AC pavement, including pavement transitions, along Archibald Avenue project frontage.





- 2.20 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.
- 2.21 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.
- 2.22 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 7-7.302.e of the City's Municipal Code.
- 2.23 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.24 **An 8-inch sewer main is available for connection by this project in South Wellsummer Avenue (Ref: Sewer Drawing Number: S16289). Sewer infrastructure in TM-18810 is required to support this development. If the sewer infrastructure required for TM-18810 is not accepted by the City, this development is subject to the improvements required.**
- 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.26 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.
- 2.27 **Other conditions:** 
  - 1) **See Exhibit B for additional Sewer Conditions of Approval from OMUC.**

**D. WATER**

- 2.28 **An 8-inch water main is available for connection by this project in Lewiston Street (Ref: Water Drawing Number: Unknown). A 12-inch water main is available for connection by this project in Archibald Avenue (Ref: Water Drawing Number: W10072, W100073).**
- 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.30 **Other conditions:** 
  - 1) **See Exhibit B for additional Water Conditions of Approval from OMUC.**

**E. RECYCLED WATER**

- 2.31 **A 24-inch recycled water main is available for connection by this project in Archibald Avenue (Ref: Recycled Water Drawing Number: P10157).**
  - 2.32 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
  - 2.33 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.
  - 2.34 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.
- 2.35 **Other conditions:** 
    - 1) **See Exhibit B for additional Recycled Water Conditions of Approval from OMUC.**

**F. TRAFFIC / TRANSPORTATION**



- 2.36 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
- 2.37 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.38 **Other conditions:** 
  - 1) **Design and construct half-width frontage improvements along Archibald Avenue, including the raised median from the northerly property line to just north of the southerly property line in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, parkway landscaping and necessary pavement transitions and striping beyond the project frontage.**
  - 2) **Design and construct the ultimate signing and striping improvements along the project frontage of Archibald Avenue, including the southbound section of Archibald Avenue from approximately 600-feet north of project frontage.**
  - 3) **Revise the striping for the No. 3 southbound lane as a trap right-only lane. The No. 3 southbound receiving lane shall be revised with diagonal striping to ensure only 2 southbound through lanes are entering/exiting the intersection.**
  - 4) **Design and construct a new traffic signal system at Archibald Avenue and the proposed/existing tract entry streets to the satisfaction of the City Engineer. The new traffic signal shall include video detection, CCTV, interconnect/fiber optic communication equipment, cable and conduit, emergency vehicle preemption systems, and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.**
  - 5) **Construct concrete approaches for southbound direction on Archibald Avenue at the proposed/existing tract entry streets since Archibald Avenue is a truck route in accordance with the City of Ontario Standard Drawing No. 1207.**
  - 6) **Design and construct a bus turnout to serve future bus stop on the west side of Archibald Avenue, south of proposed/existing tract entry streets. The bus turnout shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.**
  - 7) **Design and construct in-fill public street lights and a potential new service pedestal along its project frontage on Archibald Avenue. Street lighting shall be LED-type and in accordance with City's Approved Material List LED Luminaires. Install smart nodes on all new street light fixtures along project frontage.**
  - 8) **Archibald Avenue shall be signed "No Stopping Anytime" along the property frontage.**
  - 9) **All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.**
  - 10) **The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/striping, street lighting, and traffic signal design plans to define limits of improvements.**

#### G. DRAINAGE / HYDROLOGY

- 2.39 **A 36-inch storm drain main is available to accept flows from this project in South Wellsummer Avenue upon acceptance of TM-18810 (Ref: Storm Drain Drawing Number: D14111). Storm drain infrastructure in TM-18810 is required to support this development. If the storm drain infrastructure required for TM-18810 is not accepted by the City, this development is subject to the improvements required.**
- 2.40 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.



- 2.41 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.
- 2.42 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.
- 2.43 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.
- 2.44 Other conditions: \_\_\_\_\_

**H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)**

- 2.45 401 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.
- 2.46 **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>.**
- 2.47 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.
- 2.48 Other conditions: \_\_\_\_\_

**J. SPECIAL DISTRICTS**

- 2.49 **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.**
- 2.50 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.51 A \_\_\_\_\_ fiber optic line is available for connection by this project in \_\_\_\_\_. (Ref: Fiber Optic Drawing Number: \_\_\_\_\_)



- 2.52 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Generally located at South Wellsummer Avenue, Lewiston Street, and the NEC and SEC of the project along Archibald Avenue.
- 2.53 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.

**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 Ontario Ranch 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**

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Project Number: Tract Map No. TM-20536 and/or PMTT22-021, PSPA22-002

**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.  **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)**
9.  **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)**
10.  **Four (4) sets of Public Sewer improvement plan**
11.  **Five (5) sets of Public Storm Drain improvement plan**
12.  **Three (3) sets of Public Street Light improvement plan**
13.  **Three (3) sets of Signing and Striping improvement plan**
14.  **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15.  **Three (3) sets of HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
16.  **Five (5) sets of CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
17.  **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)**
18.  **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.**
19.  **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**



20.  **One (1) copy of Hydrology/Drainage study**
21.  **One (1) copy of Soils/Geology report**
22.  **Payment for Final Map/Parcel Map processing fee**
23.  **Three (3) copies of Final Map/Parcel Map**
24.  **One (1) copy of approved Tentative Map**
25.  **One (1) copy of Preliminary Title Report (current within 30 days)**
26.  **One (1) copy of Traverse Closure Calculations**
27.  **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.**
28.  **Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use.**
29.  **Other: Final Utility Systems Map (USM) per Conditions of Approval from OMUC.**





## CITY OF ONTARIO MEMORANDUM



**DATE:** April 14, 2023  
**TO:** Angela Truong, Engineering Department  
**CC:** Edmelynn Hutter, Planning Department  
**FROM:** Heather Young, Utilities Engineering Division  
Christy Stevens, Utilities Engineering Division  
**SUBJECT:** DPR#4 REV2 - Utilities Engineering Conditions of Approval (COA) (#9117)  
**PROJECT NO.:** TM-20536 (PMTT22-021)

**BRIEF DESCRIPTION:**

*A Tentative Tract Map No. 20536, subdividing 23.2 acres of land for condominium purposes, into 107 lots to facilitate the development of 274 dwellings, located approximately 875 feet south of the intersection of Riverside Drive and Archibald Avenue, within the Planning Area 1 Neighborhood 2 of the Countryside Specific Plan (APN(s): 0218-111-60, 0218-111-61). Related File: PSPA22-002.*

### OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

**CONDITIONS OF APPROVAL:** *The Ontario Municipal Utilities Company (OMUC) Utilities Engineering Division recommends this application for approval subject to the Conditions of Approval outlined below and compliance with the City's Design Development Guidelines, Specifications Design Criteria, and City Standards. The Applicant shall be responsible for the compliance with and the completion of all the following applicable Conditions of Approval prior to the following milestones and subject to compliance with City's Design Development Guidelines, Specifications Design Criteria, and City Standards:*

**General Conditions:**

1. **Standard Conditions of Approval:** Project shall comply with the requirements set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017, or as amended or superseded by Council Resolution; as well as project-specific conditions/requirements as outlined below.

**Prior to Issuance of Any Permits (Grading, Building, Demolition and Encroachment), unless other timeline milestones are specified by individual conditions below, the Applicant Shall:**

**General Conditions (Section 2.A, Other conditions):** *The Applicant shall comply with the following:*

2. **Inherited Requirements and Conditions of Approval:** This project is subject to all the Requirements and Conditions of Approval of related entitlements, PDA\_22-005, and the Countryside Specific Plan, as amended. Any conflict in Conditions of Approval and requirements, the Conditions of Approval below for this Project will supersede.
3. **Final Utilities Systems Map (USM):** Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.
4. **Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements:** Public Improvements shall be designed per City Public Design Guidelines and City Standards and constructed through a City Encroachment Permit; and Private Onsite Improvements shall be designed per Building Code and Plumbing Code and constructed through a City Building Permit.

- a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/RoW; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc.) connecting to a Public Water Main per City Standards; and Fire Services connecting to a Public Water Main from the Main up to the DCDA. Public Water Improvements and Public Sewer Improvements are required to be designed and constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.
  - b. Private Utility Improvements include the following: onsite water plumbing lines after a Public Meter, or after the Fire DCDA and including the DCDA; Backflow Devices and other Cross-Connection Prevention; onsite sewer upstream of the Public Sewer Lateral, including the Cleanout (or Manhole) at PL/RoW/PUE Edge; Monitoring Manholes and other Wastewater Pretreatment Facilities. Private Onsite Utility Improvements are required to be designed and constructed per Building and Plumbing Plans with: the Backflows, DCDAs, Cleanout (or Manhole) at PL/RoW/PUE Edge, and Monitoring Manholes being designed and constructed through a Precise Grading Plan; and, the other Pretreatment Devices (Grease Interceptor, Sand, Oil Interceptors, etc.) and the connections to the buildings and structures through a building Plumbing Plan.
5. Public Utilities and Public Right-of-Way including Public Utility Easements (PUE): All City of Ontario Public Utilities shall be installed within a Public Right-of-Way (RoW), or within a Public Utility Easements (PUE), or within a combination of RoW and PUE. In this case, Public Utilities is referring to the mains and connected appurtenances of the following City of Ontario/OMUC Utilities: Public Potable Water; Public Recycled Water; and Public Sanitary Sewer. Public Utilities shall be subject to the Minimum RoW/PUE Area Requirements and PUE Restrictions:
- a. Minimum RoW Area Requirements: Public Utilities shall be installed within in existing RoW/PUE in alignments/locations that meet the following minimum RoW/PUE areas surrounding the Public Utilities, and/or additional RoW/PUE shall be dedicated/granted to the City to provide the following minimum RoW/PUE areas surrounding the Public Utilities:
    - i. For each main, the RoW/PUE Area shall be a minimum of 20 feet wide, centered on the utility main with a minimum of 10 feet of RoW/PUE on each side of the main and this minimum area shall extend a minimum for 10 feet past the end of a main;
    - ii. For each Service/Lateral, the RoW/PUE Area shall be a minimum of 10 feet wide, centered on the service/lateral with a minimum of 5 feet of PRoW on each side of each service/lateral;
    - iii. For each water meter box, the RoW/PUE Area shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box;
    - iv. For each water appurtenances (fire hydrants, blowoffs, airvacs, etc), the RoW/PUE Area shall be a minimum of 5 feet on each side surrounding the water appurtenances (fire hydrants, blowoffs, airvacs, etc);
    - v. The RoW/PUE minimum areas for separate Public Utilities may overlap, provide that all minimum separations and PUE Restrictions are met.
  - b. PUE Restrictions: The Minimum PUE Area required surrounding Public Utilities shall be subject to the following restrictions:
    - i. The Minimum PRoW Area required surrounding Public Utilities shall not contain:
      - A. Any storm water quality improvements (infiltration, detention, retention, bioswale, etc);
      - B. Landscaping with thick or intrusive root structures,
      - C. Any trees;
      - D. Any private utilities, plumbing lines, private fire system, or irrigation lines; or,
      - E. Any permanent structures or overhangs of permanent structures.
    - ii. The PUE surface shall be designed to allow vehicle access over and along the full length of the utility main by any City maintenance vehicle.
    - iii. Minimum Separations: Within a PUE, all Department of Drinking Water (DDW) Water Main Separations per California Code of Regulations (CCR) §64572 shall be met for all Public Potable Water Mains and Services between: all Public City Utilities; Non-City Utilities; and Private Utilities. Additionally, the following Minimum Separations shall be met:
      - A. At minimum there shall be a 4 feet horizontal separation between each utility as measured between the outside walls of the utility pipelines, or in the case of a Joint Utility Trench, between the outside edge of the Joint Utility Trench and the outside wall of the Utility Pipeline.
      - B. Public Utility mains shall not be located behind curb or under curb & gutter and shall be located at minimum of 5 feet from curbface.

