

CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING AGENDA

August 25, 2020

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

6:30 PM

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

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

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

TO VIEW THE MEETING:

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

TO PROVIDE PUBLIC COMMENT:

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

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

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

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

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

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

ROLL CALL

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

PLEDGE OF ALLEGIANCE TO THE FLAG

SPECIAL CEREMONIES

- 1) Presentation to Former Commissioner James Downs

ANNOUNCEMENTS

- 1) Agenda Items
- 2) Commissioner Items

PUBLIC COMMENTS

Citizens wishing to address the Planning/Historic Preservation Commission on any matter that is not

on the agenda may do so at this time. Please state your name and address clearly for the record and limit your remarks to five minutes.

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

CONSENT CALENDAR ITEMS

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

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of July 28, 2020, approved as written.

A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW

FOR FILE NO. PDEV19-049: A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 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 Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1011-361-01) **submitted by Creative Design Associates.**

A-03. RECEIVE AND FILE A REQUEST BY GRACEPOINT BRETHERN IN CHRIST CHURCH TO WITHDRAW THEIR APPLICATIONS FOR A DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT (FILE NOS. PDEV19-036 AND PCUP19-015)

A Development Plan (File No. PDEV19-036) and Conditional Use Permit (File No. PCUP19-015) to construct and establish a 6,800 square foot religious assembly use (Gracepoint Brethren in Christ Church) on 1.87 acres of land located north of the intersection of Magnolia Avenue and Jacaranda Street, within the AR-2 (Residential – Agricultural - 0 to 2.0 DU/Acre) zoning district.; (APN: 1014-111-08) **submitted and withdrawn by Gracepoint Brethren in Christ Church.**

PUBLIC HEARING ITEMS

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

the public hearing portion of the hearing and deliberate the matter.

HISTORIC PRESERVATION / PLANNING COMMISSION ITEMS

- B. ENVIRONMENTAL ASSESSMENT AND HISTORIC DISTRICT DESIGNATION REVIEW FOR FILE NO. PHP18-028:** A request for a Local Historic District Designation of the Graber Olive House Historic District as Historic District No. 8, located at the northeast corner of East Fourth Street and North Columbia Avenue, within the College Park Historic District, at 301 East Fourth Street, 315 East Fourth Street, 405 East Fourth Street, and 406 East Harvard Place, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APNs: 1047-543-01, 1047-543-31, 1047-543-30, 1047-543-20); **submitted by Clifford Graber II. City Council action required.**

This Item is being requested to be continued to the September 22, 2020 meeting.

1. File No. PHP18-028 (Local Historic District Designation)

Motion to continue to the September 22, 2020 Planning/Historic Preservation Commission meeting

- C. ENVIRONMENTAL ASSESSMENT LANDMARK DESIGNATION REVIEW FOR FILE NO. PHP18-029:** A request for a Local Landmark Designation of a single-family residence, a Contributor to the Designated College Park Historic District, located at 301 East Fourth Street, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 1047-543-01); **submitted by Clifford Graber II. City Council action required.**

This Item is being requested to be continued to the September 22, 2020 meeting.

1. File No. PHP18-029 (Local Landmark Designation)

Motion to continue to the September 22, 2020 Planning/Historic Preservation Commission meeting

- D. ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT AND SPECIFIC PLAN AMENDMENT REVIEW FOR FILE NOS. PGPA18-002 AND PSPA18-003:** A request for the following entitlements: 1) A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 46 acres of land from General Commercial and Business Park to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park and 39 acres of Industrial; 2) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) An amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone and Business Park/Light Industrial to 4.13 acres of

Neighborhood Commercial, 3.51 acres of Business Park and 39 acres of Light Industrial including updates to the development standards, exhibits and text changes to reflect the proposed land uses. The project site is located on the southwest corner of Riverside Drive and Hamner Avenue. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC. City Council action is required.**

1. CEQA Determination

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

2. File No. PGPA18-002 (General Plan Amendment)

Motion to recommend Approval/Denial

3. File No. PSPA18-003 (Specific Plan Amendment)

Motion to recommend Approval/Denial

E. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA18-006:

A Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20027 (File No. PMTT18-009), for a 46.64 acre property located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 0218-171-21 and 0218-171-27) **submitted by Ontario CC, LLC. City Council action is required.**

1. CEQA Determination

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

2. File No. PDA18-006 (Development Agreement)

Motion to recommend Approval/Denial

F. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NO'S. PMTT18-009 AND PDEV18-031:

A Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered parcels and 1 lettered lot in conjunction with a Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet located on the southwest corner of Riverside Drive and Hamner Avenue within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC.**

1. CEQA Determination

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

2. File No. PMTT18-009 (Tentative Parcel Map)

Motion to Approve/Deny

3. File No. PDEV18-031 (Development Plan)

Motion to Approve/Deny

G. ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT REVIEW FOR FILE NO. PGPA19-009, AND ZONE CHANGE REVIEW FOR FILE NO. PZC19-003:

An Amendment to the Policy Plan (General Plan) component of The Ontario Plan to: [1] modify the Land Use Map (Exhibit LU-01), changing the land use designation from Rural Residential to Low-Medium Density Residential for a land locked parcel totaling .21 acres of land generally located west of 1524 and 1526 South Euclid Avenue; and [2] modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and a Zone Change from AR-2 (Residential-Agricultural – 0 to 2.0 DUs/Acre) to MDR-11 (Medium Density Residential – 5.1 to 11.0 DUs/Acre). Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. This project introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP).; (APN: 1050-061-16) **submitted by Blaise D'Angelo. City Council action is required.**

This Item is being requested to be continued to the September 22, 2020 meeting.

1. File Nos. PGPA19-009 & PZC19-003 (General Plan Amendment & Zone Change)

Motion to continue to the September 22, 2020 Planning Commission meeting

H. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA18-003:

A Development Code Amendment proposing to: [1] revise current provisions regarding the regulation of Accessory Dwelling Units, replacing an Urgency Ordinance previously approved by the City Council on January 21, 2020; [2] revise current provisions regarding the MU-1 (Downtown Mixed Use) zoning district, to facilitate the establishment of the Downtown District Plan; [3] establish new provisions regarding the regulation of small lot infill subdivisions, which are proposed to be allowed in Mixed Use zoning districts and the MDR-11 (Low-Medium Density Residential – 5.1 to 11.0 DUs/Acre), MDR-18 (Medium Density Residential – 11.1 to 18.0 DUs/Acre), MDR-25 (Medium-High Density Residential – 18.1 to 25.0 DUs/Acre), and HDR-45 (High Density Residential – 25.1 to 45.0 DUs/Acre) zoning districts; [4] revise current provisions regarding Massage Services and Massage Establishments, establishing that such uses are subject to Administrative Use Permit issuance and requirements; and [5] modify certain Development Code provisions to include various clarifications, including Chapter 2.0 (Administration and Procedures), Chapter 4.0 (Permits, Actions and Decisions), Chapter 5.0 (Zoning and Land Use), Chapter 6.0 (Development and Subdivision Regulations), Chapter 8.0 (Sign Regulations), and Chapter 9.0 (Definitions and Glossary). The proposed Development Code Amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder, pursuant to Section 15061(b)(3) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). Furthermore, the project site is located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; **City Initiated. City Council action is required.**

This Item is being requested to be continued to the September 22, 2020 meeting.

1. File No. PDCA18-003 (Development Code Amendment)

Motion to continue to the September 22, 2020 Planning Commission meeting

MATTERS FROM THE PLANNING/HISTORIC PRESERVATION COMMISSION

- 1) Old Business
 - Reports from Subcommittees
 - Historic Preservation (Standing): Did not meet this month.

- 2) New Business
- 3) Nominations for Special Recognition

DIRECTOR'S REPORT

- 1) Monthly Activity Report

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

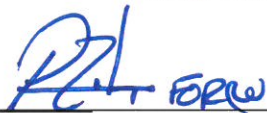
If you challenge any action of the Planning/Historic Preservation Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning/Historic Preservation Commission at,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



I, Gwen Berendsen, Administrative Assistant, of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on **August 21, 2020**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.



Gwen Berendsen, Secretary Pro Tempore



Cathy Wahlstrom, Planning Director
Planning/Historic Preservation
Commission Secretary

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

MINUTES

JULY 28, 2020

| CONTENTS | PAGE |
|--|-------------|
| PLEDGE OF ALLEGIANCE..... | 2 |
| ANNOUNCEMENTS..... | 2 |
| PUBLIC COMMENTS..... | 2 |
| CONSENT CALENDAR | |
| A-01. Minutes of June 30, 2020..... | 3 |
| A-02. File No. PDEV19-049 | 3 |
| A-03. File No. PDEV20-004 | 4 |
| PUBLIC HEARINGS | |
| B. File No. PHP20-002 | 6 |
| C. File Nos. PHP19-019 and PCUP19-029 | 7 |
| D. File Nos. PCUP19-015 and PDEV19-036 | 8 |
| E. File Nos. PVAR19-008, PCUP19-032 and PDEV19-070 | 9 |
| F. File Nos. PGPA18-008 and PSP18-002 | 12 |
| MATTERS FROM THE PLANNING COMMISSION..... | 15 |
| DIRECTOR’S REPORT..... | 15 |
| ADJOURNMENT | 16 |

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

MINUTES

July 28, 2020

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

COMMISSIONERS

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

Absent: None

OTHERS PRESENT: Development Director Murphy, Planning Director Wahlstrom, Assistant Planning Director Zeledon, City Attorney Graham, Senior Planner Mejia, Associate Planner Aguilo, Associate Planner Antuna, Assistant Planner Vaughn, Planning Intern Carranza, Assistant City Engineer Lee, and Planning Secretary Berendsen

PLEDGE OF ALLEGIANCE TO THE FLAG

The Pledge of Allegiance was led by Commissioner Gregorek.

ANNOUNCEMENTS

Ms. Wahlstrom stated the applicants on two items, A-02 and D, have asked for those items to be continued to the next Planning Commission meeting on August 25, 2020.

PUBLIC COMMENTS

Ms. Wahlstrom stated we have received a few comment cards from individuals wishing to speak.

Tom Eckel, a resident of Colton, CA stated he is a concerned member of the public and would like to make a general comment regarding something that came up at the last City Council meeting regarding a parcel for Pepe's towing. He stated that he feels the disbursement of pollution to the surrounding community hasn't been addressed and how it will affect children at schools and the families that are at home, with it operating 24 hours. He wanted to bring up for public consideration as to why another Pepe's tow yard, when they already have two in the city and why another tow yard at all when he believes there are already seven from various vendors, operating city wide and he understands there have been different applications for the lot, one being a church, which would better serve the area and help maintain the property value and air quality both short and long term. He asked if the City Council or Commission have a vested interest in that business? He stated this goes against The Ontario Plan governance section which states treating the city like a corporation and the constituents be the shareholders and adding

value for them. He stated that adding a yard, only helps the police department every 5th week, but how does this service to better the community and their quality of life. The noise ordinance presented only applied to a daytime operation, not a 24-hour business. He stated that this project contradicts several grant applications and he understands the hearing has been postponed to September, and why is it, unless it is in hopes the people might forget, but the community people need to have an outlet and be able to say if this is going to benefit them. He hopes we are not delaying something that the city has made inevitable, by our lack of involvement.

Brandon Aparicio stated he was at the last City Council meeting addressing the Pepe's towing and it is the planning department's job to really look at the proposal and that meeting was a hot mess as we pointed out all the mistakes and City Manager wants to send it back to planning department, and during the break they were looking through the documents and public records. He stated that the FAR for that project exceeds what is allowed and yet it was approved, they wanted to know where he got that information and it was on the public records they provided, it was just a lot of confusion and the planning department is running a mess referring to laws and not really looking at the details and how are they going to resolve the problems. He wanted to read from the TCC document, which needs to be considered when projects are presented, and one of the documents major goals is to ensure the disadvantaged communities are being represented into the projects that affect them in any way through economic value or healthy. He stated the planning department never communicated to the community, even though they know they are Spanish speakers, but no Spanish materials were sent out. Planning department needs to make sure the TCC is being followed and needs to address the community let them hear and decide, and they need to be part of the decision. He stated that in part of The Ontario Plan it states the community is part of the decision making. He wanted to point out about city and air quality and a lot of projects are being exempted from assessment not being reported because we are using the 2010 reports, and the City of Fontana stated that Ontario is not accounting for laws changing, and with more buildings and infrastructure, which causes more pollution and the light industrial causes a problem by polluting the air around them, especially in residential areas, it doesn't make sense how you are protecting the community and caring about what is being planned. He stated the city council lacks confidence and just makes the approval and we aren't really looking at the contracts or regulations and are letting things slide and not reaching out to the community. He stated he will be coming back in December and addressing the air quality impacts and the modeling we are going to present.

CONSENT CALENDAR ITEMS

Agenda item A-02 was requested to be continued to the August 25, 2020 meeting.

Mr. Reyes requested Item A-03 be pulled for separate discussion.

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of June 30, 2020, approved as written.

A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-049:

A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 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 Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1011-361-01) **submitted by Creative Design Associates.**

PLANNING COMMISSION ACTION

It was moved by DeDiemar, seconded by Gregorek, to approve the Consent Calendar as written, except for Item A-02 which is being continued to the August 25, 2020 meeting, The motion was carried 5 to 0. Gage recused himself from Item A-01 PC minutes as he was not at the June 30, 2020 meeting.

PUBLIC HEARING ITEMS

- A-03. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-004:** A Development Plan to construct 100 single-family residential units (8-pack cluster), 114 multiple-family residential units (6-plex row town homes), and 120 multiple-family residential units (12-plex courtyard town homes) on 79.7 acres of land located on northeast corner of Schaefer Avenue and Haven Avenue, within Planning Areas 5A, 5C, and 5E (Residential – Small Lot SFD/Edison Easement) of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan (File No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 218-161-01) **submitted by LS-Ontario II LLC.**

Senior Planner Mejia, presented the staff report. She described the project location and the surrounding area, and the specific plan and entitlements that were previously approved. She described the proposed units including architectural style, floor plans and elevations, main entrance, parking, pocket park, recreation center, and SCE trail. She stated that staff is recommending the Planning Commission approve of File No. PDEV20-004, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Reyes wanted clarification if the pool area includes a larger lap pool, a kids pool and spa.

Ms. Mejia stated yes.

Mr. Reyes wanted to know if in the park area there is any kind of play apparatus for kids or tot lot equipment that is proposed.

Ms. Mejia stated the applicant is proposing some sort of equipment and deferred to applicant.

Mr. Reyes wants to know if there would be access to the SCE trail from the tract.

Ms. Mejia stated the streets along Haven and Twinkle Avenues, which are adjacent to SCE trail, will be the row-town homes and will have fob gates along the trail, for resident access.

Mr. Ricci wanted clarification regarding the site plan on the north side, where 8-pack cluster house elevations with architectural type modern Spanish, and asked what street runs east and west and will the houses be visible from that street.

Ms. Mejia stated that within the Rich Haven Specific Plan a public park is planned there.

Mr. Ricci wanted clarification north facing elevation visible from the park.

Ms. Mejia stated they could potentially see the second story, so they made enhanced elevations with pop outs and the simplicity and movement with recessed windows of the buildings to allow for change in plains and color blocking for street views, but this can be deferred to the architect for the project.