6. Well Abandonment: All existing Ground Water Wells shall be abandoned per County and State requirements prior to grading if they are not authorized to remain in service by the City's Water Resources Section.

***Sanitary Sewer Conditions (Section 2.C): The Applicant shall comply with the following:***

7. Sewer Sub-Area Master Plans (SSAMP): Convert the Conceptual Sewer Sub-Area Master Plan to a Final SSAMP pursuant to Section 4-8 of the Sewer Master Plan (SMP) and submit it to OMUC for review and approval with the first submittal of the sewer plans and prior to issuance of any permits.
8. Sanitary Sewer Infrastructure: Sanitary sewer infrastructure in TM18810 is required to support this development. If the sanitary sewer infrastructure is not completed by TM18810 and accepted by the City, this development is subject to the improvements required.
  - a. Install 8-inch sewer mains (or approved size per Final SSAMP) throughout the Tract Map streets, with point of connection to the existing 8-inch sewer main in S. Wellsummer Avenue. Public sewer mains installed in private drives shall be within a Public Sewer Easement.
9. Sanitary Sewer Service:
  - a. Each single family detached residence in Lots 1-59 and 97-99 and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per Standard #2003.
  - b. Cluster detached residences and multifamily attached residential buildings and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per Standard #2003.
10. Septic Tank Abandonment: All existing septic tank(s) on the property shall be abandoned per County standards.

***Potable Water Conditions (Section 2.D): The Applicant shall comply with the following:***

11. Potable Water Infrastructure:
  - a. Install 8-inch potable water mains throughout the Tract Map streets, with two points of connection by connecting to the existing 12-inch potable water main in Archibald Avenue and the existing 8-inch potable water main in Lewiston Street. Public potable water mains installed in private drives shall be within a Public Water Easement.
12. Potable Water Service:
  - a. Domestic Service:
    - i. Each single family detached residence shall have its own domestic potable water service and meter connected to the Public Potable Water System.
    - ii. Multifamily attached residential buildings shall have a domestic potable water service and public master meter connected to the Public Potable Water System with onsite private backflow prevention device and submetering.
    - iii. Any Non-Residential Uses needing a potable water service shall have its own potable water service and meter with backflow prevention device connected to the Public Potable Water System.
  - b. Backflow Prevention: Each Meter connected to the Public Potable Water System that serves any use that is more than one (1) single family residential unit or any non-residential use requires a backflow prevention device. A Meter connected to the Public Potable Water System that serves only one (1) single family residential unit (and an ADU and/or JADU) in most cases does not require a backflow device.
  - c. Fire Water Service: For onsite private Fire System uses:
    - i. Where the domestic water service and meters connected to the Public Potable Water System that serves any use that is more than one (1) single family detached residential unit, or any non-residential use: if an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per City Standard #4208 connected to the Public Potable Water System is required, to serve the onsite private fire system. The onsite fire system and onsite domestic water plumbing system shall be separate.

1. In certain residential cases where a separate fire service with DCDA connected to the Public Potable Water System is not required by above the requirement, and approved by the City Fire Department and the City Building Department, then the California Residential Code must be followed for the residential buildings; if the California Residential Code is not followed for the residential buildings; then a separate fire service with DCDA is required.

***Recycled Water Conditions (Section 2.E): The Applicant shall comply with the following:***

13. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscape irrigation for HOA maintained areas and parks. Appropriately sized public and private mains shall be installed throughout the Project to meet this requirement, as approved by the City.
14. Recycled Water Infrastructure:
  - a. Install recycled water main in Private Drive 'A' to Project's point of service in order to comply with City Ordinance 2689 from the point of connection to the existing 24-inch recycled water main in Archibald Avenue.
15. RW Program Requirements: In order to receive RW service, the applicant shall comply with each of the following:
  - a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
    - i. Provide two hard copies and the digital files (in PDF and AutoCAD format) for both on-site and off-site utility plans, including landscape and irrigation improvements.
    - ii. Submit an **Engineering Report (ER)** to the City detailing recycled water usage for review and approval by the City and the State. The review process for the ER is typically 3 months. City will coordinate the State's approval of the ER.
    - iii. For details, contact [OMUCWQPlanCheck@ontarioca.gov](mailto:OMUCWQPlanCheck@ontarioca.gov).
  - b. Prior to Occupancy Release/Finalizing:
    - i. Pass start-up and cross-connection test successfully.
    - ii. Provide evidence demonstrating the training of on-site supervisor or designee as determined in the ER.



# CITY OF ONTARIO

## MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)  
Rudy Zeledon, Planning Director (Copy of memo only)  
Diane Ayala, Advanced Planning Division (Copy of memo only)  
Charity Hernandez, Economic Development  
James Caro, Building Department  
Raymond Lee, Engineering Department  
Jamie Richardson, Landscape Planning Division  
Dennis Mejia, Municipal Utility Company  
Jeremy Phillips, Police Department  
Paul Erhman, Deputy Fire Chief/Fire Marshal  
Jay Bautista, Traffic/Transportation Manager  
Lorena Mejia, Airport Planning  
Tricia Espinoza, Engineering/NPDES  
Angela Magana, Community Improvement (Copy of memo only)  
Jimmy Chang, IPA Department  
Ben Mayorga, Integrated Waste

FROM: Edmelynne Hutter, Senior Planner

DATE: June 27, 2022

SUBJECT: FILE #: PMTT22-021

Finance Acct#:

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

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

**PROJECT DESCRIPTION:** A Tentative Tract Map (TTM 20536) to subdivide 24.3 acres of land into 107 lots, located approximately 875 feet south of the intersection of Riverside Drive and Archibald Avenue, within the Planning Area 1 Neighborhood 2 of the Countryside Specific Plan (APN: 0218-111-60 APN: 0218-111-61). Related File: PSPA22-002.

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

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

The plan does not adequately address the departmental concerns.

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

ONTARIO POLICE  
Department

ANTONIO GALBAN  
Signature

POLICE OFFICER  
Title

7/25/22  
Date



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Edmelynne Hutter, Senior Planner  
Planning Department

**FROM:** Paul Ehrman, Sr. Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** March 14, 2023

**SUBJECT:** PSPA22-002 - An Amendment to the Countryside Specific Plan, for the following changes: [1] Divide Neighborhood 2 into different subsets: Neighborhood 2A, 2B, and 2C; [2] increase the unit count in Planning Area 1 (PA 1) from 173 units to 451 units and density from 5.56 du/ac to 7.90 du/ac; [3] change PA1 to uses to include Attached Homes and eliminating the RD 6000-square-foot lot size; and [4] various text changes to be consistent with TOP Policy Plan (APNs:0218-111-60 and 0218-111-61). (Rev. 3).

- 
- The plan **does** adequately address Fire Department requirements at this time.
- See previous report for conditions.
-





# CITY OF ONTARIO

## MEMORANDUM

**TO:** Edmelynn Hutter, Senior Planner  
Planning Department

**FROM:** Paul Ehrman, Sr. Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** July 14, 2022

**SUBJECT:** PMTT22-021 - A Tentative Tract Map (TTM 20536) to subdivide 24.3 acres of land into 107 lots, located approximately 875 feet south of the intersection of Riverside Drive and Archibald Avenue, within the Planning Area 1 Neighborhood 2 of the Countryside Specific Plan (APN: 0218-111-60 APN: 0218-111-61). Related File: PSPA22-002.

- 
- 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, ordinary
- C. Ground Floor Area(s): Various
- D. Number of Stories: Varies
- E. Total Square Footage: Various
- F. 2019 CBC Occupancy Classification(s): R-2, R-3

## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

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

### **2.0 FIRE DEPARTMENT ACCESS**

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

### **3.0 WATER SUPPLY**

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

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

- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13 D. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

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

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Homes that do not front street shall be provided with an address entry sign at the street. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.



# DEVELOPMENT ADVISORY BOARD DECISION

May 1, 2023

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

**DECISION NO.:** [insert #]

**FILE NO.:** PDEV22-022

**DESCRIPTION:** A public hearing to consider a Development Plan to construct a monopine wireless telecommunications facility (AT&T) and a 660 square foot ground-mounted equipment enclosure on 4.46 acres of land, located at 648 West D Street (James R. Bryant Park), within the OS-R (Open Space-Recreation) zoning district. (APN: 1048-331-13 and 1048-331-14); **submitted by New Cingular Wireless PCS, LLC dba AT&T Mobility. Planning Commission action is required.**

## PART 1: BACKGROUND & ANALYSIS

NEW CINGULAR WIRELESS PCS, LLC DBA AT&T MOBILITY, (herein after referred to as "Applicant") has filed an application requesting approval of a Development Plan, File No. PDEV22-022, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**PROJECT SETTING:** The Project site is comprised of 4.46 acres of land located at 648 West D Street (James R. Bryant Park), which is depicted in Exhibit A: Project Location Map, attached. The properties to the north of the Project site are located within the LDR-5 (Low-Density Residential) zoning district and are developed with single-family homes. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land designations on and surrounding the Project site are as follows:

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
Site:	James R. Bryant Park	OS-R (Open Space – Recreation)	OS-R (Open Space-Recreation)	N/A
North:	Single Family Residential	LDR (Low-Density Residential)	LDR-5 (Low-Density Residential, 2.1-5 DU/Acre)	N/A
South:	Multiple Family Residential	High Density Residential	HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre)	N/A
East:	Single Family Residential	Low Density Residential	LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre)	N/A

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
West:	Single Family Residential	Low Density Residential	LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre)	N/A

(1) Background — On April 12, 2022, the Applicant submitted a Development Plan application requesting approval to construct a 65-foot-tall stealth wireless telecommunications facility (monopine) and a 660-square foot equipment enclosure on the Project site.

The Development Code established a 3-tier review process for all wireless telecommunications facilities. The proposed Project is a stealth wireless telecommunication facility located less than 500 feet from existing residential properties and falls under the Tier 3 Review category. Tier 3 review requires Development Plan review, Development Advisory Board recommendation, and Planning Commission project approval.