Mr. Ricci stated that the modern Spanish doesn't have the wrought iron like the traditional Spanish, but wanted to know if there is a window treatment that could be added to make it look more appealing.

Ms. Mejia stated the elevations don't really show this, but one thing they have is deeper recesses of the windows, within those elements that are visible from the street, so they aren't flat and creates dimension and movement.

Mr. Ricci stated the elevations look flat and plain, but the recessed windows may help.

Mr. Zeledon stated that typically the rear elevations have a six-foot wall and a 10 – 15 setback for the patio and they have the window detailing and top banding, the recessed windows show a clean modern take on Spanish style, park or street view is on the top elevations.

Mr. Ricci stated he was just wondering about the curb appeal from the rear elevations.

PUBLIC TESTIMONY

Ms. Shannon Whittaker the project manager spoke and stated this is their second project within the city and they are excited to expand their footprint within the community and she described the project in depth from architectural design, design conception, floor plans, the open space, the connectivity within the community, the recreation center, the park including dog park, equipment and rolling hills, affordable price point, and thanked the commission.

Mr. Reyes stated original tract map there was a basketball court where the doggie park, and was specific play equipment for 2 – 5 year olds, or play apparatus proposed.

Ms. Whittaker are proposing play equipment for 2 – 5 year olds, but don't have the specifics but it will be catered to younger children.

Mr. Gage asked the applicant if she agrees with the Conditions of Approval.

Ms. Whittaker stated yes.

Mr. Willoughby stated he is glad they will be creating something in that corner for the younger children and looking forward to another great project.

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

Mr. Reyes thanked staff and applicant for all the details put into the project, and it has many positive things on the plan, great detail on the entrance, the pool areas and cluster housing with access to the trails and working with staff on equipment for the younger kids and he sees this project catering to younger families, and looks forward to a great project.

PLANNING COMMISSION ACTION

It was moved by Reyes, seconded by Gregorek, to adopt a resolution to approve the Development Plan, File No., PDEV20-004, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.

- B. ENVIRONMENTAL ASSESSMENT AND LANDMARK DESIGNATION REVIEW FOR FILE NO. PHP20-002:** A request for a Local Landmark Designation of a single-family residence (Tier III Historic Resource) located at 535 East D Street within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1048-393-18); **submitted by Jose Vladimir Felix and Angela Dawn Tejada. City Council action required.**

Planning Intern Carranza, presented the staff report. She described the location and the surrounding area and its inclusion in the Parkside Historic District. She described the Historic Craftsman bungalow style history and the current elevations, which includes mature trees and rock curbs, and the changes it has had over the years. She described the Durfee’s history and the significance of this Local Landmark #98. She stated that staff is recommending the Planning Commission recommend approval of File No. PHP20-002, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

PUBLIC TESTIMONY

No one responded.

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

Mr. Gage stated he is very proud of our wonderful city and that we have so many landmarks in

our city beautiful example of craftsman style in Ontario, especially on D Street and it's great to have many bungalow in these older neighborhoods that have been kept up. The Durfees were prominent residents and part of our Chaffey High School and this is a great home to make as a landmark.

Mr. Gregorek stated he agrees with Mr. Gage and the amount of landmarks in the city and this is great example of craftsman and he loves to see the old cobblestone rock foundations.

HISTORIC PRESERVATION / PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by Ricci, to recommend adoption of a resolution to approve the Landmark Designation, File No., PHP20-002, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.

- C. **ENVIRONMENTAL ASSESSMENT, CERTIFICATE OF APPROPRIATENESS AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PHP19-019 AND PCUP19-029:** A request for a Certificate of Appropriateness (File No. PHP19-019) to: [1] Construct an 1,394 square foot addition to an existing 3,388 square foot single-family residence; in conjunction with a Conditional Use Permit (File No. PCUP19-029) to [2] Construct a 2-story, 2,600 square foot detached Accessory Residential Structure to accommodate an 850 square foot 4-car garage, 900 square foot RV garage, and a second-story 850 square foot Accessory Dwelling Unit (ADU), on 0.64 acres of land located at 1404 North Euclid Avenue, a non-contributor to the Euclid Avenue Historic District, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DUs/acre) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1047-351-14); **submitted by RCM Construction, Inc.**

Mr. Gage recused himself from Item C due to living within the 1000-foot radius of the proposed project.

Associate Planner Antuna, presented the staff report. She described the location and the surrounding area, within the Euclid Avenue Historic District. She described the Certificate of Appropriateness issued in 2005, the existing residence and the proposed project and the reason for each application. She described the noticing and comments received. She stated that staff is recommending the Planning Commission approve File Nos. PHP19-019 and PCUP19-029, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

No one responded.

PUBLIC TESTIMONY

Mr. Vincent Vasquez, the architect on the project stated he was available to answer questions.

Mr. Willoughby wanted to know if the current large trees on the property would be removed for the proposed project.

Mr. Vasquez stated no trees will be removed for the detached structure., they want to keep the existing vegetation and trees for privacy.

Mr. Willoughby wanted to know the total square footage of both garages versus residential living area.

Mr. Vasquez stated 512 for existing garage to main house.

Mr. Willoughby clarified that there is 2200 square foot total space for garage.

Mr. Vasquez stated that was correct.

Mr. Reyes wanted to clarify on the ADU along the east side of structure if there are any windows.

Mr. Vasquez stated the east elevation there is one window for the bathroom, but it is very small and one for the kitchen area, which is no more than 3 feet in height.

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

Mr. Reyes stated this is a creative way to work with the property and thanked staff for working hard on the details without inhibiting the surrounding area and giving the property owner the additional space.

Mr. Willoughby concurred with Mr. Reyes, that staff worked well on maintaining the Euclid Ave feel and the window sizes along the north and the east elevations.

HISTORIC PRESERVATION / PLANNING COMMISSION ACTION

It was moved by Ricci, seconded by DeDiemar, to adopt a resolution to approve the Certificate of Appropriateness, File No., PHP19-019, and the Conditional Use Permit, File No. PCUP19-029, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, Gage; ABSENT, none. The motion was carried 5 to 0.

- D. ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN, AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PDEV19-036 AND PCUP19-015:** A Development Plan (File No. PDEV19-036) and Conditional Use Permit (File No. PCUP19-015) to construct and establish a 6,800 square foot religious assembly use (Gracepoint Brethren in Christ Church) on 1.87 acres of land located north of the intersection of Magnolia Avenue and Jacaranda Street, within the AR-2 (Residential – Agricultural - 0 to 2.0 DU/Acre) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to

Section 15532 (Class 32, In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1014-111-08) **submitted by Gracepoint Brethren in Christ Church. This Item was continued from the June 30, 2020 special meeting.**

Ms. Wahlstrom stated the applicant is requesting that this item be continued to the August 25, 2020 Planning Commission meeting.

Mr. Gregorek asked why the applicant wanted to continue the item.

Ms. Wahlstrom stated the applicant had some business issues to remedy before it goes before the Planning Commission. She stated that the comments received from the public are before the Commissioners.

Mr. Gage stated that even though he wasn't at the June meeting, he has listened to the recording of public comments from the previous meeting.

PUBLIC TESTIMONY

No one responded.

Chairman Willoughby left the public testimony portion open

There was no Planning Commission deliberation.

PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by Ricci, to continue this item to the August 25, 2020 Planning Commission meeting. Roll call vote: AYES, DeDiamar, Gage, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.

- E. **ENVIRONMENTAL ASSESSMENT AND VARIANCE, CONDITIONAL USE PERMIT, AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PCUP19-032, PVAR19-008, AND PDEV19-070:** A request for approval of certain entitlements to facilitate the development of an automated carwash, including: [1] a Conditional Use Permit (File No. PCUP19-032) to establish the carwash land use; [2] a Variance (File No. PVAR19-008) for a reduction in the minimum drive aisle setbacks adjacent to certain arterial streets, including Inland Empire Boulevard, from 20 feet to 11 feet, Ontario Mills Parkway, from 25 feet to 10 feet, and the corner of Inland Empire Boulevard and Ontario Mills Parkway, from 25 feet to 2 feet; and [3] a Development Plan (File No. PDEV19-070) to construct a 4,446 square foot carwash on 1.17 acres of land located at the northwest corner of Inland Empire Boulevard and Ontario Mills Parkway, within the Office/Commercial land use district of the Ontario Mills Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario

International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 0238-041-22 and 0238-041-28) **submitted by Don Vogel, Fast 5 Xpress.**

Assistant Planner Vaughn, presented the staff report. She described the location, surrounding area, proposed site plan including circulations, ingress and egress, landscaping, and floor plan. She described the reason for the variance. She stated that staff is recommending the Planning Commission approve File Nos. PVAR19-008, PCUP19-032 and PDEV19-070, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Reyes wanted clarification on the reduction along Ontario Mills Parkway.

Ms. Vaughn stated it is a 2 feet reduction at the corner of the property is from the lot line and that there is a curb ramp past the lot line.

Mr. Reyes wanted to know if there is a curb that would keep cars out of the handicap sidewalk area, if they are distracted while in the drive isle.

Ms. Vaughn stated on the site plan there is a curb that separates the landscape area from the drive isle.

Mr. Reyes wanted to know if the north trash enclosure is shared or stand alone for the car wash.

Ms. Vaughn stated they are not sharing the trash enclosure.

Mr. Zeledon stated that KFC has their own trash enclosure.

Mr. Willoughby wanted to know if we took a look at the east portion of property across Inland Empire Blvd. and what kind of landscaping is there currently.

Mr. Zeledon stated that when the hotel was built it was part of an agreement and it is being maintained by the hotel and is well landscaped.

Mr. Reyes wanted to know the intended hours of operation for Summer and Winter.

Ms. Vaughn stated the hours are Summer 7AM – 8PM and Winter 7AM - 7PM and the facility is shut down during off hours.

PUBLIC TESTIMONY

Mr. Tom Utman, one of the owners of Fast 5 Express, stated he is familiar with the process and they just opened one on Grove Ave. and has been well received. He stated staff has worked with Don Vogel to address everything and they are looking forward to building another facility within the city and will spend about \$4.5 million dollars and will hire local people and will use water that is recycled. He stated this will be their 25 facility and well received by the communities, because its quick and inexpensive.

Mr. Willoughby wanted to know about the landscaping on the parcel of land to the east of Inland

Empire Blvd.

Mr. Utman stated they would take over the site if they were asked and their priority is to have a well-maintained site.

Mr. Reyes wanted to know the signage for the carwash would be mounted on the building or free standing within the perimeter areas.

Mr. Utman stated they would have a low monument sign by the entrance for their business and will apply for permits and abide by the city standards and recommendations.

Mr. Reyes wanted to clarify at the tight radius where the handicap ramp is if there will be a raised curb.

Mr. Utman stated there will be a curb radius entering the carwash and we will make sure there is a curb in case someone is distracted.

Mr. Reyes stated he has seen people get distracted and race to get in the lane first and that they wouldn't skip out onto the sidewalk, so he suggested to raise that curb or put in bollards.

Mr. Utman stated this is a good comment and concern and explained that there are two gates where you pay and only one gate will go up to admit one car at a time and the gates are computerize so only one car can go ahead, and stated if a raised curb is put into the COAs it would be accepted.

Mr. Willoughby would concur that an 8-inch curb could be put in, being as they are allowing for the setback to be shortened.

Ms. Wahlstrom stated that rather than put in a specific condition since we haven't talked with engineering the Commission could have staff work through that to put in the safeguards.

Mr. Zeledon stated staff can work with the applicant.

Mr. Willoughby stated that would be great to have staff work through this to keep pedestrians safe.

Mr. Utman stated the city staff have been great to work with and their professionalism provided and they are looking forward to another success.

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

Mr. Reyes stated he is glad to see this site being developed, especially being such an odd site to work with and he asked about the hours because he wanted to make sure the use wouldn't affect the hotel guests. He stated he would agree that staff can work with the applicant regarding the curb and safety to the public.

PLANNING COMMISSION ACTION

It was moved by Gage, seconded by Reyes, to adopt a resolution to approve the Variance, File No., PVAR19-008, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.

It was moved by Gage, seconded by Reyes, to adopt a resolution to approve the Conditional Use Permit, File No., PCUP19-032 and the Development Plan, File No., PDEV19-070, subject to conditions of approval and the additional condition that staff will work with the applicant regarding the drive isle curbing. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.

- F. ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN REVIEW FOR FILE NOS. PGPA18-008 AND PSP18-002:** A public hearing to consider certification of the Environmental Impact Report (SCH# 2019050018), including the adoption of a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations, in conjunction with the following: [1] A General Plan Amendment (File No. PGPA18-008) to modify the Land Use Plan (Exhibit LU-01) of the Policy Plan (General Plan) component of The Ontario Plan, changing the land use designations on 85.6 acres of land, from General Commercial (0.4 FAR), Office Commercial (0.75 FAR), and Low-Medium Density Residential (5.1-11 dwelling units per acre) to Business Park (0.6 FAR) and General Industrial (0.55 FAR), and modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and [2] A Specific Plan (File No. PSP18-002 - Ontario Ranch Business Park) to establish the land use districts, development standards, design guidelines, and infrastructure improvements for the potential development of up to 1,905,027 square feet of General Industrial and Business Park land uses on the project site, generally bordered by Eucalyptus Avenue on the north, Merrill Avenue on the south, Sultana Avenue on the east, and Euclid Avenue on the west. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) **submitted by REDA, OLV. City Council action is required.**

Assistant Planner Vaughn, presented the staff report. She described the location and the surrounding areas, the existing General Plan land uses and the changes within the Amendment and the buildout changes. She described the Specific Plan Land Use Plan and the conceptual site plan, the conceptual landscape designs, the circulation plan, the potable water plan, recycled water plan, sewer plan, and storm drain plan for the project. She described the EIR and proposed assessed potential 16 impact areas and the mitigation measures for the four significant and unavoidable impacts. She stated three comments were received and explained the responses. She stated that staff is recommending the Planning Commission recommend approval of the EIR

with the Statement of Overriding Consideration and File Nos. PGPA18-008, PSP18-002, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Gage wanted clarification on the landscaping for Euclid Ave.

Mr. Zeledon stated the median gets improved and will be 170 foot wide and will have landscaping and will be a little different from the historic portion but will have mature trees and the neighborhood edge will have a multi-purpose trail and on the Chino side it will have a 10 foot parkway.

Mr. Gage wanted to clarify that this portion is not as wide as the historic part.

Mr. Zeledon stated that is correct, that once you go south of Riverside it gets narrower but will have the same context, but will be differently landscaped.

Mr. Gage wanted to know if there will be two parallel rows of trees.

Mr. Zeledon stated that is correct, there will be trees on the east and west, be the same theme.

Mr. Gage wanted clarification that along the neighborhood edge on the right which has huge gullies on the shoulder of Euclid and Merrill, if those would be filled in and have storm drains.

Mr. Zeledon stated yes that will all be improved.

Mr. Reyes the 200 ft right-of-way on Euclid Ave., beyond the neighborhood edge behind that would be parking lot as part of the buildings and will there be more landscaping beyond the 20 ft or is that the buffer.