(2) Site Design/Building Layout — The proposed monopine wireless telecommunications facility is located on the northeast area of the existing park, with the equipment enclosure located adjacent to the east of the D Street parking at the southeast corner of the Park. The monopine will be centrally located, just to the north of the existing tennis courts. The monopine will be located 274 feet from the southern boundary of the park along D Street, 171 feet from the northern boundary of the park along G Street, and 84 feet from the eastern boundary of the park, adjacent to residential homes. The 660 square foot (22 feet x 30 feet) equipment enclosure area contains the wireless facilities operating equipment and will be set back approximately 15 feet from D Street and 7.5 feet from the eastern property line. The equipment enclosure will be screened from public view by a decorative masonry block wall and existing landscaping. The monopine wireless facility will measure 58 feet to the top of the proposed antennas and the overall height will measure 65 feet to the top of the artificial foliage. The Project site plan is depicted in Exhibit B: Site Plan and Exhibit C: Enlarged Site Plan. The proposed facility will increase wireless coverage within the immediate vicinity of the Project site, as illustrated in Exhibit G: Propagation Map (existing and proposed wireless coverage).

(3) Site Access/Parking — The wireless telecommunications facility will be accessed from D Street via an existing 10-foot-wide driveway located along the southern property line. The Development Code requires one off-street parking space to be provided for wireless carrier personnel to be able to access and maintain the site, which has been provided adjacent to the proposed equipment enclosure.

(4) Wireless Facility Design — The Applicant is proposing the construction of a monopine design for the wireless telecommunications antenna (see Exhibits D and E: Elevations and Photo Simulations). The monopine design mimics the shape and appearance of a live pine tree and uses faux branches and foliage to screen the antenna from public view. The length of branches and artificial foliage have been

conditioned to extend up to seven feet above the antenna and their mounting brackets to provide a natural appearance. Branches are also required to protrude horizontally beyond the radio units and mounting brackets, to screen the equipment. The radio units will be screened with "socks," or pieces of foliage designed to mask the units and the trunk (pole) will be covered in faux bark.

The facility includes a 660 square foot equipment enclosure area, to be constructed of split-face concrete block, with a corrugated metal gate. The equipment enclosure serves to protect the monopine's ground-mounted equipment, such as backup generators and equipment cabinets, from vandalism, vagrancy, or other potential nuisance activities. The facility, which will be set back approximately 15 feet from D Street and 7.5 feet from the eastern property line and located adjacent to the east of the parking lot.

(5) Landscaping — The Development Code requires wireless telecommunications facilities to be landscaped, and to be provided with appropriate screening trees and plantings. The Applicant has proposed three Coast Live Oaks and three Aleppo Pines as the screening trees, as they are compatible with the overall visual aesthetic of the surrounding area (see Exhibit F: Landscape Plan).

(6) Signage — Pursuant to Development Code requirements, an informational sign (measuring 2 feet x 2 feet), which includes the carrier's information and an emergency contact number, will be installed outside the facility enclosure. All other Project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1. Prior to the issuance of a Building Permit for the installation of any new on-site signage, the Applicant is required to submit Sign Plans for Planning Department review and approval.

(7) Community Outreach — On March 27, 2023, community notices were mailed to all property owners located within 500 feet of the Project site (see Attachment A: Correspondence from Community Outreach Mailers, attached). The intent of the notice was to inform the surrounding community of the proposed Project and answer any questions. A total of five residents provided comments opposing the Project. Below is a summary of concerns/comments raised by the residents and staff responses:

(a) **Concerns about health and safety impacts of the monopine located within the park and in close proximity to an existing residential neighborhood.**

*According to the Federal Communications Commission (FCC), radiofrequency emissions from antennas used for cellular and PCS transmissions result in exposure levels on the ground that are typically thousands of times below safety limits. These safety limits were adopted by the FCC based on the recommendations of expert organizations and endorsed by agencies of the Federal government responsible for health and safety.*

(1) *The Federal government has made the determination that wireless telecommunication facilities do not generate harmful or hazardous effects that could or would be detrimental to the public health, safety, or welfare or materially injurious to the*



*properties or improvements in the vicinity.* The Applicant shall comply with all the conditions of approval.

**(b) Reduction in residential property values due to the proximity of the monopine wireless facility.**

*There is no evidence that a wireless facility, within an existing park, will lower property values. In fact, homes values increase with a nearby park. Wireless telecommunications facilities are required to be developed in harmony with the surrounding environment and be as unobtrusive as possible when located in visually prominent locations such as public parks and within or adjacent to residential communities. The proposed monopine wireless telecommunications facility is a stealth design centrally located within the park, and will be surrounded by existing mature trees, with additional screening through the installation of dense landscaping including three Coast Live Oaks and three Aleppo Pine trees. The proposed equipment enclosure is designed with decorative masonry block to be consistent with existing structures within the park.*

(8) Land Use Compatibility — The intent of a Conditional Use Permit (“CUP”) application and review is to ensure that the proposed use will be operated in a manner consistent with local regulations and to ensure that the use will not be detrimental to the public health, safety, or welfare, or materially injurious to uses, properties or improvements in the vicinity. The City of Ontario's Development Code describes a CUP as the following:

**Division 4.02, Section 4.02.015: Conditional Use Permit Purposes** – *The purpose of this Section is to establish a procedure to ensure that a degree of compatibility is maintained with respect to certain uses on certain properties, due to their nature, intensity or size, or to compensate for variations and degrees of technological processes and equipment as related to the generation of noise, smoke, dust, fumes, vibration, odors and other practical hazards.*

Approval of a CUP first requires making certain findings which show that the proposed use is consistent with all City of Ontario codes, land uses, and other applicable requirements. Additionally, the use must be compatible with the other surrounding uses; therefore, approving a CUP is discretionary in nature. The project site is located within the OS-R (Open Space-Recreation) zoning district. Because the project site is located within 500 of residentially zoned properties, a CUP is required. Telecommunication wireless facilities may be established within 500 of residentially zoned properties with a CUP if it is demonstrated that the wireless facility design and operations will have no impact to the surrounding community and it's compatible with the other surrounding developments. The monopine is located on the northeast portion of the existing park, approximately 84 feet from residential homes to the east, 237 feet from residential homes (across D Street) to the north and 320 feet residential homes to the west (across San Antonio Avenue). The monopine wireless telecommunications facility is a stealth design that will be centrally located within the park. The monopine will be surrounded by existing mature trees, with additional screening through the installation of dense landscaping including three Coast Live Oaks and three Aleppo Pine trees. Based upon the monopine location, which is

setback a minimum of 84 feet from the nearest residential home, staff believes that proposed wireless monopine will not visually or negatively impact the surrounding residential neighborhoods. The equipment enclosure facility, which will be set back approximately 15 feet from D Street and 7.5 feet from the existing residential homes on the east, will be screened from public view by a decorative masonry block wall and existing landscaping. The Project is consistent with similar wireless facilities constructed at City public parks including two existing stealth wireless telecommunication facilities located within Westwind Park and one facility within Anthony Munoz Park. Incorporation of recommended conditions of approval will provide mitigation to potential impacts associated with the proposed use.

**PUBLIC NOTIFICATION:** The subject application was advertised as a hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper).

**AGENCY/DEPARTMENT REVIEWS:** Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Decision preparation, recommended conditions of approval were provided and are included with this Decision.

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the Development Advisory Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Development Advisory Board, 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 ONT ALUCP.

**COMPLIANCE WITH THE ONTARIO PLAN:** The proposed Project is consistent with the principles, goals and policies contained within the Vision, Governance, Policy Plan (general plan), and City Council Priorities components of The Ontario Plan ("TOP"). More

specifically, the goals and policies of TOP that are furthered by the proposed Project are as follows:

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods

(2) Governance.

**Decision Making:**

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.

- G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(3) Policy Plan (General Plan)

**Land Use Element:**

- Goal LU-2 Compatibility: Compatibility between a wide range of uses and a resultant urban patterns and forms.

- LU-2.6 Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.

**Community Economics Element:**

- CE-2.1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

- CE-2.4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

- CE-2.5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

**Community Design Element:**

- CD-1.3 Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.

- Goal CD-2 Design Quality: A high level of design quality resulting in neighborhoods, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct.

- CD-2.1 Quality Building Design and Architecture. We encourage all development projects to convey visual interest and character through:

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

- CD-2.8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

- CD-2.9 Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

- CD-2.13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

- CD-3.6 Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.

- Goal CD-5 Protection of Investment: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.

- CD-5.1 Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.

- CD-5.2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

**HOUSING ELEMENT COMPLIANCE:** The Project is consistent with the Housing Element of the Policy Plan (general plan) component of The Ontario Plan, as the Project site is not one of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

## ***PART 2: RECITALS***

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the 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 "ONT ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on May 1, 2023, 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 3: THE DECISION***

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED AND DECIDED 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 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 administrative record, including all written and oral evidence presented to the DAB, the DAB finds as follows:

(1) The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 3 (Class 15303, New Construction or Conversion of Small Structures) of the CEQA Guidelines, which consists of the construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

(2) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(3) The determination of CEQA exemption reflects the independent judgment of the DAB.

SECTION 2: 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, 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 OS-R (Open Space – Recreation) land use district of the Policy Plan Land Use Map, and the OS-R (Open Space-Recreation) 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 OS-R (Open Space-Recreation) zoning district, including



standards relative to the particular land use proposed (monopine wireless telecommunications facility), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; 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 Development Code are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan; and

(4) *The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.* The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Development Code that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking design and landscaping, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (monopine wireless telecommunications facility). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Development Code.

SECTION 3: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 and 2, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Conditions of Approval included as Attachment B of this Decision, and incorporated herein by this reference.

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

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

these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

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APPROVED AND ADOPTED this 1st day of May 2023.

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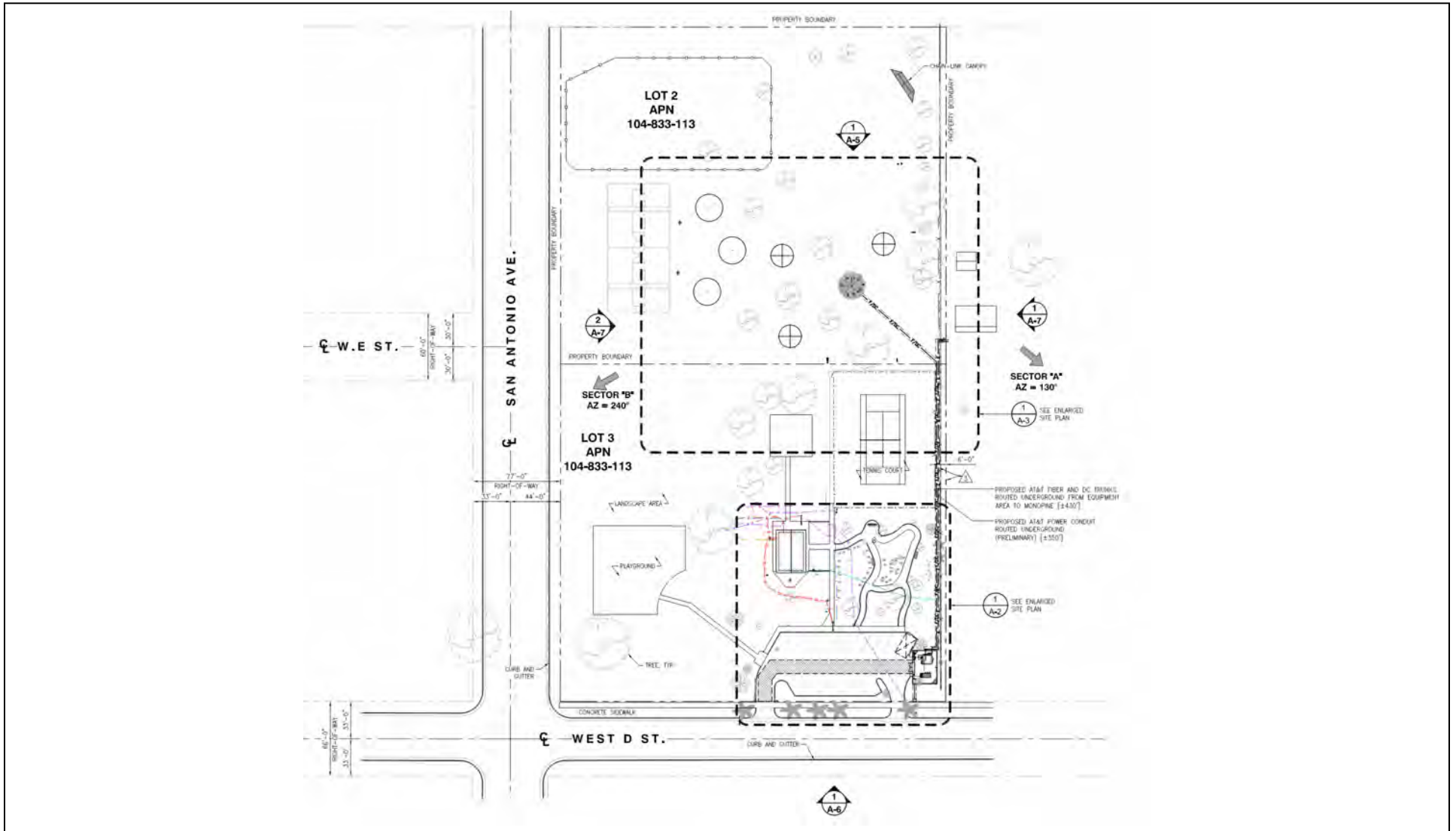
Development Advisory Board Chairman