Mr. Zeledon stated that on the Ontario side on Euclid there will be a 10-foot parkway, a 6-foot sidewalk, an 8-foot multi-purposes trail, a 20-foot and a 10-foot landscape setback.

Mr. Reyes wanted to know if there will be parking lot trees.

Mr. Zeledon stated yes.

Mr. Reyes wanted to know if this is the first time seeing the theme of Euclid going south of Riverside with the continuation of the median and if is this also a Caltrans portion as well, and if we need their approval.

Mr. Zeledon stated yes, we do and we have worked with Caltrans and in 2007 we approved the New Model Colony streetscape master plan which included certain designs for the medians and tree selection and what is being proposed here are Eucalyptus and Pistachio trees.

Mr. Reyes wanted to clarify that once the development plan comes in, we will see what exactly will be and maybe it should be consistent with the tree placement on the north portion of Euclid.

Mr. Zeledon stated that the context and the rhythm of the trees will be the same and the difference is in the palette of the landscape, which is more drought tolerant.

PUBLIC TESTIMONY

Mr. Jeff Johnston with REDA, the developer for the site stated he appreciates the opportunity to have another project in Ontario. The first project Just completed 1.2 square foot building for Kimberly Clark and will be working on another 1.2 square foot building for Uline and he is looking forward to this next project and agrees with the conditions and findings within the staff report

Mr. Reyes wanted clarification regarding the SW corner of the development plan, if there are any entry monument signage proposed, identifying this as a City of Ontario entry.

Mr. Johnston stated yes, we do have plans for a monument sign to identify this as the Ontario Ranch portion of the city.

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

Mr. Reyes stated staff should look at Euclid give the Commissioners an updated presentation from Merrill to Riverside and update where the monument signs are located and give the Commissioners a refresher course.

Mr. Gage concurred with Mr. Reyes on the landscaping on Euclid Ave. from Riverside Drive and would like to see something that tied into the rest of Euclid Ave. like the California Peppers on the Historic Euclid Ave. and go with that theme, not a different theme. He also wanted to know how much of the developer develop the Euclid Ave. site being that the west side is Chino.

Ms. Wahlstrom stated the development plan and the development agreement, will be coming before the Commission shortly and will call out the shared cost and the boundaries, as Chino has a little more of it, but it will have a shared plan and a shared cost.

Mr. Willoughby concurred with Mr. Reyes and would like something to be brought to briefing, so they can take a look at what we are expecting on Euclid from Merrill to Riverside Dr.

Ms. Wahlstrom stated we can definitely do that for briefing in the near future, as the development plan for this project will be coming forward soon.

Mr. Zeledon stated staff are updating the Ontario Ranch streetscape master plan and we can bring this before the Commission and revisit Euclid Ave. and the tree selections.

PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by Ricci, to recommend adoption of a resolution to approve the Environmental Impact Report (EIR) with a Statement of Overriding Consideration, Roll call vote: AYES, DeDiemar, Gage, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.

It was moved by Gregorek, seconded by DeDiemar, to recommend adoption of a resolution to approve the General Plan Amendment, File No., PGPA18-008,

and the Specific Plan, File No. PSP18-002, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gage, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 6 to 0.

MATTERS FROM THE PLANNING COMMISSION

Old Business Reports From Subcommittees

Historic Preservation (Standing): This subcommittee met on July 9, 2020

Mr. Gregorek stated the they discussed three items:

- Tier Determination and Landmark Designation for the Graber House, which was designated as a Tier 1
- Also discussed the project brought forward tonight with the detached ADU.
- Eligibility review to have the structure removed from eligibility listing - 111 N. Monterey Ave.

New Business

Nomination for subcommittees:

Mr. Willoughby stated everyone will remain the same and Mr. Ricci would take over Mr. Downs previous positions.

Mr. Reyes stated he was glad to remain as is.

NOMINATIONS FOR SPECIAL RECOGNITION

None at this time.

DIRECTOR'S REPORT

Ms. Wahlstrom stated the Monthly Reports are in their packets

Mr. Zeledon stated the Temporary Outdoor Dining is up on the website and doing really well. And have gotten a lot of requests and looking at barbershops and some retail soon

Mr. Gage stated he noticed the outdoor structure at El Pescadores.

Mr. Zeledon stated yes El Pescador came in early and one thing we are working with them is the music level, as they have residential around them and the regulations state that with outdoor dining there has to have air flow and the original tents were too enclosed, which is why they have the new structure.

Mr. Gregorek stated that in San Diego County and Orange County they are doing a great job letting wine shops stay open and are using some of the parking spots for outdoor dining and it might create an immediate parking problem but if everyone works together, they will find a way if they want to eat out.

Mr. Willoughby wanted clarification if this goes away or can places keep the outdoor area?

Mr. Zeledon stated these permits are for 90 days and we will extend it if need be, but we will have to look at the development code to continue this in the future and he is excited about the outdoor seating and events coming to the Ontario Ranch Marketplace.

Mr. Willoughby stated that with the nice weather and ambiance, it is a great option.

Ms. Wahlstrom stated that this program is helping us to work out details for the development code for future changes.

Mr. Willoughby thanked staff for jumping on this so that restaurants can stay open and it can help businesses stay open.

Mr. Zeledon stated they have helped the Ontario Mills by letting them open up dining and some retail. He thanked Mr. Scott Murphy for being our call center person tonight and all the staff and IT that have helped out with tonight's meeting.

ADJOURNMENT

Gage motioned to adjourn, approved unanimously. The meeting was adjourned at 9:11 PM.

Secretary Pro Tempore

Chairman, Planning Commission



PLANNING COMMISSION STAFF REPORT

August 25, 2020

FILE NO.: PDEV19-049

SUBJECT: A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 du/ac) zoning district. (APN: 1011-361-01) **Submitted by Creative Design Associates.**

PROPERTY OWNER: Howard Wang

RECOMMENDED ACTION: That the Planning Commission consider and approve File No. PDEV19-049, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

PROJECT SETTING: The project site is comprised of 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential - 25.1 to 45 DU/Ac) zoning district, and is depicted in Figure 1: Project Location. The project site is currently developed with a single-story, 790 square foot single-family dwelling, and three commercial chicken coupes that will be demolished to accommodate the proposed project. The existing surrounding land uses, zoning, and general plan and specific plan land use designations are summarized in the “Surrounding Zoning & Land Uses” table located in the Technical Appendix of this report.

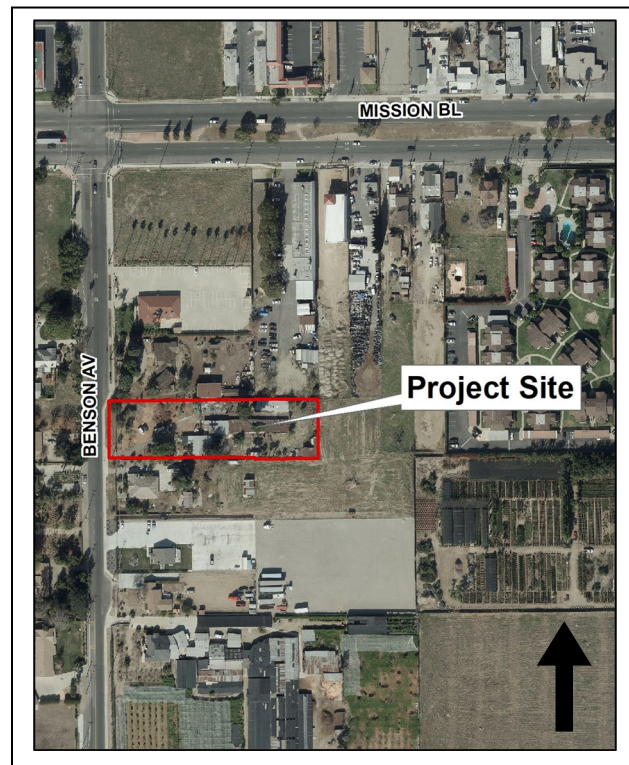


Figure 1: Project Location

PROJECT ANALYSIS:

[1] Background — On September 3, 2019, applicant submitted a Development

| | |
|-----------------------------|--------------|
| Case Planner: | Lorena Mejia |
| Planning Director Approval: | |
| Submittal Date: | 9-3-2019 |

| Hearing Body | Date | Decision | Action |
|--------------|-----------|----------|-----------|
| DAB | 8-17-2020 | Approve | Recommend |
| PC | 8-25-2020 | | Final |
| CC | | | |

Plan application to construct a 30-unit multiple-family apartment project. The Project was continued from the July 28, 2020, Planning Commission meeting, to allow staff additional time to verify the purpose of an easement, located along the southern property line (see Exhibit A1—Accessor’s Parcel/Easement Map, attached). The Project site was previously comprised of two parcels and a private easement, for ingress and egress purposes, was placed on the parcel fronting Benson Avenue to provide street access to the rear parcel and prevent the rear parcel from being landlocked (a legal lot that has no access to the public right-of-way). However, the two parcels were merged into one parcel and the access easement remained on the property. The Engineering Department conditions of approval has required the Project to quitclaim the access easement located along the southern property line, since it is no longer deemed necessary.

On August 17, 2020, the Development Advisory Board (DAB) conducted a hearing to consider the Application and voted to recommend that the Planning Commission approve the Application subject to conditions of approval, which have been included with the Planning Commission resolution.

[2] Site Design/Building Layout — The Project consists of 30 units within three separate buildings, which are situated on a narrow lot that is 124 feet wide by 437 feet deep. Building 2 is located along the north property line and Buildings 1 and 3 are located along the south property line. A 24-foot wide drive-aisle is centered on the Project site, which runs east-west and terminates with a double-loaded parking lot and hammerhead at the east-end of the site. The hammerhead is 24 feet deep by 120 feet wide, providing the required turnaround access for emergency and refuse vehicles to maneuver out of the development. The drive-aisle will provide garage access for the buildings located to the north and south. A 10-foot landscape setback has been provided along the north Project boundary, which incorporates a pedestrian pathway and connects to common open space areas throughout the Project site. A 15 to 24-foot wide landscape setback has been provided along the south Project boundary, which incorporates a pedestrian pathway and common open space areas. Additionally, a community pool, lounge area, and pool house have been provided at the east-end of the Project site that is accessed by pedestrian pathways (see Exhibit B – Site Plan, attached).

Each building is composed of three stories (38 feet – 2 inches tall), the majority of the buildings are designed with a 2-car garage, storage, and laundry facilities on the first-floor, the main living area on the second-floor, and bedrooms on the third-floor. There are eight different floor plans proposed, which range from 1,104 to 1,316 square feet in size. The Project provides 13 units with two-bedroom floor plans and 17 units with three-bedroom floor plans. The dwelling unit breakdown by building is as follows:

| <i>Dwelling Unit Summary – Building 1 (Southern Building)</i> | | | | | |
|--|--|-------------------------------|-------------------------|-------------------------------------|----------------------------|
| <i>Plan Type No.</i> | <i>No. of Bedrooms/ Bathrooms</i> | <i>Total Living SF</i> | <i>Garage SF</i> | <i>Private Open Space SF</i> | <i>No. of Units</i> |
| A-2 | 2 Bedroom/2.5 Bathroom | 1,153 SF | (2-car) 481 SF | 77 SF | 6 |

| <i>Dwelling Unit Summary – Building 1 (Southern Building)</i> | | | | | |
|--|--|-------------------------------|-------------------------|-------------------------------------|----------------------------|
| <i>Plan Type No.</i> | <i>No. of Bedrooms/ Bathrooms</i> | <i>Total Living SF</i> | <i>Garage SF</i> | <i>Private Open Space SF</i> | <i>No. of Units</i> |
| A-3 | 3 Bedroom/2.5 Bathroom | 1,146 SF | (2-car) 481 SF | 77 SF | 3 |
| C-3 | 3 Bedroom/3.5 Bathroom | 1,316 SF | (2-car) 478 SF | 165 SF | 1 |
| C-3A | 3 Bedroom/3.5 Bathroom | 1,316 SF | (2-car) 478 SF | 165 SF | 1 |
| TOTAL | | | | | 11 |

| <i>Dwelling Unit Summary – Building 2 (Northern Building)</i> | | | | | |
|--|--|-------------------------------|-------------------------|-------------------------------------|----------------------------|
| <i>Plan Type No.</i> | <i>No. of Bedrooms/ Bathrooms</i> | <i>Total Living SF</i> | <i>Garage SF</i> | <i>Private Open Space SF</i> | <i>No. of Units</i> |
| A-2 | 2 Bedroom/2.5 Bathroom | 1,153 SF | (2-car) 481 SF | 77 SF | 7 |
| A-3 | 3 Bedroom/2.5 Bathroom | 1,146 SF | (2-car) 481 SF | 77 SF | 5 |
| A2-3 | 3 Bedroom/3.5 Bathroom | 1,306 SF | (2-car) 481 SF | 170 SF | 3 |
| TOTAL | | | | | 15 |

| <i>Dwelling Unit Summary – Building 3 (Southern Building)</i> | | | | | |
|--|--|-------------------------------|--------------------------|-------------------------------------|----------------------------|
| <i>Plan Type No.</i> | <i>No. of Bedrooms/ Bathrooms</i> | <i>Total Living SF</i> | <i>Garage SF</i> | <i>Private Open Space SF</i> | <i>No. of Units</i> |
| A2-3 | 3 Bedroom/3.5 Bathroom | 1,306 SF | (2-car) 481 SF | 170 SF | 1 |
| A2-3A | 3 Bedroom/3.5 Bathroom | 1,316 SF | (2-car) 481 SF | 170 SF | 1 |
| B-3 | 3 Bedroom/2 Bathroom | 1,104 SF | (2-car tandem) 470 SF | 87 SF | 1 |
| B-3A | 3 Bedroom/3 Bathroom | 1,133 SF | (2-car tandem) 466 SF | 87 SF | 1 |
| TOTAL | | | | | 4 |

[3] Site Access/Circulation — The Project has one point of vehicular access from Benson Avenue, via a 24-foot wide driveway that is centrally located along the west property line. The Project will also provide street widening and public right-of-way improvements (curb, sidewalk, and parkway) along the Benson Avenue street frontage.

[4] Parking — The Project has provided off-street parking, which meets the “Multiple-Family Residential” parking standards specified in the Development Code. A total of 74 parking spaces have been provided on-site and 3 visitor spaces are provided on-street, along the Project’s Benson Avenue street frontage. The off-street parking calculations for the Project are provided below.

| <i>Type of Use</i> | <i>No. of Units</i> | <i>Parking Ratio</i> | <i>Spaces Required</i> | <i>Spaces Provided</i> |
|--------------------|---------------------|---|------------------------|------------------------|
| 2-bedroom units | 13 | 2.0 spaces per dwelling, including one space in a garage or carport | 26 | |
| 3-bedroom units | 17 | 2.5 spaces per dwelling, including one space in a garage or carport | 42.5 | |
| Visitor | 30 | 1 Space Per 4 (< 50 Units) | 7.5 | |
| TOTAL | | | 76 | 77 |

[5] Architecture — The architectural style proposed consists of a modern interpretation of a Spanish design, with a combination of gable and flat roofs with simple box parapets, metal awnings, recessed accent tile, enhanced entryways, recessed windows and color blocking to accentuate first, and second and third-floor building projections. The mixture of building materials proposed includes a semi-smooth Santa Barbara stucco finish with a white and grey color palette, aluminum pacific blue awnings, metal trellis over windows, and blocks of recessed tiles (blue and white Mediterranean style). Additionally, mechanical equipment will be roof-mounted and obscured from public view by parapet walls (see Exhibits C—Elevations, attached).