**Exhibit A: PROJECT LOCATION MAP**



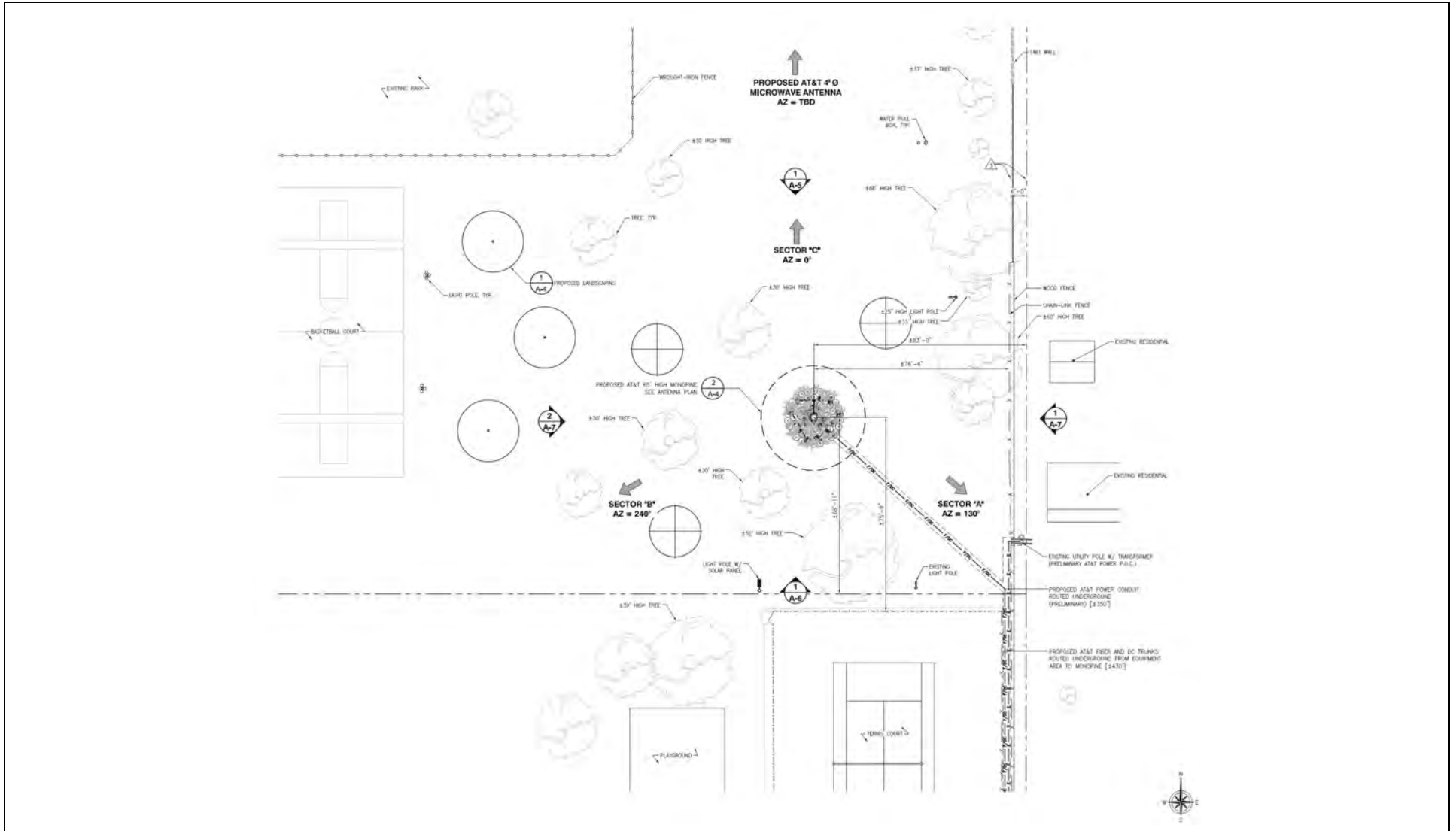


**Exhibit B: SITE PLAN**



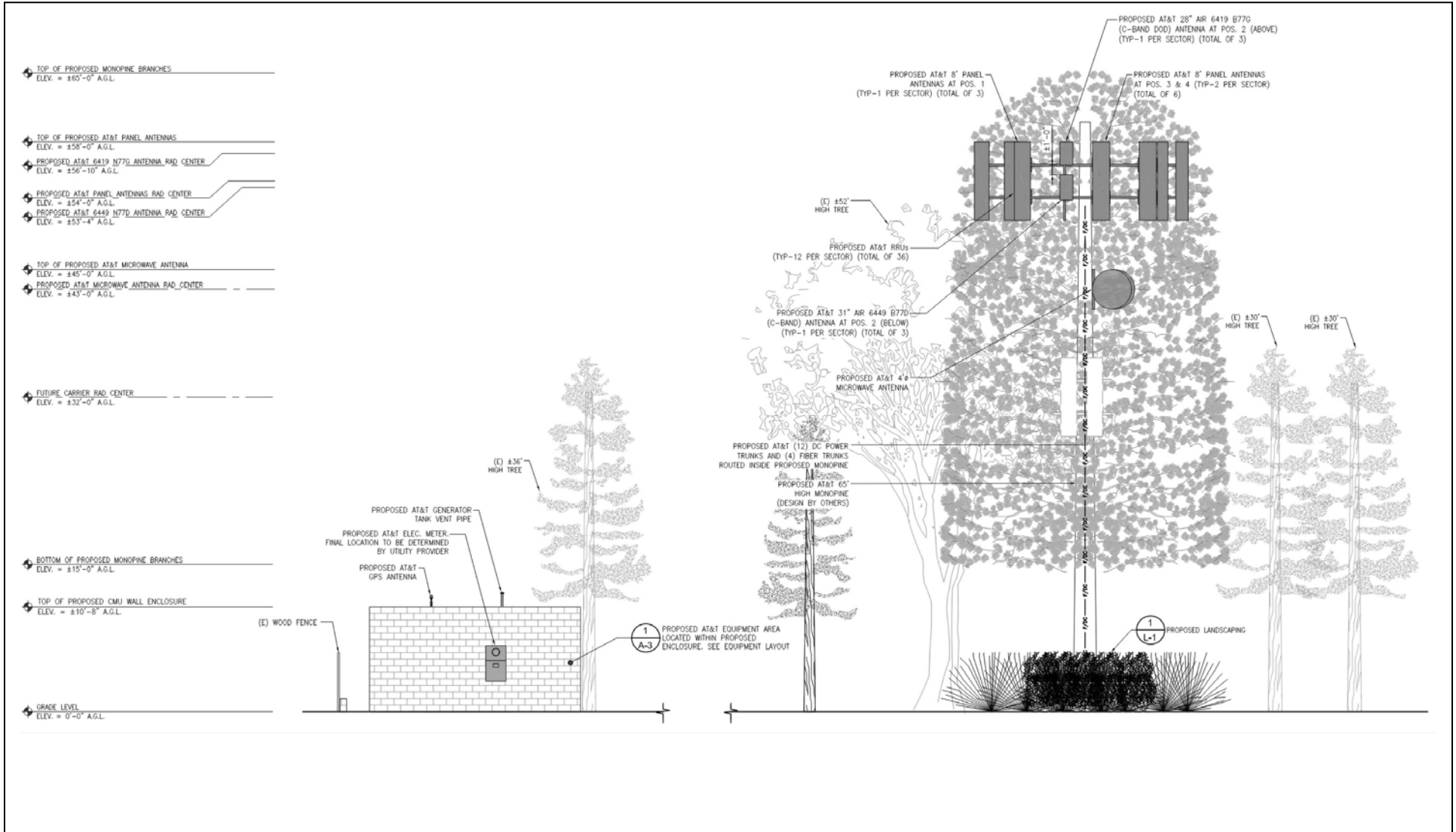


**Exhibit C: ENLARGED SITE PLAN (MONOPINE LOCATION)**

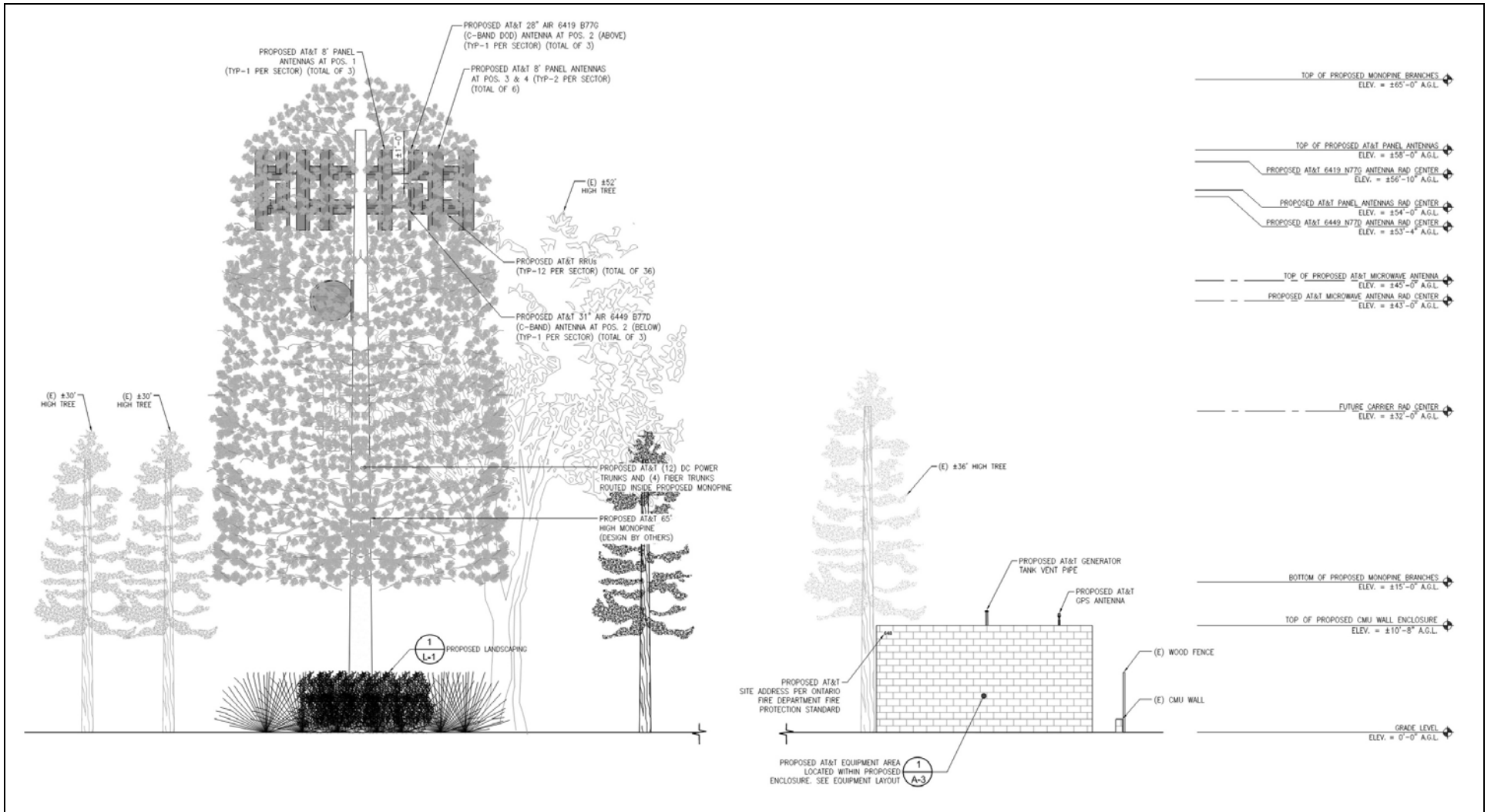




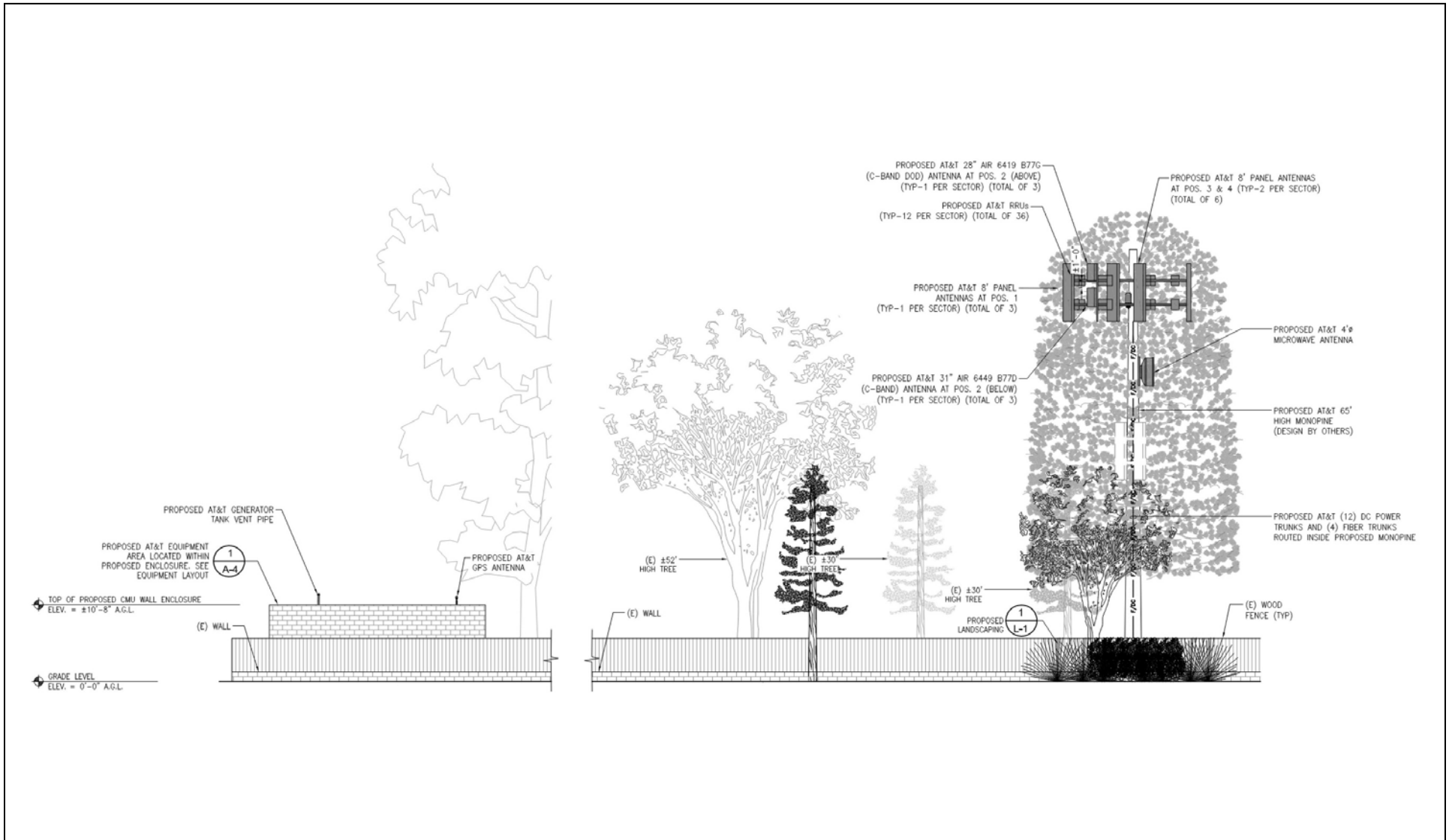
**Exhibit D: ELEVATIONS (NORTH)**



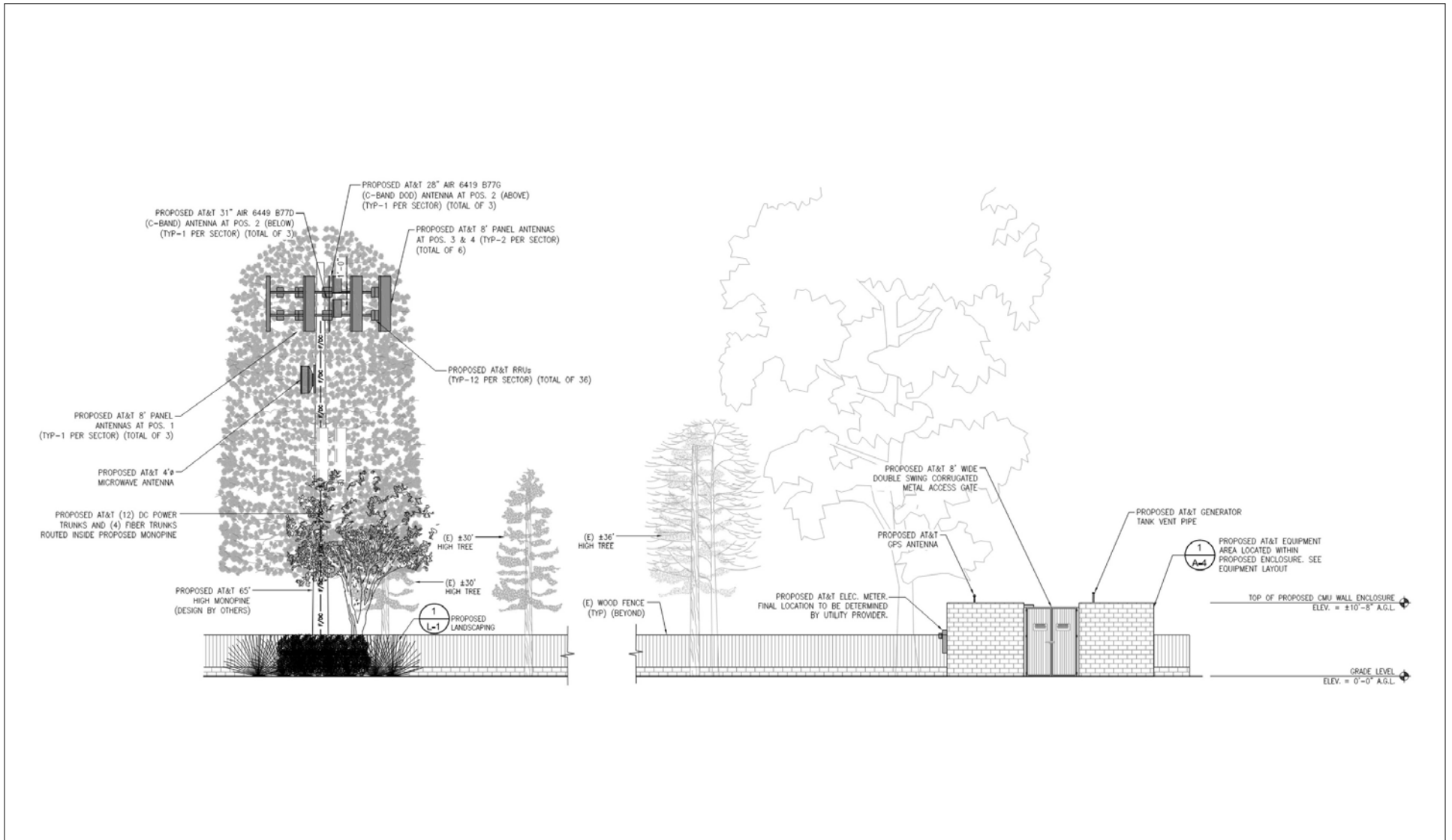
**Exhibit D: ELEVATIONS (NORTH - CONTINUED)**