Staff believes that the proposed Project illustrates the type of high-quality residential architecture promoted by the City’s Development Code. This is exemplified through the use of:

- Articulation in building footprints, incorporating horizontal changes in the exterior building walls (combinations of recessed and popped-out wall areas);
- Articulation in the building parapet and roof lines, which serves to accentuate the building’s entries and openings, and breaks up large expanses of building wall;
- Variations in building massing; and
- A mix of exterior material finishes and fixtures.

[6] Landscaping/Open Space — The Project will provide the required perimeter landscaping in the front, side, and rear yards, for an overall landscape coverage of 17 percent. The proposed on-site and off-site landscape improvements will assist towards creating a walkable, safe area for pedestrians to access the Project site. The landscape plan incorporates a combination of 48-inch, 36-inch, and 24-inch box trees along Benson

Street and throughout the Project site, which includes a mix of Coral Gum, Austrian Willow, Engelmann Oak, Queen Palm and Eastern Redbud trees. A variety of shrubs, aloe, vines, and groundcovers are also being provided, which are low water usage or drought tolerant.

The open space requirements for the HDR-45 zoning district require that a project provide a minimum of 60 square feet (20-percent) of private open space and 250 square feet (80-percent) of common open space, per dwelling unit. The Development Code allows for deviations in private and common open space, so long as the total amount of open space provided equals 310 square feet per unit. A total of 9,300 square feet of private/common open space is required for the Project and a total of 11,784 square feet has been provided, exceeding the minimum standard as shown in the Open Space Summary table below.

The Project includes a major and minor recreational facility to support the proposed 30 dwelling units. The minor recreation facility is located along the southern property line and includes a landscaped pedestrian pathway, benches, and outdoor dining areas with built-in gas BBQs. The major recreation facility is provided on the east-end of the property and includes a pool, pool house, and lounge area. The balance of the required common area is dispersed throughout the Project site in the form of passive landscaped areas (see Exhibit D—Landscape Plan, attached).

| Open Space Summary | | |
|-----------------------------|----------------------------|----------------------------|
| Open Space | Total Area Required | Total Area Provided |
| Common Open Space – Active | 7,500 SF | 3,991 SF |
| Common Open Space – Passive | | 4,822 SF |
| Private Open Space | 1,800 SF | 2,971 SF |
| TOTAL | 9,300 SF | 11,784 SF |

[7] 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. The proposed development will not substantially alter the existing drainage pattern. The onsite drainage will be conveyed to a series of on-site perforated drainage pipes designed for infiltration, which are buried within the landscape planters and under the center driveway. Overflow drainage from the on-site infiltration will be conveyed to the curb and gutter along Benson Avenue.

[8] Community Outreach — The Project site is surrounded by residential properties to the north, south, and west. To ensure community input from the surrounding residents, a Notice was mailed to all property owners within 300-feet of the Project site. The intent of

the notification was to inform the surrounding property owners of the proposed Project and to address any questions or concerns they may have regarding the Project. To date, staff has received five phone calls and held two in-person meetings with residents to review the proposed project and answer questions. Property owners directly south of the project expressed interest in changing the general plan from rural residential to high density residential and developing similar projects on their properties.

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
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

[2] Vision.

Distinctive Development:

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

[3] Governance.

Decision Making:

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

[4] Policy Plan (General Plan)

Land Use Element:

- Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.

- LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.

- LU1-6 Complete Community: We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Refer to Complete Community Section of Community Economics Element).

- Goal LU2: Compatibility between a wide range of uses.

- LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

Housing Element:

- Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

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

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

- H5-2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation and other amenities.

Community Economics Element:

- Goal CE1: A complete community that provides for all incomes and stages of life.

➤ CE1-6 Diversity of Housing. We collaborate with residents, housing providers and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to support our workforce, attract business and foster a balanced community.

▪ Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

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

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

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

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

Safety Element:

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

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

Community Design Element:

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

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

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

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

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

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

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

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the number of dwelling units (30) and density (25.1) specified in the Available Land Inventory.

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

ENVIRONMENTAL REVIEW: The 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 and meets each of the following conditions: [1] the Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations; [2] the proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses; [3] the Project site has no value as habitat for endangered, rare, or threatened species; [4] approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and [5] the Project site can be adequately served by all required utilities and public services.

CONDITIONS OF APPROVAL: See attached department reports.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

| | <i>Existing Land Use</i> | <i>General Plan Designation</i> | <i>Zoning Designation</i> | <i>Specific Plan Land Use</i> |
|-------|--|---------------------------------|--|-------------------------------|
| Site | Single Family Residence & Chicken Farm (non-operational) | High Density Residential | HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre) | N/A |
| North | Single Family Residence & Auto Repair | High Density Residential | HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre) | N/A |
| South | Single Family Residence | Rural Residential | AR-2 (Residential-Agricultural-0 to 2.0 DU/Acre) | N/A |
| East | Vacant | High Density Residential | HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre) | N/A |
| West | Single Family Residence | Rural Residential | AR-2 (Residential-Agricultural-0 to 2.0 DU/Acre) | N/A |

Off-Street Parking:

| <i>Type of Use</i> | <i>No. of Units</i> | <i>Parking Ratio</i> | <i>Spaces Required</i> | <i>Spaces Provided</i> |
|--------------------|---------------------|---|------------------------|------------------------|
| 2-bedroom units | 13 | 2.0 spaces per dwelling, including one space in a garage or carport | 26 | |
| 3-bedroom units | 17 | 2.5 spaces per dwelling, including one space in a garage or carport | 42.5 | |
| Visitor | 30 | 1 Space Per 4 (< 50 Units) | 7.5 | |
| TOTAL | | | 76 | 77 |

General Site & Building Statistics

| <i>Item</i> | <i>Required Min./Max.</i> | <i>Provided (Ranges)</i> | <i>Meets Y/N</i> |
|---|---------------------------|--------------------------|------------------|
| <i>Project area (in acres):</i> | 2.5 | 1.22 | Y |
| <i>Maximum project density (dwelling units/ac):</i> | 30 | 30 | Y |
| <i>Maximum coverage (in %):</i> | 100% | 38% | Y |
| <i>Front yard setback (in FT):</i> | 10 FT | 10 FT-3 IN | Y |
| <i>Side yard setback (in FT):</i> | 10 FT | 10 – 24 FT | Y |
| <i>Rear yard setback (in FT):</i> | 10 FT | 97 FT – 4 IN | Y |
| <i>Garage to Garage setback (in FT):</i> | 30 FT | 30 FT-10 IN | Y |

Planning Commission Staff Report

File No.: PDEV19-049

August 25, 2020

| Item | Required Min./Max. | Provided (Ranges) | Meets Y/N |
|-------------------------|--------------------|-------------------|-----------|
| Maximum height (in FT): | 75 FT | 38 FT – 2 IN | Y |
| Parking – resident: | 68.5 | 69 | Y |
| Parking – guest: | 7.5 | 8 | Y |
| Open space – private: | 1,800 SF | 2,971 SF | Y |
| Open space – common: | 7,500 SF | 8,831 SF | Y |

Dwelling Unit Statistics:

| <i>Dwelling Unit Summary – Building 1 (Southern Building)</i> | | | | | |
|---|-------------------------------|-----------------|----------------|-----------------------|--------------|
| Plan Type No. | No. of Bedrooms/ Bathrooms | Total Living SF | Garage SF | Private Open Space SF | No. of Units |
| A-2 | 2 Bedroom/2.5 Bathroom | 1,153 SF | (2-car) 481 SF | 77 SF | 6 |
| A-3 | 3 Bedroom/2.5 Bathroom | 1,146 SF | (2-car) 481 SF | 77 SF | 3 |
| C-3 | 3 Bedroom/3.5 Bathroom | 1,316 SF | (2-car) 478 SF | 165 SF | 1 |
| C-3A | 3 Bedroom/3.5 Bathroom | 1,316 SF | (2-car) 478 SF | 165 SF | 1 |
| TOTAL | | | | | 11 |

| <i>Dwelling Unit Summary – Building 2 (Northern Building)</i> | | | | | |
|---|-------------------------------|-----------------|----------------|-----------------------|--------------|
| Plan Type No. | No. of Bedrooms/ Bathrooms | Total Living SF | Garage SF | Private Open Space SF | No. of Units |
| A-2 | 2 Bedroom/2.5 Bathroom | 1,153 SF | (2-car) 481 SF | 77 SF | 7 |
| A-3 | 3 Bedroom/2.5 Bathroom | 1,146 SF | (2-car) 481 SF | 77 SF | 5 |
| A2-3 | 3 Bedroom/3.5 Bathroom | 1,306 SF | (2-car) 481 SF | 170 SF | 3 |
| TOTAL | | | | | 15 |

| <i>Dwelling Unit Summary – Building 3 (Southern Building)</i> | | | | | |
|---|-------------------------------|-----------------|----------------|-----------------------|--------------|
| Plan Type No. | No. of Bedrooms/ Bathrooms | Total Living SF | Garage SF | Private Open Space SF | No. of Units |
| A2-3 | 3 Bedroom/3.5 Bathroom | 1,306 SF | (2-car) 481 SF | 170 SF | 1 |
| A2-3A | 3 Bedroom/3.5 Bathroom | 1,316 SF | (2-car) 481 SF | 170 SF | 1 |

Planning Commission Staff Report

File No.: PDEV19-049

August 25, 2020

| <i>Dwelling Unit Summary – Building 3 (Southern Building)</i> | | | | | |
|---|---------------------------------------|----------------------------|----------------------------------|----------------------------------|---------------------|
| <i>Plan Type No.</i> | <i>No. of Bedrooms/ Bathrooms</i> | <i>Total Living SF</i> | <i>Garage SF</i> | <i>Private Open Space SF</i> | <i>No. of Units</i> |
| <i>B-3</i> | <i>3 Bedroom/2 Bathroom</i> | <i>1,104 SF</i> | <i>(2-car tandem) 470 SF</i> | <i>87 SF</i> | <i>1</i> |
| <i>B-3A</i> | <i>3 Bedroom/3 Bathroom</i> | <i>1,133 SF</i> | <i>(2-car tandem) 466 SF</i> | <i>87 SF</i> | <i>1</i> |
| <i>TOTAL</i> | | | | | <i>4</i> |

Exhibit A—PROJECT LOCATION MAP



Exhibit A-1—Accessor's Parcel/Easement Map

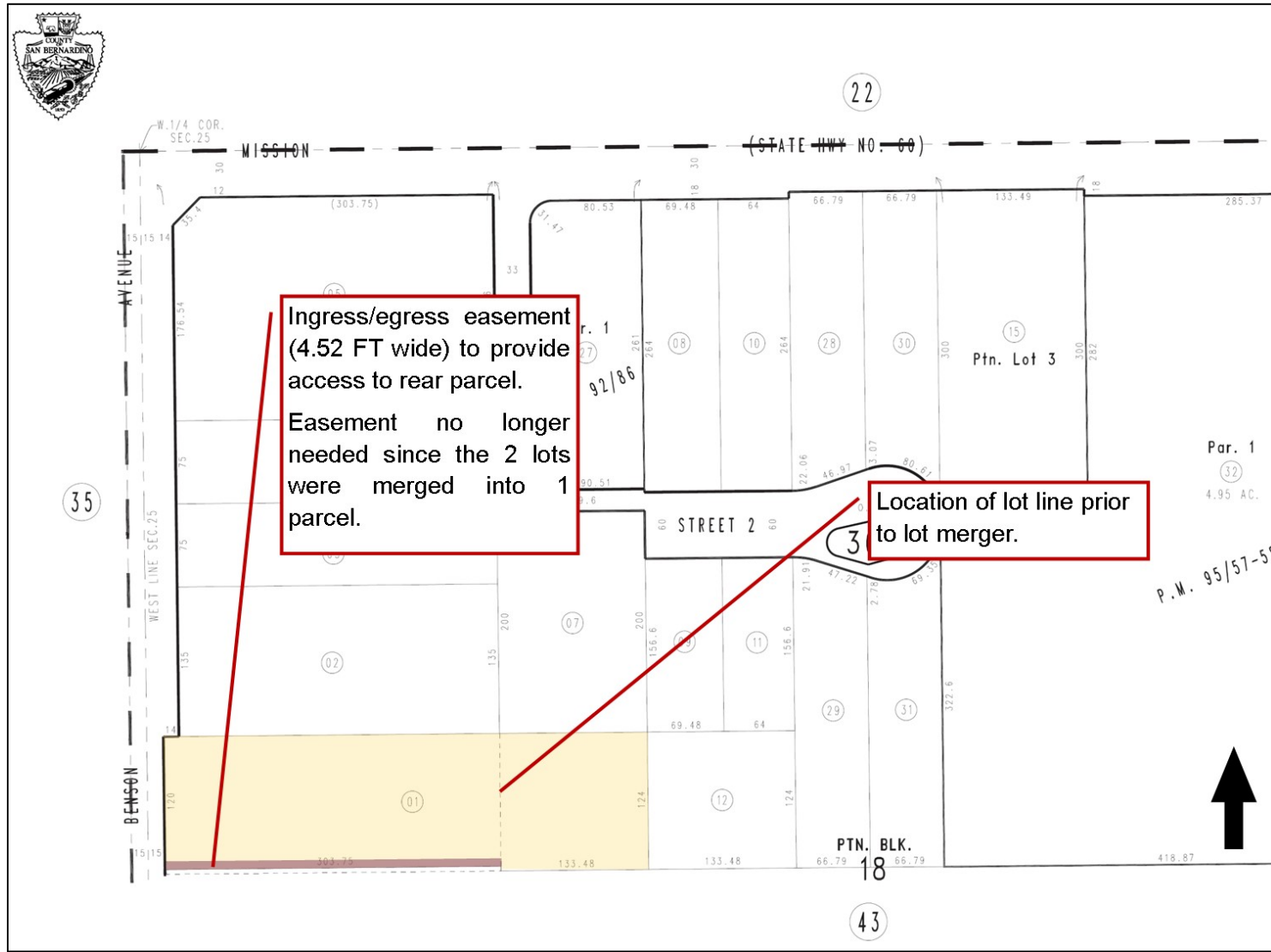


Exhibit B—SITE PLAN

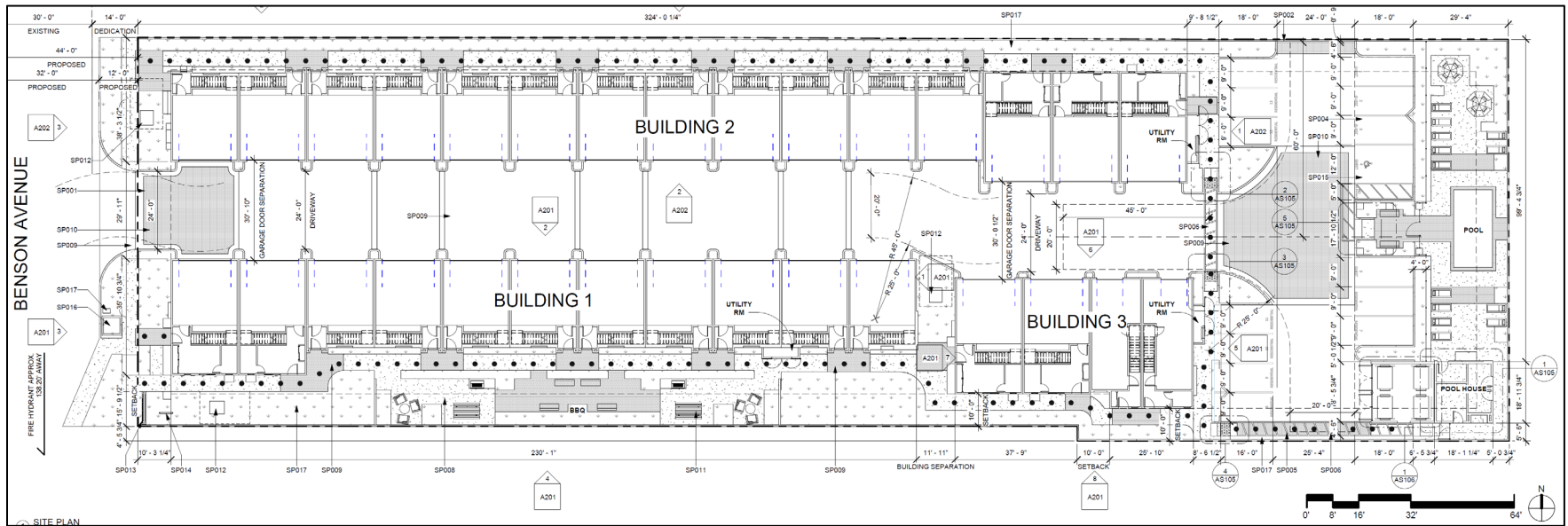


Exhibit C—ELEVATIONS



Southwest corner perspective from Benson Avenue

Exhibit C—ELEVATIONS CONTINUED



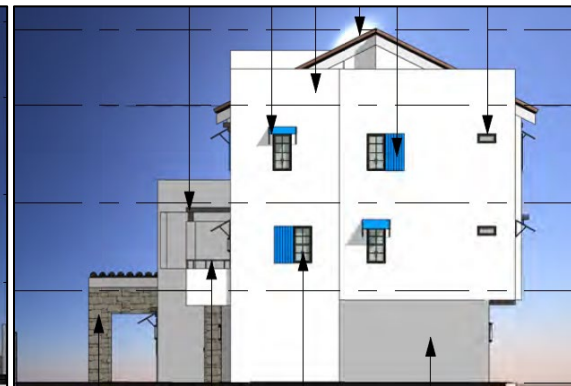
Building 1 - South Elevation



Building 1 - North Elevation



Building 1 - West Elevation



Building 1 - East Elevation

Exhibit C—ELEVATIONS CONTINUED



Building 2 - North Elevation



Building 2 - South Elevation



Building 2 - West Elevation



Building 2 - East Elevation

Exhibit C—ELEVATIONS CONTINUED



Building 3 - South Elevation



Building 3 - North Elevation

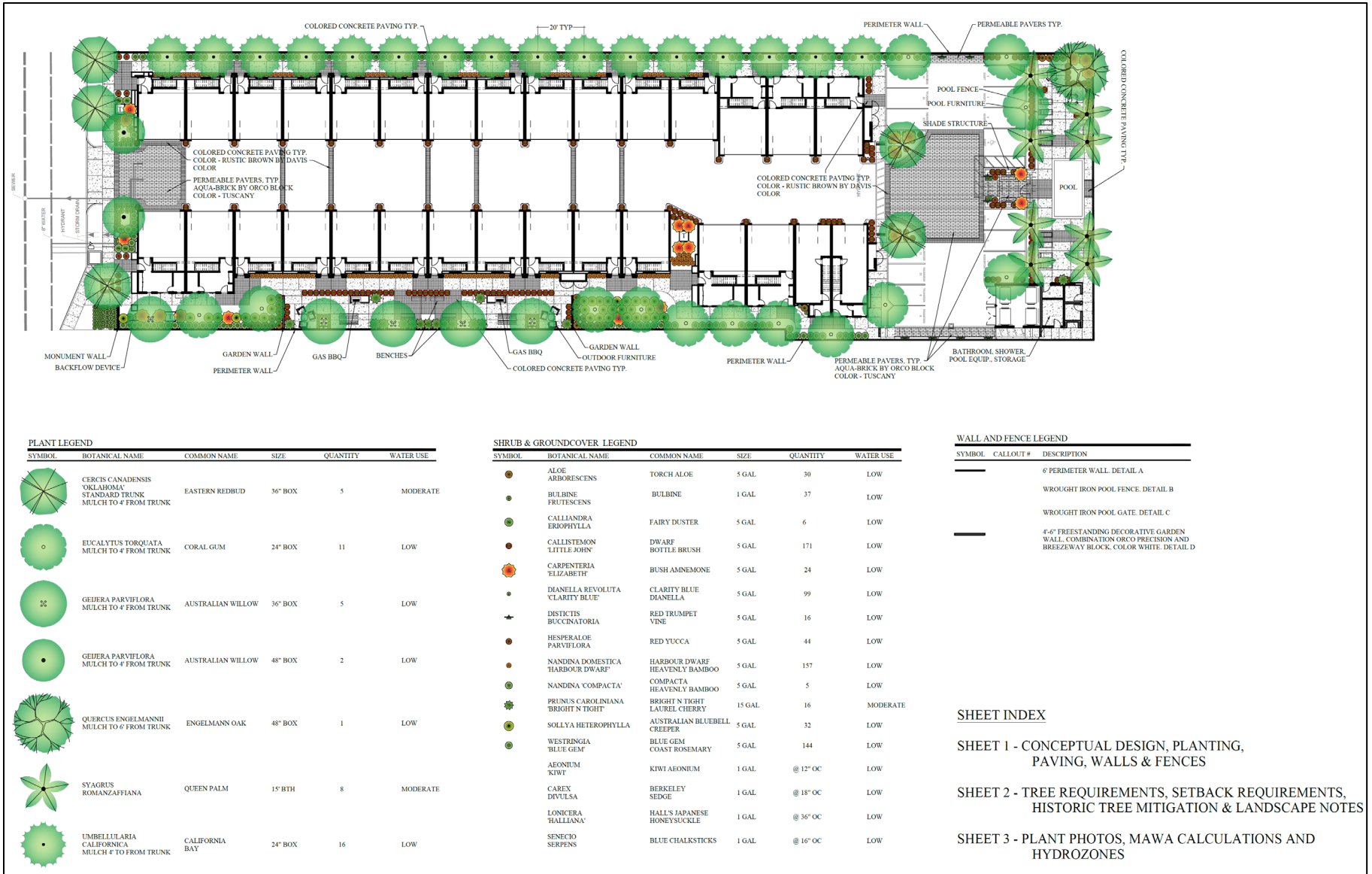


Building 3 - West Elevation



Building 3 - East Elevation

Exhibit D—LANDSCAPE PLAN



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV19-049, A DEVELOPMENT PLAN TO CONSTRUCT 30 MULTIPLE-FAMILY RESIDENTIAL UNITS ON 1.22 ACRES OF LAND LOCATED AT 855 SOUTH BENSON AVENUE, WITHIN THE HDR-45 (HIGH DENSITY RESIDENTIAL - 25.1 TO 45 DU/AC) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 1011-361-01.

WHEREAS, CREATIVE DESIGN ASSOCIATES ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV19-049, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential - 25.1 to 45 DU/AC), and is presently improved with a 790-square foot single-family dwelling and three commercial chicken coupes, which are proposed to be razed; and

WHEREAS, the property to the north of the Project site is within the HDR-45 (High Density Residential—25.1 to 45 DU/AC) zoning district and is developed with single-family residence and auto repair. The property to the east is within the HDR-45 (High Density Residential—25.1 to 45 DU/AC) zoning district and is vacant. The property to the south is within the AR-2 (Residential-Agricultural—0 to 2.0 DU/AC) zoning district and is developed with a single-family residence. The property to the west is within the AR-2 (Residential Agricultural—0 to 2.0 DU/AC) zoning district and is developed with a single-family residence; and

WHEREAS, the Project consists of 30 units within three separate buildings, which are situated on a narrow lot that is 124 feet wide by 437 feet deep. Building 2 is located along the north property line and Buildings 1 and 3 are located along the south property line. A 24-foot wide drive aisle is centered on the Project site, which runs east-west and terminates with a double-loaded parking lot and hammerhead at the east-end of the site; and

WHEREAS, a 10-foot landscape setback has been provided along the north Project boundary, which incorporates a pedestrian pathway and connects to common open space areas throughout the Project site. A 15 to 24-foot wide landscape setback has been provided along the south Project boundary, which incorporates a pedestrian pathway and common open space areas; and

WHEREAS, each building is composed of three stories (38 feet – 2 inches tall), the majority of the buildings are designed with a 2-car garage, storage, and laundry facilities on the first-floor, the main living area on the second-floor, and bedrooms on the

third-floor. There are eight different floor plans proposed, which range from 1,104 to 1,316 square feet in size. The Project provides 13 units with two-bedroom floor plans and 17 units with three-bedroom floor plans; and

WHEREAS, the Project has one point of vehicular access from Benson Avenue, via a 24-foot wide driveway centrally located along the west property line. The Project will also provide street widening and public right-of-way improvements (curb, sidewalk, and parkway) along the Benson Avenue street frontage; and

WHEREAS, the Project has provided off-street parking, which meets the "Multiple-Family Residential" parking standards specified in the Development Code. A total of 74 parking spaces have been provided on-site and 3 visitor spaces are provided on-street, along the Project's Benson Avenue street frontage; and

WHEREAS, the architectural style proposed consists of a modern interpretation of a Spanish design, with a combination of gable and flat roofs with simple box parapets, metal awnings, recessed accent tile, enhanced entryways, recessed windows and color blocking to accentuate first, second and third-floor building projections; and

WHEREAS, the Project will provide the required perimeter landscaping in the front, side, and rear yards, for an overall landscape coverage of 17 percent; and

WHEREAS, a total of 9,300 square feet of private/common open space is required for the Project and a total of 11,784 square feet has been provided, exceeding the minimum standard; and

WHEREAS, 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. The proposed development will not substantially alter the existing drainage pattern. The onsite drainage will be conveyed to a series of on-site perforated drainage pipes designed for infiltration, which are buried within the landscape planters and under the center driveway. Overflow drainage from the on-site infiltration will be conveyed to the curb and gutter along Benson Avenue; and

WHEREAS, the Project site is surrounded by residential properties to the north, south, and west. To ensure community input from the surrounding residents, a Notice was mailed to all property owners within 300-feet of the Project site. The intent of the notification was to inform the surrounding property owners of the proposed Project and to address any questions or concerns they may have regarding the Project. To date, staff

has received five phone calls and held two in-person meetings with residents to review the proposed project and answer questions; and

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

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

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

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on August 17, 2020, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB20-044, recommending that the Planning Commission approve the Application; and

WHEREAS, on July 28, 2020, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and continued said hearing on that date to the August 25, 2020 Planning Commission meeting; and

WHEREAS, on August 25, 2020, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

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

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

(2) The Project is categorically exempt from environmental review pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines and meets each of the following conditions: [1] the Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations; [2] the proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses; [3] the Project site has no value as habitat for endangered, rare, or threatened species; [4] approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and [5] the Project site can be adequately served by all required utilities and public services; and

(3) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(4) The determination of CEQA exemption reflects the independent judgment of the Planning Commission.

SECTION 2: *Housing Element Compliance.* Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Planning Commission finds that based

on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the number of dwelling units (30) and density (25.1 DUs/Acre) specified in the Available Land Inventory.

SECTION 3: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.* The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the PLANNING COMMISSION, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 4: *Concluding Facts and Reasons.* Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 through 3, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the High Density Residential (HDR) land use district of the Policy Plan Land Use Map, and the HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre) 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 HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre) zoning district, including standards relative to the particular land use proposed (multiple-family residential), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the 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 and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (multiple-family residential). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Development Code

SECTION 5: Planning Commission Action. Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as “Attachment A,” and incorporated herein by this reference.

SECTION 6: Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim,

action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

SECTION 8: Certification to Adoption. The Secretary shall certify to the adoption of the Resolution.

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of August 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Cathy Wahlstrom
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 25, 2020, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

**File No. PDEV19-049
Departmental Conditions of Approval**

(Departmental conditions of approval to follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: August 25, 2020

File No: PDEV19-049

Related Files: N/A

Project Description: A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 du/ac) zoning district. (APN: 1011-361-01) **Submitted by Creative Design Associates.**

Prepared By: Lorena Mejia, Senior Planner
Phone: 909.395.2276 (direct)
Email: lmejia@ontarioca.gov

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

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

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

2.1 Time Limits.

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

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

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

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

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

2.3 Landscaping.

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

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

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

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

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

2.5 Parking, Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading).

(b) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c) Areas provided to meet the City's parking requirements, including off-street parking and loading spaces, access drives, and maneuvering areas, shall not be used for the outdoor storage of materials and equipment, nor shall it be used for any other purpose than parking.

(d) The required number of off-street parking spaces and/or loading spaces shall be provided at the time of site and/or building occupancy. All parking and loading spaces shall be maintained in good condition for the duration of the building or use.

(e) Parking spaces specifically designated and conveniently located for use by the physically disabled shall be provided pursuant to current accessibility regulations contained in State law (CCR Title 24, Part 2, Chapters 2B71, and CVC Section 22507.8).

(f) Bicycle parking facilities, including bicycle racks, lockers, and other secure facilities, shall be provided in conjunction with development projects pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

2.6 Site Lighting.

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

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

2.7 Mechanical and Rooftop Equipment.

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

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

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

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

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

2.11 Environmental Review.

(a) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to **Section 15332 (Class 32, In-Fill Development Projects)** of the CEQA Guidelines, meeting the following conditions:

(i) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations;

(ii) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses;

(iii) The project site has no value as habitat for endangered, rare, or threatened species;

(iv) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and

(v) The Project site can be adequately served by all required utilities and public services.

2.12 Indemnification. The applicant/owner 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 may result in a 180-day extension to the statute of limitations for the filing of a CEQA lawsuit.

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

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV19-049
 Address: 855 S Benson Ave
 APN: 1011-361-01
 Existing Land Use: Vacant
 Proposed Land Use: Development Plan to construct 30 unit residential apartment
 Site Acreage: 1.22 Proposed Structure Height: 40 FT
 ONT-IAC Project Review: N/A
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Lorena Mejia
 Date: 11/6/19
 CD No.: 2019-064
 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.