**Exhibit D: ELEVATIONS (EAST - CONTINUED)**

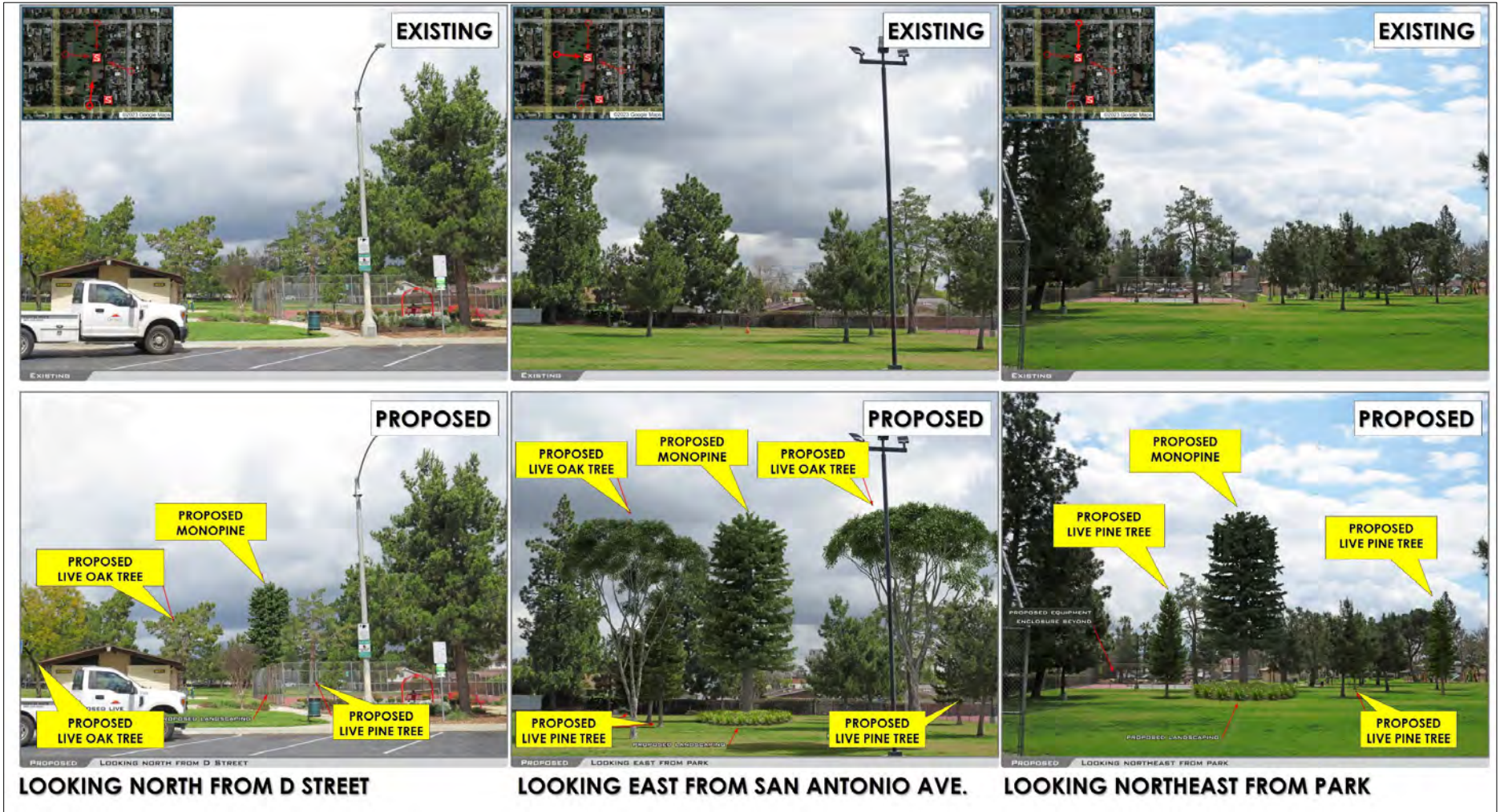


**Exhibit D: ELEVATIONS (WEST – CONTINUED)**

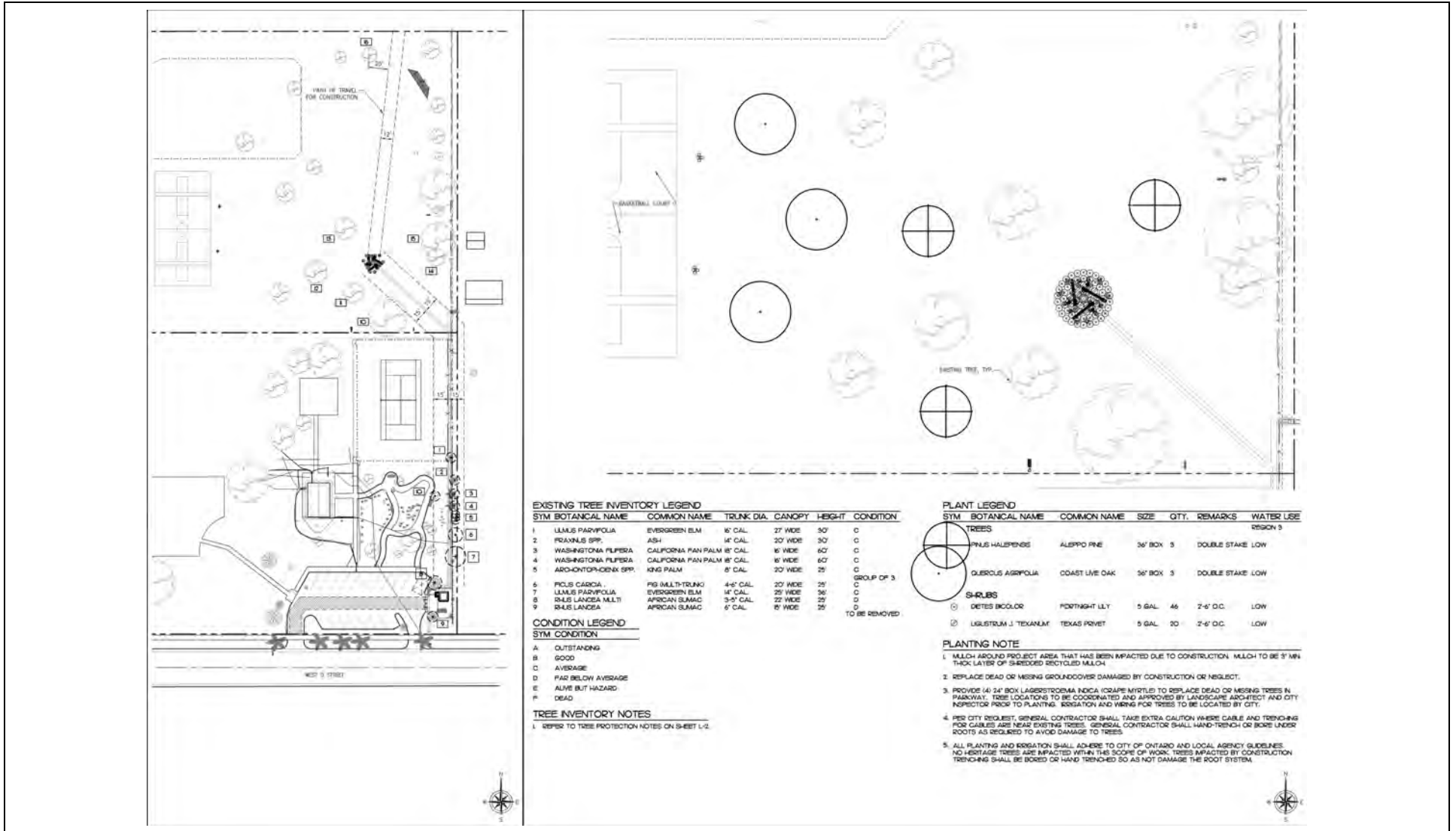




**Exhibit E: PHOTO SIMULATIONS**



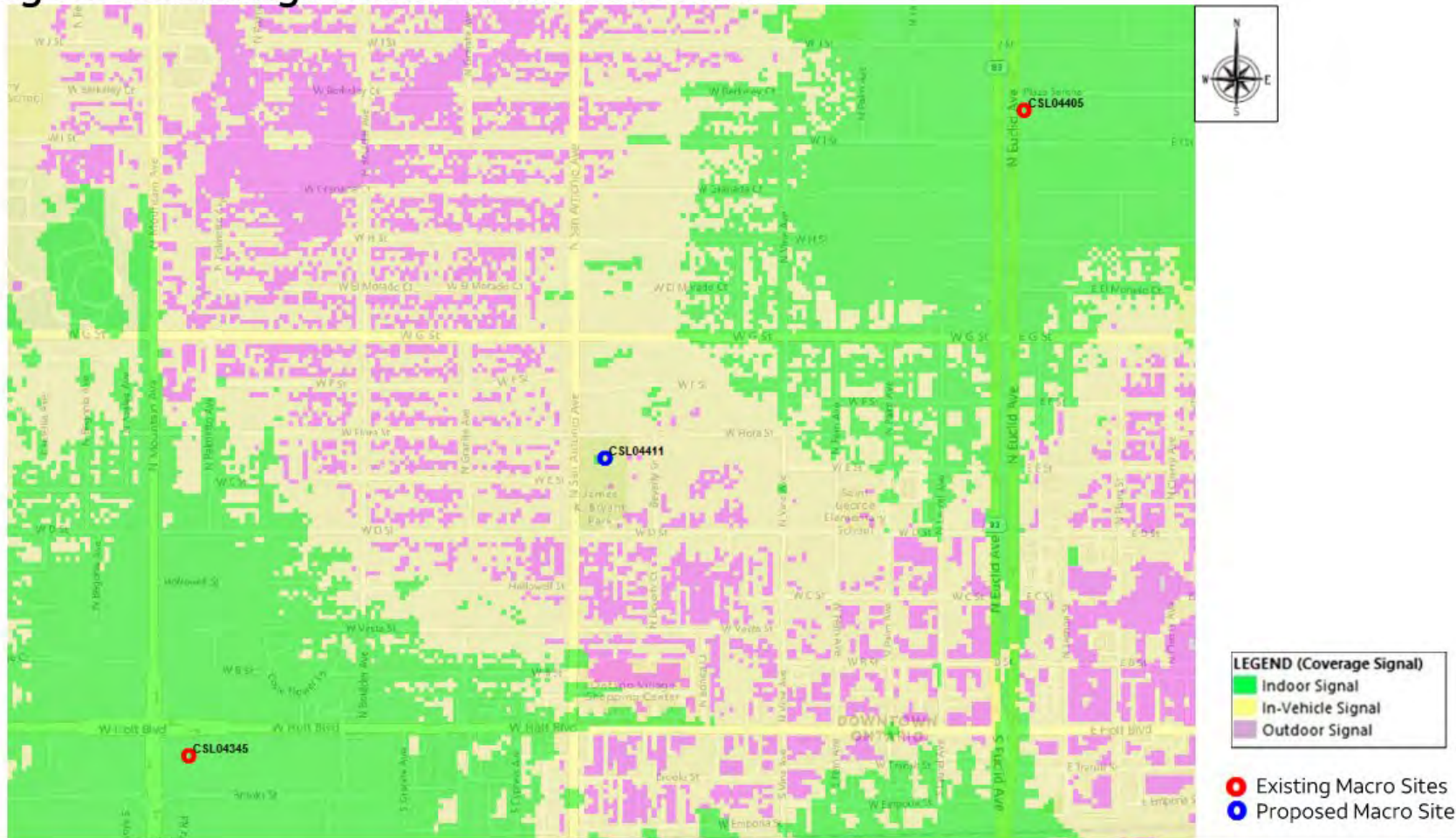
**Exhibit F: LANDSCAPE PLAN**





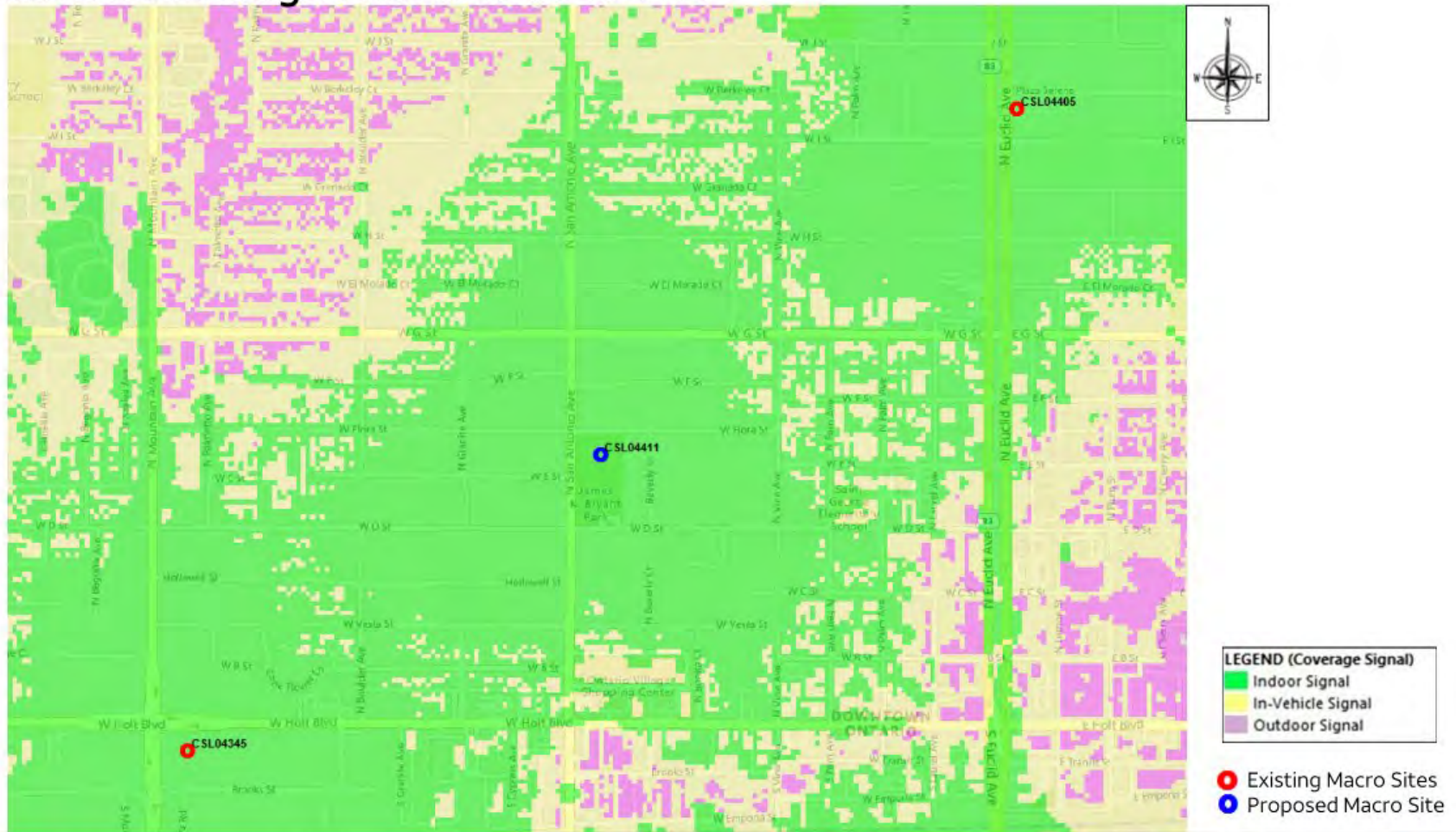
**Exhibit G: PROPAGATION MAPS (WITHOUT PROPOSED MONOPINE COVERAGE)**

**Existing LTE Coverage Before Site CSL04411**



**Exhibit G: PROPAGATION MAPS (WITH PROPOSED MONOPINE COVERAGE)**

**Planned LTE Coverage With Site CSL04411**



**Attachment A: Correspondence from Community Outreach Mailers**

*(Correspondence to follow this page)*

## Jeanie Irene T. Aguilo

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**From:** Tony T. <tonytrujillo61@gmail.com>  
**Sent:** Saturday, April 1, 2023 1:17 PM  
**To:** Jeanie Irene T. Aguilo  
**Subject:** Cell tower proposal

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I have just received a notice informing me that the city is planning to put up a cell tower at James Bryant Park. I have been researching the risks of living near one of these towers and the common opinion is that the technology is still fairly new. That being said, why would the city planners then, risk the health of it's residents by putting one so close to us? I live a block away and frequent this park with my dog, as do many nearby residents. Wouldn't it make more sense to put a tower up in ANY of the surrounding industrial areas or the many vacant sections of land near the Ontario Airport flight path? Once again, a lower income and less desirable area of the city, is chosen by its leaders for a potentially risky experiment. We may not know the possible harm to residents for years to come. How many city leaders live near cell towers? Please consider a less populated area for this tower.

Sincerely, Tony Trujillo

## Jeanie Irene T. Aguilo

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**From:** chelo <consuelocardona1974@gmail.com>  
**Sent:** Thursday, April 6, 2023 9:02 PM  
**To:** Jeanie Irene T. Aguilo  
**Subject:** Proposed Project (Wireless Facility (PDEV22-022))

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Sent from [Mail \[go.microsoft.com\]](mailto:chelo@consuelocardona1974@gmail.com) for Windows

Hello Ms. Jeanie Irene Agilo,

This email is in regards to the proposed wireless project to be installed at the 648 W D St. I am opposed to this project. As a nearby resident to this area, I have many concerns regarding this project. The most important one is the health impact it will have on those of us who live near the area. Research has demonstrated a connection between living near these towers and the increase risk of **contracting cancer and other immune deficiency illnesses, headaches, memory loss and cardiovascular stress illnesses.** Aside from the health impact it will have on the residents, children will be impacted not only because it will be built on the park section but also in their health leading to an increase risk of **Autism Disorders, birth defects, Leukemia, brain tumors, depression, neurological problems, dizziness, and irritability.** Regarding the financial impact it will have on the city, it will also impact housing sales leading to a decrease home value making it difficult to buy or sale homes in the area due to the being near a wireless tower.

For these reasons and many more to mention in this e-mail, I strongly oppose the development of this project and request further investigations take place preventing this project from going through.

Attentively,  
Consuelo Cardona



## Jeanie Irene T. Aguilo

---

**From:** chelo <jgar69377@gmail.com>  
**Sent:** Thursday, April 6, 2023 9:09 PM  
**To:** Jeanie Irene T. Aguilo  
**Subject:** Project PDEV22-022

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Ms. Aguilo,

This email regarding my disapproval of the proposed wireless project at the 648 W D St site. I live in this a nearby area and am aware of the impact will have on those who live here. There is a high risk for cancer children getting autism and leukemia along with mental health disorders like sleep problems and depression. There are also cardiovascular stress illnesses that occur when living near a wireless tower. No no one wants to live near these areas and our housing market will be impacted greatly. I am opposed to the development of this project.

Attentively,  
Jessica Garcia

Sent from [Mail \[go.microsoft.com\]](mailto:go.microsoft.com) for Windows