Real Estate Transaction Disclosure Required

Airport Planner Signature: _____



ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

| | |
|---|---|
| <input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER | <input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES |
| PROJECT FILE NO. PDEV19-049 RELATED FILE NO(S). _____ | |
| <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__ | |

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

CITY PROJECT PLANNER & PHONE NO: Lorena Mejia (909) 395-2276

DAB MEETING DATE: August 17, 2020

PROJECT NAME / DESCRIPTION: A Development Plan to construct a 30-unit multiple-family residential complex on 1.22 acres of land within the HDR-45 (High Density Residential – 25.1 to 45 DUs/acre) zoning district

LOCATION: 855 South Benson Avenue

APPLICANT: Creative Design Associates

REVIEWED BY: 8/4/20
 Bryan Lirley, P.E. Date
 Principal Engineer

APPROVED BY: FOR 8/4/20
 Raymond Lee, P.E. Date
 Assistant City Engineer



- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of three (3) 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 Management Services at (909) 395-2353 to initiate the CFD application process.
- 1.13 New Model Colony (NMC) Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 1.14 Other conditions: _____

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

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

- 2.01 Record Parcel Map/Tract Map No. _____ pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 **Note that the subject parcel is a recognized parcel in the City of Ontario per the Monte Vista Tract No. 2 recorded in Book 16, Page 33 and 34 of maps, in the office of the County Recorder of the County of San Bernardino.**
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____ .
- 2.05 **Apply for a:** **Certificate of Compliance with a Record of Survey;** **Lot Line Adjustment (This is to be completed prior to issuance of any building permits);**
 Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.



- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 **Submit a soils/geology report.**
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other: _____
- 2.10 **Dedicate to the City of Ontario the right-of-way described below:**

Benson Avenue to the ultimate right-of-way width of 44 feet along the project frontage (existing right-of-way width is 30-ft and an additional 14-ft is required).
- 2.11 Dedicate to the City of Ontario the following easement(s): _____
- 2.12 New Model Colony (NMC) Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
 - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).
- 2.13 **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.**
- 2.14 **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**



- 2.15 Pay all Development Impact Fees (DIF) to the Building Department. Final fee shall be determined based on the approved site plan.**

- 2.16 Other conditions:**
 - A. Submit a non-interference letter from the easement holders listed on the title report, as applicable.**
 - B. Quitclaim existing private easement for ingress and egress purposes recorded in Book 1209, Page 8 of maps, in the office of the County Recorder of the County of San Bernardino along the southerly property line.**



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

2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

| Improvement | Benson Avenue | Street 2 | Street 3 | Street 4 |
|--|---|---|---|---|
| Curb and Gutter (A) | <input checked="" type="checkbox"/> New; 32 ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace |
| AC Pavement | <input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 13 additional feet along frontage, including pavm't transitions | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions |
| PCC Pavement (Truck Route Only) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Drive Approach (A) | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Sidewalk (A) | <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 |
| ADA Access Ramp | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Parkway (A) | <input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) |
| Raised Landscaped Median | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Fire Hydrant | <input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation |



| | | | | |
|--|--|---|---|---|
| Sewer (see Sec. 2.C) | <input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral |
| Water (see Sec. 2.D) | <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 |
| Recycled Water (see Sec. 2.E) | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service |
| Traffic Signal System (see Sec. 2.F) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Traffic Signing and Striping (see Sec. 2.F) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Street Light (see Sec. 2.F) | <input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation |
| Bus Stop Pad or Turn-out (see Sec. 2.F) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Storm Drain (see Sec. 2G) | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral |
| Fiber Optics (see Sec. 2K) | <input checked="" type="checkbox"/> Conduit / Appurtenances | <input type="checkbox"/> Conduit / Appurtenances | <input type="checkbox"/> Conduit / Appurtenances | <input type="checkbox"/> Conduit / Appurtenances |
| Overhead Utilities | <input checked="" type="checkbox"/> Underground <input type="checkbox"/> Relocate | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate |
| Removal of Improvements | _____ | _____ | _____ | _____ |
| Other Improvements | _____ | _____ | _____ | _____ |

Specific notes for improvements listed in item no. 2.17, above:

- A. Remove existing improvements (e.g. curb, gutter, etc.) and construct new curb, gutter, sidewalk, parkway landscaping and drive approach to accommodate ultimate street widening and connect to existing curb, gutter, sidewalk and parkway.**



- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.19 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.
- 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.21 **Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately \$42,000, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code (\$350 / LF and for 120 LF Benson Ave frontage).**
- 2.22 Other conditions: _____

C. SEWER

- 2.23 **A 12 inch sewer main is available for connection by this project in Benson Avenue. (Ref: Sewer plan bar code: S13092)**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:**
 - A. Provide another sewer manhole immediately at the back of the property line.**
 - B. Onsite sewer lateral shall be private, from the property line to project easterly.**

D. WATER

- 2.27 **A 8 inch water main is available for connection by this project in Benson Avenue. (Ref: Water plan bar code: W11461)**
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.29 **Other conditions:**
 - A. Provide master meter(s) with a backflow device(s) with submetering onsite.**
 - B. Provide a new fire hydrant fronting the project site.**

E. RECYCLED WATER

- 2.30 A _____ inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water plan bar code: _____)
- 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.



- 2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.

Note: The OMUC and the CDPH review and approval process will be approximately three (3) months. Contact the Ontario Municipal Utilities Company at (909) 395-2647 regarding this requirement.

- 2.34 Other conditions: _____

F. TRAFFIC / TRANSPORTATION

- 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:
1. On-site and off-site circulation
 2. Traffic level of service (LOS) at 'build-out' and future years
 3. Impact at specific intersections as selected by the City Engineer

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

- 2.37 Other conditions:
- A. **Install 1 new street light along project frontage and service pedestal in accordance with City of Ontario Standards and in accordance with the Traffic and Transportation Design Guidelines, Section 1.4. Engineer-of-record shall meet with City Engineering staff prior to starting street lighting design to discuss items such as tie-ins to existing or future street light circuits.**
 - B. **The proposed driveway approach shall be radiused and be designed in accordance with City of Ontario Standard Drawing No. 1205 for Residential Driveway Access II.**

G. DRAINAGE / HYDROLOGY

- 2.38 A _____ inch storm drain main is available to accept flows from this project in _____.
(Ref: Storm Drain plan bar code: _____)

- 2.39 **Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.**

- 2.40 **An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.**

- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.

- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.

- 2.43 Other conditions:
- A. **Pay an in-lieu fee, approximately \$56,249 for the project's fair share of the future construction of the 54" storm drain on Benson Ave per the Master Plan of Drainage.**



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

- 2.44 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.
- 2.45 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcountry.gov/dpw/land/npdes.asp>.**
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial payment 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 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 the Financial Services Department at (909) 395-2353 to initiate the CFD application process.
- 2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.**
- 2.51 **Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.**

L. Solid Waste

- 2.52 **Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:**
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>



- 2.53 Other conditions:**
 A. A Final Solid Waste Handling Plan (SWHP) shall be submitted with the Precise Grading Plan for review and approval of Ontario Municipal Utility Company.

3. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, APPLICANT SHALL:

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.**
- 3.02 Complete all requirements for recycled water usage.**
- 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
- 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
- 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.
- 3.03 The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.**
- 3.04 NMC Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.**
- 3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.**
- 3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).**

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above.**
- 4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.**
- 4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.**



EXHIBIT 'A'

**ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist**

Project Number: PDEV19-049, and/or Parcel Map/Tract Map No. _____

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. 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).
6. **Three (3) sets of Public Street improvement plan with street cross-sections**
7. Three (3) sets of Private 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 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)**
16. 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.
17. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18. **One (1) copy of Hydrology/Drainage study**
19. **One (1) copy of Soils/Geology report**
20. Payment for Final Map/Parcel Map processing fee
21. Three (3) copies of Final Map/Parcel Map



- 22. One (1) copy of approved Tentative Map
- 23. **One (1) copy of Preliminary Title Report (current within 30 days)**
- 24. **One (1) copy of Traverse Closure Calculations**
- 25. **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.**
- 26. Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use
- 27. **Other:**
 - A. **Two (2) copies of a Lot Line Adjustment (legal and plat)**



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

FROM: Paul Ehrman, Deputy Fire Chief/Fire Marshal
Fire Department

DATE: September 17, 2019

SUBJECT: PDEV19-049 – A Development Plan to construct a three-story, 30-unit residential apartment complex on 1.22 acres of land located on the eastern side of Benson Avenue, at 855 S Benson Ave, within the HDR-45 zoning district (25.1 - 45 du/acre). APN: 1011-361-01.

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

SITE AND BUILDING FEATURES:

- A. 2016 CBC Type of Construction: Type V B
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies, 4 Structures
- D. Number of Stories: 3
- E. Total Square Footage: Varies 8,464 Sq. Ft. to 19,932 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): R3

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

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

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1875 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and location(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.
- ☒ 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.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003. .
- ☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.



CITY OF ONTARIO MEMORANDUM

TO: Scott Murphy, Development Director
 Cathy Wahlstrom, Planning Director (Copy of memo only)
 Diane Ayala, Advanced Planning Division (Copy of memo only)
 Charity Hernandez, Economic Development
 Kevin Shear, Building Official
Khoi Do, City Engineer
 Jamie Richardson, Landscape Planning Division
 Ahmed Aly, Municipal Utility Company
 Emily Hernandez, Police Department
 Paul Ehrman, Deputy Fire Chief/Fire Marshal
 Jay Bautista, T. E., Traffic/Transportation Manager
 Lorena Mejia, Airport Planning
 Eric Woosley, Engineering/NPDES
 Joe De Sousa, Code Enforcement (Copy of memo only)
 Jimmy Chang, IT Department

Michael

FROM: Lorena Mejia, Senior Planner

DATE: September 05, 2019

SUBJECT: FILE #: PDEV19-049

Finance Acct#:

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

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

PROJECT DESCRIPTION: A Development Plan to construct a three-story, 30-unit residential apartment complex on 1.22 acres of land located on the eastern side of Benson Avenue, at 855 S Benson Ave, within the HDR-45 zoning district (25.1 - 45 du/acre). APN: 1011-361-01.

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.

Broadband Operations

Anna Vaca

Sr. Systems Analyst

10/01/2019

Department

Signature

Title

Date

1. The City of Ontario is developing a fiber-optic telecommunications system throughout the city commonly known as OntarioNet. The fiber-optic telecommunications system is capable of providing advanced Internet/data services to homes and businesses in feasible areas within the city. OntarioNet will provide community related services including: traffic management; online civic services; meter reading; educational services; and a variety of other community services. OntarioNet and the high-speed data services it provides will keep the city on par with the modern workforce and ever changing lifestyles of the people and the community.
2. Communication systems proposed on-site facilities will be placed underground within a duct and structure system to be installed by the developer, as illustrated in Exhibit A, "Fiber Optics Plan". Maintenance of the installed system will be the responsibility of the City and/or Special District fiber optic entity and not that of the developer, private homeowners association or private homeowners. Development of the project requires the installation by the developer of all fiber optic infrastructure necessary to service the project as a standalone development.
3. The City requires public utility easement for fiber optics on all private aisles/alley ways.
4. Trenching, joint trenching, and boring shall be used to install the fiber-optic conduits. Fiber-optic conduit placement will generally be in a joint trench with Street Light conduits or in a separate trench/bore and in the Right-of-Way (ROW) generally placed behind the sidewalk. Resulting conduit placement will be on the north side of street and the east side of street based on the direction of the street. Properly sized handholes shall be placed along the conduit path no greater than 500-feet apart in major streets and no greater than 300-feet apart within in-tract community streets. Handholes shall be strategically placed to allow for efficient entrance into commercial buildings, and residential properties and multi-dwelling units.
5. Structured Wiring – An integrated structured wiring system (low-voltage wiring) provides infrastructure for today's technology applications and the framework for the future technology advances. Requirements and benefits of a structured wiring system include:
 - Residential (single-family and multi-family), commercial and industrial developments shall adhere to the City's Structured Wiring ordinance
 - Allows for uniform receipt & distribution of technology services
 - Ensures scalability of wiring for future technology advances
 - Provides consistent & identical wiring protocols throughout developments
 - Enables the property infrastructure to interface efficiently with broadband networks for highest bandwidth capacity
 - Adoption of these standards will minimize retrofitting required to ensure new property owners are capable of the latest technologies and services
6. Building Entrance (Multi-family) - 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.
7. 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"
8. A minimum 1.5-inch joint use telecommunications conduit with pull-rope from the multi-family or commercial building communal telecom/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.
9. A Fiber Optics Improvement Design Plan sheet should be part of the Design Plan submission and should be provided in digital format (PDF) as well, on future revisions



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner

FROM: Emily Hernandez, Police Department

DATE: September 17, 2019

SUBJECT: PDEV19-049 – A DEVELOPMENT PLAN TO CONSTRUCT A THREE-STORY, 30-UNIT RESIDENTIAL APARTMENT COMPLEX LOACTED AT 855 S. BENSON AVENUE.

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.

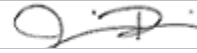
- Required lighting for walkways, driveways, doorways, parking lots, hallways, stairwells, and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that 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 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.
- First floor stairwells shall be constructed so as to either allow for visibility through the stairwell risers or to prohibit public access to the areas behind stairwells.
- The development shall participate in the Crime-Free Multi Housing program offered by the Ontario Police Department COPS Division.

The Applicant is invited to contact Emily Hernandez at (909) 408-1755 with any questions or concerns regarding these conditions.

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

DAB CONDITIONS OF APPROVAL

Sign Off



05/21/2020

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Planner

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV19-049

Case Planner:

Lorena Mejia

Project Name and Location:

Benson Apartments
 855 South Benson Avenue

Applicant/Representative:

Projection LLC hrd.wang@gmail.com
 1360 Darius Court
 City of Industry, CA 91745



A Preliminary Landscape Plan (dated 05/20/2020) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.



A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.
 Landscape construction plans with plan check number may be emailed to: landscapeplancheck@ontarioca.gov
DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. Replacement and mitigation for removed trees shall be equal to trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. **Mitigation for Trees #3552 (20"), 3553 (19"), 3554 (34"), 3556 (11") = Total of 84" of heritage tree replacement. See below for mitigation options**
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. **Total of 84 trees.**
 - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required. **Total of 56 trees.**
 - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
 - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items. **Total of \$8,400.**

Landscape Plans

3. Provide a planting list of proposed water efficient plants. Use turfgrass for recreation areas only. Proposed water use must meet water budget.
4. Replace invasive, high water using, short lived, high maintenance or poor performing plants; Carpenteria 'Elizabeth' (poor performer, hard to maintain use in accent areas only or consider Salvia 'Bee's Bliss), Calliandra eriophylla (deciduous, consider Callistemon) and Syagrus romanzoffiana (maintenance - messy, invasive; consider Washingtonia filifera or Chamaerops humilis (does not get

so tall).

5. Show 8' diameter of mulch only at new trees. Detail irrigation dripline outside of mulched root zone.
6. Designer or developer to provide agronomical soil testing and include report on landscape construction plans.
7. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
8. Provide phasing map for multi-phase projects.
9. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

Plan Check—less than 5 acres.....\$1,301.00

Inspection—Construction (up to 3 inspections per phase).....\$278.00

Total.....\$1,579.00

Inspection—Field – any additional..... \$83.00

Landscape construction plans with building permit number for plan check may be emailed to:

landscapeplancheck@ontarioca.gov

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: September 09, 2019
SUBJECT: PDEV19-049

-
- The plan **does** adequately address the departmental concerns at this time.
 No comments
 Report below.

Conditions of Approval

1. Standard Conditions of Approval apply.

KS:lr



CITY OF ONTARIO

MEMORANDUM

TO: Chairman and Members of the Planning Commission

FROM: Cathy Wahlstrom, Planning Director *PE FOR CW*

DATE: August 25, 2020

SUBJECT: ITEM A-03 – A REQUEST BY GRACEPOINT BRETHRAN IN CHRIST CHURCH TO WITHDRAW THEIR APPLICATIONS FOR A DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT (FILE NOS. PDEV19-036 AND PCUP19-015): A Development Plan (File No. PDEV19-036) and Conditional Use Permit (File No. PCUP19-015) to construct and establish a 6,800 square foot religious assembly use (Gracepoint Brethren in Christ Church) on 1.87 acres of land located north of the intersection of Magnolia Avenue and Jacaranda Street, within the AR-2 (Residential – Agricultural - 0 to 2.0 DU/Acre) zoning district; (APN: 1014-111-08) **submitted and withdrawn by Gracepoint Brethren in Christ Church.**

The Applicant, (Gracepoint Brethren in Christ Church), for the above-referenced project has withdrawn their project applications and has requested the return of the unused portion of filing fees paid at the time of application submittal (see attached email). The applicant no longer wishes to pursue the entitlement applications. Staff requests that the Planning Commission receive and file the application withdrawals (File Nos. PDEV19-036 and PCUP19-015). No action is required by the Planning Commission.

Jeanie Irene T. Aguilo

From: Nicole and Steven Airth <airth6@verizon.net>
Sent: Monday, August 3, 2020 10:31 AM
To: Jeanie Irene T. Aguilo
Subject: Re: PDEV19-036, PCUP19-015 - Gracepoint Church (PC Meeting - Tues 6/30 @ 6:30PM)

Jeanie,

I am writing this to you to let you know that GracePoint is formally removing our application for this project. You should know that it is due to the many restrictions placed by the city on the project and added architectural features that raised the price of the build beyond our fiscal means. We have felt the city have treated us extremely poorly, allowed neighborhoods to bully and berate us and have not shown professionalism throughout this process, at every level. We have not received proper communications, deadlines were never met by any department of design review and a process that should have taken 6-8 months is not in its 19th. In pulling our application we would also appreciate any refund of money not yet used. We believe we should be refunded at least one public hearing fee and anything else, due to what we have experienced in this process would be appreciated.

Thank you for your help in this matter, please let me know if there is anything else I need to do in order to officially remove this project from record.

Sincerely, Steven Airth

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

From: Jeanie Irene T. Aguilo <JAguilo@ontarioca.gov>
To: Nicole and Steven Airth <airth6@verizon.net>
Cc: jeff@valued-eng.com <jeff@valued-eng.com>; Andy Milosch @ MAGI <apm1arch@gmail.com>; Sandipan Bhattacharjee <sandipan@translutions.com>
Sent: Fri, Jun 26, 2020 5:49 pm
Subject: PDEV19-036, PCUP19-015 - Gracepoint Church (PC Meeting - Tues 6/30 @ 6:30PM)

Hi all,

Please find attached agenda, report, resolutions, and COAs for your project. Planning Commission will be next Tuesday, June 30, 2020 at 6:30PM. Please be aware that the City Council chambers will have limited seating with regards to social distancing and face coverings are required.

At Planning Commission briefing last night, there were questions about the trip generation analysis and Magnolia Avenue. So as much as I will be presenting that for my presentation ALONG with the trip generation analysis staff had completed (please see staff report), please be prepared to have your traffic engineer speak on the trip generation report prepared by Translutions, Inc. I'll need to revise some of my PowerPoint presentation on Monday, but I'll send you a PDF copy of the slides once complete prior to the meeting.

If you have any questions or concerns, please feel free to contact me at the following. Thank you and have a good weekend. Take care.

JEANIE IRENE AGUILO

Associate Planner

City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2418 direct
909.395.2036 main
jaguilo@ontarioca.gov



To see the status of your permit, visit the Citizen Portal Access: <https://automation.ontarioca.gov/onlinePermits/Default.aspx>

COVID-19 PLANNING DEPARTMENT UPDATES

- *The Planning Department counter is open for appointments. [Click here to book your appointment.](#)*
[\[booknow.appointment-plus.com\]](http://booknow.appointment-plus.com)
- *Contact us by phone at (909) 395-2036 or by email at PlanningCounterMail@ontarioca.gov for general Planning-related information.*
- *TUP applications for large gatherings, as determined by the City, are not being accepted until further notice.*
- *We appreciate your business and your patience.*



CITY OF ONTARIO

MEMORANDUM

TO: Chairman and Members of the Planning Commission

FROM: Cathy Wahlstrom, Planning Director *PC FOR C*

DATE: August 25, 2020

SUBJECT: File No. PHP18-028— A request for a Local Historic District Designation of the Graber Olive House Historic District as Historic District No. 8, located at the northeast corner of East Fourth Street and North Columbia Avenue, within the College Park Historic District, at 301 East Fourth Street, 315 East Fourth Street, 405 East Fourth Street, and 406 East Harvard Place, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APNs: 1047-543-01, 1047-543-31, 1047-543-30, 1047-543-20); **submitted by Clifford Graber II. City Council action is required.**

The public hearing for the above-described application is being continued to the next regular meeting scheduled on September 22, 2020.



CITY OF ONTARIO

MEMORANDUM

TO: Chairman and Members of the Planning Commission

FROM: Cathy Wahlstrom, Planning Director *RE FOR CW*

DATE: August 25, 2020

SUBJECT: File No. PHP18-029— A request for a Local Landmark Designation of a single-family residence, a Contributor to the Designated College Park Historic District, located at 301 East Fourth Street, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 1047-543-01); **submitted by Clifford Graber II. City Council action is required.**

The public hearing for the above-described application is being continued to the next regular meeting scheduled on September 22, 2020.



PLANNING COMMISSION STAFF REPORT

August 25, 2020

FILE NOS: PGPA18-002, PSPA18-003, PMTT18-009, and PDEV18-031

SUBJECT: A request for the following entitlements: [1] a General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Industrial; [2] modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and [3] an amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial, including updates to the development standards, exhibits, and text changes to reflect the proposed land uses; [4] a Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered parcels and 1 lettered lot; and [5] a Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet. The project site is located at the southwest corner of Riverside Drive and Hamner Avenue; (APNs: 0218-171-21 and 0218-171-27) **submitted by: Ontario CC, LLC. City Council action is required for the General Plan Amendment, Specific Plan Amendment, and Development Agreement.**

PROPERTY OWNER: Ontario CC, LLC

RECOMMENDED ACTION: That the Planning Commission: [1] recommend the City Council adopt an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140); [2] recommend the City Council approve File Nos. PGPA18-002 and PSPA18-003; and [3] approve File Nos. PMTT18-009 and PDEV18-031, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval contained in the attached departmental reports.

PROJECT SETTING: The project site is comprised of 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, and is depicted in Figure 1: Project Location, below. The Project site is comprised of two lots, the northern portion of the site is undeveloped and has been historically used for agricultural purposes. The southern half of the site is developed with several shade structures, concrete block material bays, and greenhouses that were utilized by a commercial nursery (Sunshine

| | |
|-----------------------------|---|
| Case Planner: | Lorena Mejia |
| Planning Director Approval: |  |
| Submittal Date: | 9-11-2018 |

| Hearing Body | Date | Decision | Action |
|--------------|-----------|----------|---------------------|
| DAB | 8-17-2020 | Approve | Recommend |
| PC | 8-25-2020 | | Recommend/ Final |
| CC | | | Final |

Growers), which ceased operations in January 2020. The existing surrounding land uses, zoning, and general plan and specific plan land use designations are summarized in the “Surrounding Zoning & Land Uses” table located in the Technical Appendix of this report.

PROJECT ANALYSIS:

[1] Background — The Edenglen Specific Plan (File No. PSP03-005) was approved and the related Environmental Impact Report (“EIR”) was certified by the City Council on November 1, 2005. The Edenglen Specific Plan established the land use designations, development standards, and design guidelines on 158.7 acres of land, which included the potential development of 584 dwelling units, approximately 217,000 square feet of Commercial development, and 550,000 square feet of Business Park/Light Industrial development.



Figure 1: Project Location

In 2010, The Ontario Plan (“TOP”) was adopted, which set forth the land use pattern for the City to achieve its Vision. With the adoption of TOP, a Commercial and Business Park land use designation was assigned to the Project site.

On September 11, 2018, the applicant submitted five applications to facilitate the construction of an industrial development project, which are described below.

- A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Industrial.
- An amendment to the Edenglen Specific Plan (File No. PSPA18-003), changing the land use designations assigned to the Project site, from Neighborhood Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial. The Specific Plan Amendment also

includes updates to development standards and exhibits, along with text changes to reflect the proposed land use changes.

- A Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered lots and one lettered lot, in conjunction with a Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of the Tentative Parcel Map.
- A Development Plan (File No. PDEV18-031) to construct five industrial buildings totaling 968,092 square feet.

On August 17, 2020, the Development Advisory Board (“DAB”) conducted a hearing to consider the Tentative Parcel Map and Development Plan, and concluded the hearing voting to recommend that the Planning Commission approve the Applications subject to conditions of approval, which are included as attachments to the Planning Commission resolutions.

[2] General Plan Amendment (“GPA”) — To accommodate the proposed Development Plan application, the GPA will revise Exhibit LU-01 Land Use Plan, changing the land use designation on approximately 46 acres of land from General Commercial (20 acres) and Business Park (26.64 acres), to 4.13 acres of Neighborhood

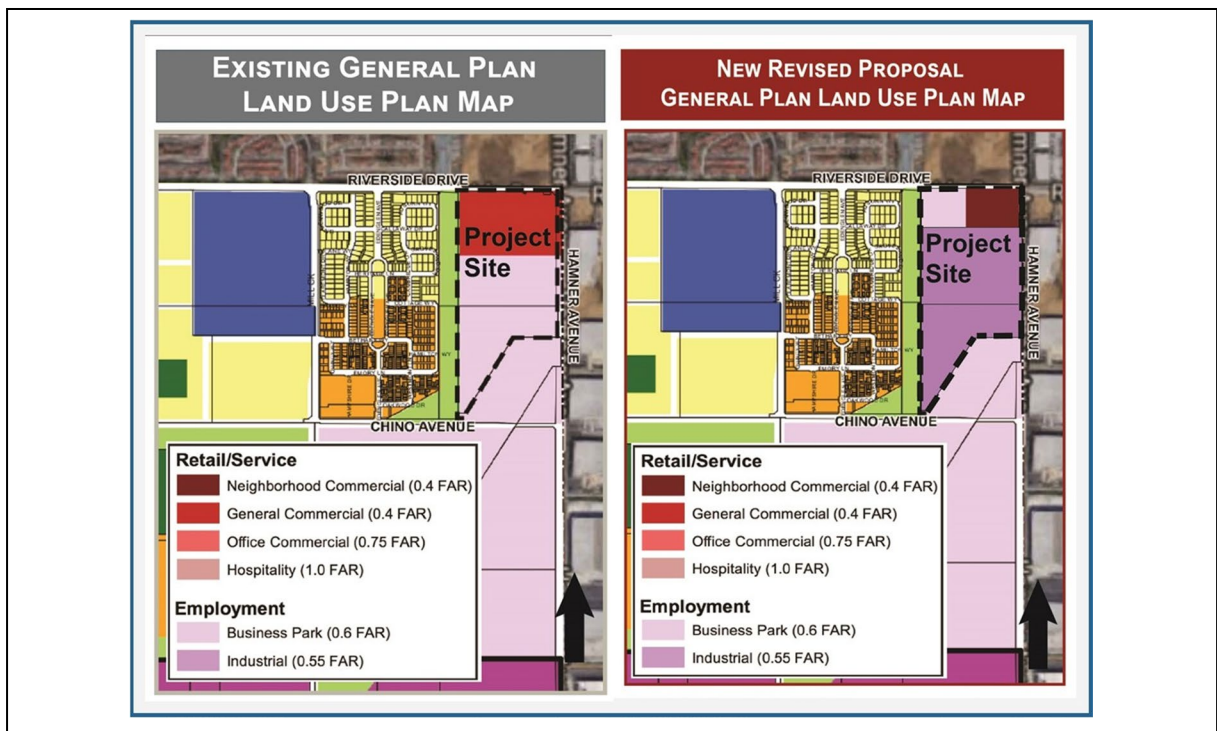


Figure 2: General Plan Amendment

Commercial, 3.51 acres of Business Park, and 39 acres of Industrial, as shown in Figure 2: General Plan Amendment.

[a] Commercial Land Uses – The GPA includes changes to Figure LU-03: Future Buildout, to reflect the proposed land use designation changes (Exhibit A - Amended LU-03: Future Buildout Table). The proposed land use designation change would eliminate 20 acres (TOP gross acres) of General Commercial designated land and 261,360 square feet of potential commercial space (based on a 0.30 FAR). The amendment would add 4.13 acres of Neighborhood Commercial designated land and 53,971 square feet of potential commercial space (based on a 0.30 FAR). The net loss of 207,409 square feet of commercial space represents a less than 0.006 percent decrease in building area over the 31 million square feet of commercial (retail/office) space that is existing and/or planned throughout the City.

[b] Industrial/Business Park Land Uses – The proposed GPA includes the elimination of 23.13 acres (TOP gross acres) of Business Park land and 403,017 square feet of potential commercial space (based on a 0.40 FAR). The amendment would add 39 acres of Industrial designated land and 934,362 square feet of potential industrial space (based on a 0.55 FAR). The net gain of 531,345 square feet of industrial/business park space represents a less than 0.003% increase in building area over the 181 million square feet of industrial/business park space that is existing and/or planned throughout the City.

[3] Edenglen Specific Plan Amendment (“SPA”) — To accommodate the proposed Development Plan application, the SPA proposes the following:

[a] The SPA includes changes to the Edenglen Land Use Plan (Edenglen Specific Plan Exhibit 10) and Land Use Summary - Table 2 (see, Exhibit B - Edenglen Land Use Plan and Land Use Summary). The revisions to the Land Use Plan and Land Use Summary will reflect the proposed changes to the Project site land use designations, from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial, as shown in Figure 3: Specific Plan Amendment, below.

The 4.13-acre Neighborhood Commercial land use is located at the southwest corner of Hamner Avenue and Riverside Drive and allows for up to 40,000 square feet of commercial land uses, which could accommodate a mid-size grocery store and in-line retail. The 3.51-acre Business Park land use is located along Riverside Drive, at the northwest corner of the Project site, and is included in the Development Plan application. The Business Park land use designation allows commercial land uses to accommodate flexibility in land uses along Riverside Drive. The 39 acres of Light Industrial is located on the southern portion of the project site and is included in the Development Plan application. The proposed buildings are envisioned to allow for warehousing or light manufacturing uses. Heavy manufacturing uses will not be allowed.