## Jeanie Irene T. Aguilo

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**From:** Greg Surmi <greg.surmi@yahoo.com>  
**Sent:** Friday, April 7, 2023 11:16 AM  
**To:** Jeanie Irene T. Aguilo  
**Subject:** Development Plan File No PDEV22-022 Information Request

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Jeanie,

As discussed, please email me the information regarding the time and agenda for the open planning meeting where the proposal to build a cell tower at the James R. Bryant Park will take place.

Thank you,  
Greg Surmi  
greg.surmi@yahoo.com  
739 W. E Street  
Ontario, CA 91762

## Jeanie Irene T. Aguilo

---

**From:** Roy Luevano <roy@socaltitlecompany.com>  
**Sent:** Friday, April 7, 2023 3:45 PM  
**To:** Jeanie Irene T. Aguilo  
**Subject:** proposed project

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Hello Mrs. Aguilo,

This communication is to voice my “opposition” to the proposed construction of a 65 foot monopine cellular antenna (Development Plan/File NO. pdeV22-022) to be located within the James R. Bryant Park, here in the city of Ontario.

After much discussion with various residents in my surrounding community, I am finding much opposition to this proposed development. As you know, there are major health concerns when living near these antennas as they emit large amounts of radiation. Living within 500 feet of this cannot be good for my health or the health of my family, not to mention the health of those utilizing the park on a daily basis. We have many kids there daily playing soccer and baseball, along with people taking their dogs to the dog park for hours on end.

Aside from my health concerns, they are an eyesore in an already troubled park and I have been told they are likely to cause interference with my existing electronics devices.

I honestly feel there are many other, much less populated areas where a tower like this can be erected and still provide a strong signal for cellular use.

One last note, many did not receive your letter regarding this issue and giving everyone only a week to respond is “NOT” ample or sufficient time to respond.

Looking forward to speaking more on this matter at any city council meeting you may schedule.

Thanks for your time!

Roy Luevano  
448 N Beverly Sq.  
Ontario Ca, 91762  
909 957-8631

**Attachment B: Conditions of Approval**

*(Conditions of Approval follow this page)*

**Date Prepared:** 4/17/2023

**File No:** PDEV22-022

**Project Description:** A public hearing Development Plan to construct a monopine wireless telecommunications facility (AT&T) and a 660 square foot ground-mounted equipment enclosure on 4.46 acres of land, located at 648 West D Street (James R. Bryant Park), within the OS-R (Open Space-Recreation) zoning district. (APN: 1048-331-13 and 1048-331-14); **submitted by New Cingular Wireless PCS, LLC dba AT&T Mobility.**

**Prepared By:** Jeanie Irene Aguilo, Associate Planner  
Phone: 909.395.2418 (direct)  
Email: [jaguilo@ontarioca.gov](mailto: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.

**1.1** 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.

**1.2** 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.

**1.3** 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.

**1.4** Walls and Fences. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

**1.5** 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).

**1.6** Site Lighting.

**(a)** All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch.

**(b)** Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property.

**1.7** Mechanical and Rooftop Equipment.

**(a)** All exterior roof-mounted mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

**(b)** All ground-mounted utility equipment and structures, such as tanks, transformers, HVAC equipment, and backflow prevention devices, shall be located out of view from a public street, or adequately screened through the use of landscaping and/or decorative low garden walls.

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

**1.9** Signs.

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

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

**1.11** Environmental Requirements.

**(a)** The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to Section 15303 (Class 3, New Construction or Conversion of Small Structures) of the CEQA Guidelines, which consists of construction and location of limited numbers of new, small facilities or structures as well as the installation of small new equipment and facilities in small structures.

**(b)** If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

**(c)** If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

**1.12** Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

**1.13** Additional Fees.

**(a)** Within 5 days following final application approval, the Notice of Exemption ("NOE") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental



forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). The filing of a NOE is voluntary; however, failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

**(b)** After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

**1.14** Final Occupancy. The Project Architect of record will certify that construction of each building site and the exterior elevations of each structure shall be completed in compliance with the approved plans. Any deviation to approved plans shall require a resubmittal to the Planning Department for review and approval prior to construction. The Occupancy Release Request Form/Architect Certificate of Compliance shall be provided prior to final occupancy. After the receipt of this Certification, the Planning Department will conduct a final site and exterior elevations inspection. The Owner's Representative and Contractor shall be present.



# CITY OF ONTARIO MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)  
 Rudy Zeledon, Planning Director (Copy of memo only)  
 Diane Ayala, Advanced Planning Division (Copy of memo only)  
 Charity Hernandez, Economic Development  
 James Caro, Building Department  
 Raymond Lee, Engineering Department  
 Jamie Richardson, Landscape Planning Division  
 Dennis Mejia, Municipal Utility Company  
 Jeremy Phillips, Police Department  
 Paul Erhman, Deputy Fire Chief/Fire Marshal  
 Jay Bautista, Traffic/Transportation Manager  
 Lorena Mejia, Airport Planning  
 Tricia Espinoza, Engineering/NPDES  
 Angela Magana, Community Improvement (Copy of memo only)  
 Jimmy Chang, IPA Department  
 Ben Mayorga, Integrated Waste

FROM: Jeanie Irene Aguilo, Associate Planner

DATE: April 14, 2022

SUBJECT: FILE #: PDEV22-022 Finance Acct#:

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

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

**PROJECT DESCRIPTION:** A Development Plan to construct an unmanned wireless communications facility (Tier 3), with a 63-foot mono-pole and ancillary ground-mounted equipment, on approximately 750 square feet of leased space within 2.24 acres of land located at 648 W D Street, within the OS-R (Open Space-Recreation) zoning district (APN: 1048-331-13).

- The plan does adequately address the departmental concerns at this time.
  - No comments
  - Report attached (1 copy and email 1 copy)
  - Standard Conditions of Approval apply
- The plan does not adequately address the departmental concerns.
  - The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Engineering Lead      Raymond Lee      Assistant City Engineer      4/12/23  
 Department      Signature      Title      Date



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env eng      *Chir Cal*      eng. asst.      5/3/22  
 Department      Signature      Title      Date



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Engineering/  
Transportation  
Section  
Department

*[Handwritten Signature]*  
Signature

Engineering  
Intern  
Title

4/28/2022  
Date



# CITY OF ONTARIO MEMORANDUM



**DATE:** February 13, 2023

**TO:** Raymond Lee, Engineering

**CC:** Jeanie Aguilo, Planning

**FROM:** Peter Tran, Utilities Engineering

**SUBJECT:** DPR #2 – Conditions of Approval (COA) Utilities Comments REVISED (#8998)  
PDEV22-022 (A Development Plan to construct one 63-foot mono-pine at 648 W. D Street,  
James R. Bryant Park)

**PROJECT NO.:** James R. Bryant Park)

## BRIEF DESCRIPTION

*A Development Plan to construct a wireless communications facility (Tier 3), with a stealth, 63-foot-tall monopine antenna and ancillary ground-mounted equipment, on approximately 750 square feet of leased space within 2.24 acres of land located at 648 West D Street, within the OS-R (Open Space-Recreation) zoning district (APN: 1048-331-13).*

## OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

**CONDITIONS OF APPROVAL:** *The Ontario Municipal Utilities Company (OMUC) Utilities Engineering Division recommends this application for approval subject to the Conditions of Approval outlined below and compliance with the City's Design Development Guidelines, Specifications Design Criteria, and City Standards. The Applicant shall be responsible for the compliance with and the completion of all the following applicable Conditions of Approval prior to the following milestones and subject to compliance with City's Design Development Guidelines, Specifications Design Criteria, and City Standards:*

1. Standard Conditions of Approval: Project shall comply with the requirements as set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017, or as amended or superseded by Council Resolution; as well as the project-specific conditions/requirements as outlined below.

***Prior to Issuance of Any Permits (Grading, Building, Demolition and Encroachment), unless other timeline milestones are specified by individual conditions below, the Applicant Shall:***

***General Conditions (Section 2.A, Other conditions): The Applicant shall comply with the following:***

2. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (FUSM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.

***Sanitary Sewer Conditions (Section 2.C): The Applicant shall comply with the following:***

3. Proposed Mono-pine Location: The proposed mono-pine will be required a minimum of 20 feet away from the onsite, existing public sewer and to protect it in place.

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV22-022  
 Address: 648 West D Street  
 APN: 1048-331-13  
 Existing Land Use: James R Bryant City Park  
 Proposed Land Use: Development Plan to construct a 63 FT mono-pine wireless facility  
 Site Acreage: 8.43 Proposed Structure Height: Existing Building: 104 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: 6/9/2022  
 CD No.: 2022-020  
 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: 200 FT +	
<input type="radio"/> Zone 5			

### The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1   
  Zone 2   
  Zone 3   
  Zone 4   
  Zone 5   
  Zone 6

Allowable Height: \_\_\_\_\_

## CONSISTENCY DETERMINATION

This proposed Project is:  Exempt from the ALUCP   
 Consistent   
 Consistent with Conditions   
 Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

The project applicant is required to file a FAA Form 7460-1 due to potential electronic interference to aircraft in flight and receive a determination of "No Hazard" from FAA prior to building permit issuance.

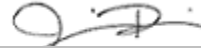
Airport Planner Signature: \_\_\_\_\_



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

**CONDITIONS OF APPROVAL**

Sign Off



02/28/2023

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

**Jamie Richardson, Sr. Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:

PDEV22-022

Case Planner:

Jeanie Aguilo

Project Name and Location:

City of Ontario  
648 W D Street

Applicant/Representative:

New Cingular Wireless PCS, LLC AT&T Mobility [will.kazimi@smartlinkgroup.com](mailto:will.kazimi@smartlinkgroup.com) 925.699.2227  
1452 Edinger Ave.  
Newport Beach, Ca 92660



**A Preliminary Plan (dated 01/19/2023) meets the Standard Conditions for New Development and has been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**



**A Preliminary Plan (dated) has not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

**A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL, OR PLANS WILL BE RETURNED AS**

1. Add tree planting detail for rootball anchors.
2. Irrigation plans shall meet the City of Ontario Landscape Development Guidelines.
3. Coordinate to add street trees missing with 24" box size, 25-30' apart. Replace any dead trees and repair broken irrigation
4. Replace dead or missing groundcover damaged by construction or neglect.
5. Provide a tree inventory for existing trees, including 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 to protect trees to remain. Replacement and mitigation for removed trees shall equal the trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed.



## SAN BERNARDINO COUNTY FIRE PROTECTION DISTRICT

620 South "E" Street • San Bernardino, CA 92415-0153 • (909) 386-8401 • Fax (909) 386-8460

Office of the Fire Marshal  
Hazardous Materials Section  
sbcfire.org

Daniel R. Munsey  
Fire Chief/Fire Warden

Monica S. Ronchetti  
Interim Fire Marshal

**DATE:** April 10, 2023

**PHONE:** 909.386.8401

**FROM:** Alyssa Parsons, Hazardous Materials Specialist  
San Bernardino County Fire Protection District  
620 South E Street San Bernardino, CA 92415

**TO:** Jeanie Aguilo, Associate Planner  
City of Ontario Planning Department  
303 East B Street Ontario, CA 91764

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**SUBJECT:** PDEV22-022, APN: 1048-331-13, New Cingular Wireless PCS, LLC dba AT&T Mobility

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San Bernardino County Fire Protection District, Office of the Fire Marshal, Hazardous Materials Section has the following conditions for this project:

1. *Prior to occupancy, a business or facility that handles hazardous materials in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time or generates any amount of hazardous waste shall obtain hazardous material permits from this department. Prior to occupancy, the business operator shall apply for permits (Hazardous Material Handler Permit, Hazardous Waste Generator Permit, Aboveground Petroleum Storage Tank Permit, Underground Storage Tank Permit, or other applicable permits) or apply for exemption from permitting requirements.*
2. *Prior to occupancy, an application for one or more of these permits shall be obtained by submitting a complete hazardous materials business plan using the California Environmental Reporting System (CERS) at <http://cers.calepa.ca.gov/>*

***“Hazardous Material”** means any material that because of its quantity, concentration, physical characteristics or chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace. Hazardous Materials include but are not limited to, hazardous substances, hazardous waste, or any material which the administering agency has a reasonable basis for believing would be injurious to human health or the environment.*

*Additional information can be found at <https://sbcfire.org/hazmatcupa/> or you may contact the Office of the Fire Marshal, Hazardous Materials Section at (909) 386-8401.*



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Jeanie Irene Aguilo, Associate Planner  
Planning Department

**FROM:** Paul Ehrman, Sr. Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** May 4, 2022

**SUBJECT:** PDEV22-022 - A Development Plan to construct an unmanned wireless communications facility (Tier 3), with a 63-foot mono-pole and ancillary ground-mounted equipment, on approximately 750 square feet of leased space within 2.24 acres of land located at 648 W D Street, within the OS-R (Open Space-Recreation) zoning district (APN: 1048-331-13).

- 
- The plan **does** adequately address the departmental concerns at this time.
- Report below.
-

## **CONDITIONS OF APPROVAL:**

8. Hand-portable fire extinguishers are required to be installed **PRIOR** to occupancy. Contact the Bureau of Fire Prevention Bureau during the latter stages of construction to determine the exact number, type and placement required per Ontario Fire Department Standard #C-001. (Available upon request from the Fire Department or on the internet at <https://www.ontarioca.gov/Fire/Prevention>, under Fire Extinguishing Systems Standards Files.)
9. "No Parking/Fire Lane" signs and /or Red Painted Curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would encroach on the 24-foot clear width requirement per Ontario Fire Department. Install per Ontario Fire Department Standards #B-001 and #B-004. (Available upon request from the Fire Department or on the internet at <https://www.ontarioca.gov/Fire/Prevention>, under Fire Department Access Standards Files.)
10. Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Said numbers shall contrast with their background. (See Section 9-1 6.06 Street Naming and Street Address Numbering of the Ontario Municipal Code and Ontario Fire Department Standards #H-003 and #H-002, on the internet at <https://www.ontarioca.gov/Fire/Prevention>, under Development Standards Files.)
21. The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
28. The developer shall transmit a copy of these requirements to his on-site contractor to foster a mutual understanding between on-site personnel and the Fire Marshal's office. It is highly recommended that the developer and fire protection designer obtain a copy of the Ontario Fire Department Fire Protection System Information Checklist to aid in system design. Development Advisory Board comments are to be included on the construction drawing.

## **ADDITIONAL COMMENTS:**

If the equipment cabinets are to contain any stationary storage battery systems, said systems shall comply with section 608 of the 2019 California Fire Code

For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ontarioca.gov/Fire/Prevention](https://www.ontarioca.gov/Fire/Prevention).



# CITY OF ONTARIO

## MEMORANDUM

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POLICE  
Department

ANTONIO GALBAN  
Signature

POLICE OFFICER  
Title

4/21/22  
Date