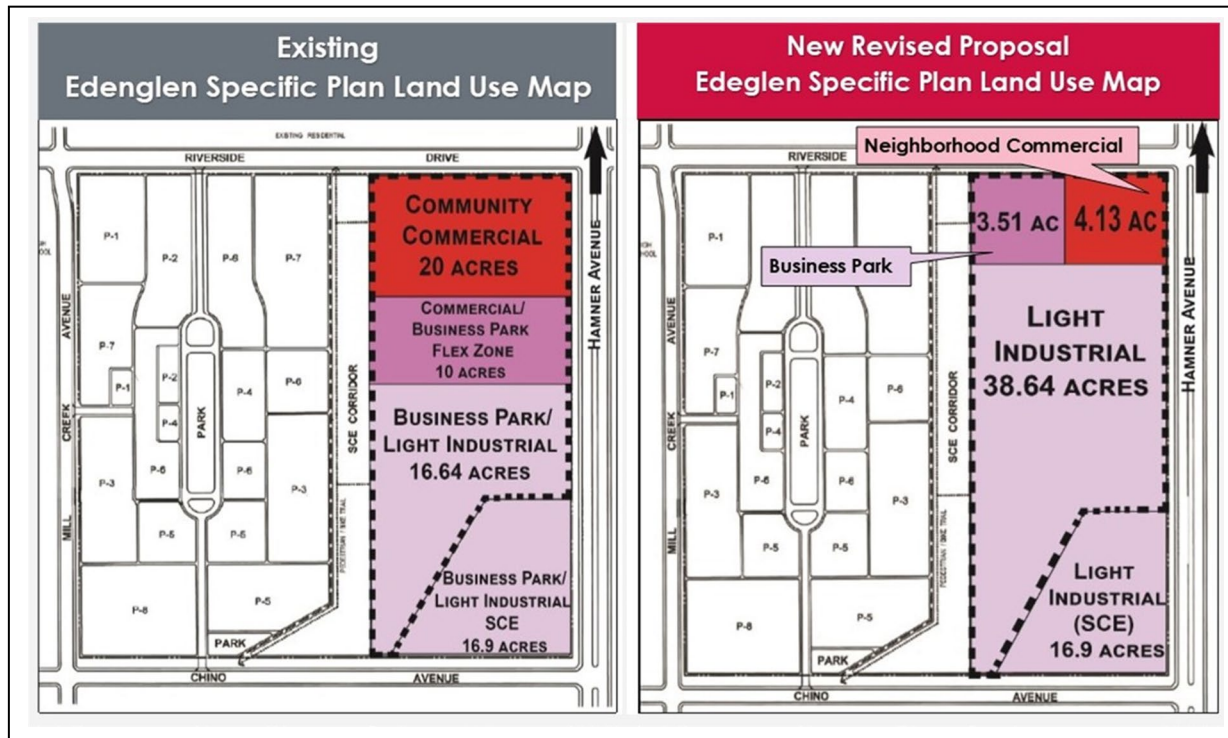


Figure 3: Specific Plan Amendment

[b] The SPA includes updates to development standards, the land use matrix, and various exhibits, along with text/map changes to reflect the proposed land use changes and infrastructure requirements to accommodate the proposed Tentative Parcel Map and Development Plan applications (see Attachment A: Edenglen Specific Plan Amendment Document to the Resolution for the Edenglen Specific Plan Amendment). The development regulations and land use matrix have been amended to include standards for the Neighborhood Commercial, Business Park, and Light Industrial land uses. All changes and additions to the Specific Plan (exhibits, tables, and development standards) are contained within the revised Specific Plan document, and are highlighted in red.

[4] Tentative Parcel Map — The proposed Tentative Parcel Map will subdivide the Project site into 7 numbered lots and one lettered lot (see Exhibit C—Tentative Parcel Map, attached) to facilitate the construction of five industrial buildings totaling 968,092 square feet. The parcels are located within three proposed land use districts and range in size from 0.02 to 11.42 acres, as shown in the Tentative Parcel Map summary table below.

| Tentative Parcel Map 2027 Summary Table | | | | |
|--|---|--|------------------|--------------------|
| Parcel No. | Proposed General Plan Land Use Designation | Edenglen Specific Plan - Proposed Land Use District | Land Area | |
| | | | Acres | Square Feet |
| 1 | Neighborhood Commercial | Neighborhood Commercial | 4.13 | 180,078 |
| 2 | Business Park | Business Park | 3.51 | 152,753 |
| 3 | Industrial | Light Industrial | 10.34 | 450,594 |
| 4 | Industrial | Light Industrial | 11.42 | 497,487 |
| 5 | Industrial | Light Industrial | 6.24 | 271,852 |
| 6 | Industrial | Light Industrial | 10.99 | 478,737 |
| 7 | N/A – Parcel for existing CDA Facility | | 0.03 | 1,394 |
| A | N/A – Parcel for existing Pressure Reducing Station | | 0.02 | 941 |
| TOTAL | | | 46.64 | 2,033,836 |

[5] Development Plan

[a] Site Design/Building Layout — Proposed, is the construction of five industrial buildings totaling 968,092 square feet on an irregular shaped lot that is 46.64 acres in area. The building sizes range from 59,585 to 271,277 square feet and the Project has an overall Floor Area Ratio (“FAR”) of 0.48. The Project will provide the majority of parking along the west, east, and north property lines. Additionally, smaller parking areas are located throughout the site, generally located adjacent to each building’s office area (see Exhibit D—Site Plan, attached). The Project will provide a combination of 12-foot high tilt-up perimeter screen walls and an 8-foot high decorative tubular steel fencing along the west and south property lines. The screen wall sections are strategically located along the west property line, in front of the tractor-trailer yard areas, to block noise from leaving the property and mitigate the visual impacts of truck traffic entering and exiting the yard areas (see Exhibit D1—Screen Wall Locations, attached). A description of each building is provided below.

- Building 2 (Parcel 2) is located at the northwest corner of the Project site and consists of a 54,585 square foot warehouse/distribution building, having a FAR of 0.39. Building 2 is oriented east-west, with dock-high loading doors facing south, and office entries facing north, towards Riverside Drive. The building has been designed with two potential office areas located at the northwest and northeast corners of the building. The building is setback approximately 180 feet from the north property line (Riverside Drive), approximately 63 feet from the south property line, 68 feet from the west property line, and 39 feet from the east property line.

The yard area will be screened from view of public streets by the proposed building. The south facing portion of the building was designed in a U-shaped configuration to screen the tractor-trailer loading areas. The building wall containing the dock-

high loading doors is recessed approximately 60 feet behind the main building line, blocking the view of loading activities from the public street.

- Building 3 (Parcel 3) is centrally located on the Project site and consists of a 250,781 square foot warehouse/distribution building, having a FAR of 0.55. Building 3 is oriented east-west, with dock high loading doors facing south, and office entries located at the southwest and southeast corners of the proposed building. The building is setback approximately 8 feet from the north property line (visible from Riverside Drive), approximately 102 feet from the south property line, 88 feet from the west property line (facing the Edenglen Residential community), and 103 feet from the east property line (facing Hamner Avenue).

The yard area will be screened from view of public streets by a 12-foot high screen wall with view-obstructing gates. In addition, the south-facing portion of the building was designed in a U-shaped configuration to screen the tractor-trailer loading areas. Like Building 2, the building wall containing the dock-high doors is recessed approximately 60 feet behind the main building line, minimizing views of any loading activities from the public street.

- Building 4 (Parcel 4) is centrally located on the Project site, directly south of Building 3. The building has been designed to mirror the Building 3 site and floor plan layout, creating a large and fully screened tractor-trailer yard area, with dock-high loading doors facing Building 3's dock-high loading doors. Building 4 consists of a 271,277 square foot warehouse/distribution building, having a FAR of 0.54. Building 4 is oriented east-west, with dock-high loading doors facing north, and office entries located at the northwest and northeast corners of the proposed building. The building is setback approximately 102 feet from the north property line, approximately 26 feet from the south property line, 88 feet from the west property line (facing Edenglen Residential community), and 103 feet from the east property line (facing Hamner Avenue).

The tractor-trailer yard area will be screened from view of public streets by a 12-foot high screen wall, with view-obstructing gates. In addition, the north facing portion of the building was designed in a U-shaped configuration to screen the tractor-trailer loading areas. The building wall containing the dock-high doors is recessed approximately 60 feet behind the main building line, minimizing views of any loading activities from the public street.

- Building 5 (Parcel 5) is located at the southeast corner of the Project site, directly south of Building 4, and consists of a 136,330 square foot warehouse/distribution building, having a FAR of 0.50. Building 5 is orientated in an east-west direction, with dock-high loading areas facing south, and an office entry located at the southeast corner of the proposed building. The building is setback approximately 46 feet from the north property line, approximately 80 feet from the south property

line, 39 feet from the west property line (facing Edenglen Residential community), and 84 feet from the east property line (facing Hamner Avenue).

The yard area will be screened from view of public streets by a 12-foot high screen wall, with view-obstructing gates. In addition, the south-facing portion of the building was designed in an L-shaped configuration to screen the tractor-trailer loading areas from public view. The building wall containing the dock-high loading doors is recessed approximately 60 feet behind the main building line, minimizing views of any loading activities from the public street.

- Building 6 (Parcel 6) is located at the southwest corner of the Project site, directly south of Building 4 and west of Building 5 and consists of a 250,119 square foot warehouse/distribution building, having a FAR of 0.52. Building 6 is oriented in a north-south direction, with dock-high loading located along the east and south exterior building elevations, and the office area is located at the northeast corner of the proposed building, facing north. The building is setback approximately 45 feet from the north property line, approximately 276 feet from the south property line, 39 feet from the west property line (facing Edenglen Residential community), and 126 feet from the east property line. Building 6 is not visible from the public street; however, the building is visible from the neighboring Edenglen Residential community to the west.

The tractor-trailer yard area will be screened from view of public streets by the surrounding buildings and a 12-foot high screen wall placed along the west property line. In addition, the east-facing portion of the building is designed in an L-shaped configuration to screen the tractor-trailer loading areas from view of an internal drive aisle. The building wall containing the dock-high loading doors is recessed approximately 60 feet behind the main building line, minimizing views of any loading activities from the private drive aisle.

[b] Site Access/Circulation — The Project site will have two access points from Riverside Drive, and four access points from Hamner Avenue (see Exhibit D2—Project Access Locations, attached). Building 2, and a future commercial development proposed at the northeast corner of the Project site, will have primary access from Riverside Drive, including a 35-foot wide driveway located at the northwest corner of the Project site and a centrally located 40-foot wide driveway that will be signalized. Buildings 3, 4, 5, and 6 will have primary access from Hamner Avenue, including a 40-foot wide driveway located approximately 250 feet south of the Hamner/Riverside intersection, a centrally located 50-foot wide driveway centered between Buildings 3 and 4, a 40-foot wide driveway located approximately 1,180 feet south of the Hamner/Riverside intersection that will be signalized, and a 40-foot wide driveway located at the southeast corner of Project site.

A 24-foot wide north-south drive aisle is proposed along the eastern portion of the site, connecting single and double-loaded parking lots across the Hamner Avenue frontage, while maintaining a 35-foot parking landscape setback. A 28-foot to 35-foot wide north-

south drive aisle is proposed along the western portion of the site, connecting to east-west running drive-aisles (35 to 40 feet wide) that provide access to driveways located along Hamner Avenue. Due to the expansive widths and lengths of all five buildings, the internal drive-aisles all exceed the minimum 26-foot wide fire emergency access lane requirement, providing adequate maneuvering and access for emergency vehicles throughout the Project site.

[c] Parking — The Edenglen Specific Plan refers to the Ontario Development Code for parking requirements. The Project has provided off-street parking pursuant to the “Warehouse and Distribution” parking standards specified in the Development Code. The Project requires a total of 526 parking spaces and 556 parking spaces have been provided, as shown in Table A: Parking Summary, below. The Project has been conditioned to include a shared parking easement/agreement within the required CC&Rs. Buildings 3, 4, 5, and 6 include alternative parking plans to accommodate additional vehicular parking stalls in lieu of trailer parking spaces within the truck courtyard areas, to allow greater flexibility for future building tenants that may require a greater parking demand.

| Table A: Parking Summary | | | | | | |
|---|--------------------------|---------------|-----------------|----------|----------------|-------------------|
| Bldg. No. | Type of Use | Building Area | Trailer Parking | | Vehicle Spaces | |
| | | | Required | Provided | Required | Provided |
| 2 | Warehouse / Distribution | 59,585 SF | 7 | 7 | 40 | 81 |
| 3 | Warehouse / Distribution | 250,781 SF | 38 | 47 | 135 | 150 (*181) |
| 4 | Warehouse / Distribution | 271,277 SF | 10 | 47 | 146 | 166 (*186) |
| 5 | Warehouse / Distribution | 136,330 SF | 6 | 6 | 70 | 78 (*130) |
| 6 | Warehouse / Distribution | 250,119 SF | 11 | 34 | 135 | 81 (*175) |
| Parking Totals: (*Alternate Parking Plan providing additional vehicular parking spaces within trailer courtyard area) | | | | | 526 | 556 (*753) |

[d] Architecture — The proposed buildings are of concrete tilt-up construction and all five buildings incorporate the same architectural design, with enhanced elements and treatments located at office entries and along street facing elevations (see Exhibit E—Elevations, attached). Architectural elements for all buildings include smooth-painted concrete in white and grey tones, with horizontal and vertical reveals, windows with clear anodized aluminum mullions and blue glazing, Alucobond clear anodized canopies at the main office entries, and recessed panel sections with contrasting colors. The mechanical equipment will be roof-mounted and obscured from public view by the parapet walls. Staff believes that the proposed Project illustrates the type of high-quality architecture

promoted by the Development Code and Edenglen Specific Plan. This is exemplified through the use of:

- Articulation in the building footprint, incorporating a combination of recessed and popped-out wall areas;
- Articulation in the building parapet/roof line, which serves to accentuate the building's entries and breaks up large expanses of building wall;
- Variations in building massing; and
- Incorporation of base and top treatments defined by changes in color and horizontal/vertical reveals.

[e] Landscaping — The proposed Edenglen Specific Plan amendment (File No. PSPA18-003) requires that the Project provide an overall landscape coverage of ten percent and approximately thirteen percent is provided, as shown in Table B: Landscape Coverage Percentages, below. The Project provides substantial landscaping along Hamner Avenue and Riverside Drive, at each office element, throughout the parking areas, and along the western property line (see Exhibit F—Landscape Plan, attached). The Project includes right-of-way improvements (street widening, curb, gutter, sidewalk, and parkway) along Hamner Avenue and Riverside Drive. The proposed on-site and off-site landscape improvements will assist towards creating a walkable safe area for pedestrians to access the Project site.

| Table B: Landscape Coverage Percentages | | | |
|--|------------------|---|---|
| Parcel No. | Bldg. No. | Required Landscape Coverage (in %) | Proposed Landscape Coverage (in %) |
| 2 | 2 | 10% | 18.22% |
| 3 | 3 | 10% | 10.33% |
| 4 | 4 | 10% | 9.29% |
| 5 | 5 | 10% | 15.73% |
| 6 | 6 | 10% | 10.25% |
| TOTAL | | | 12.86% |

The landscape plan incorporates 24-inch box shade trees in the right-of-way, including Lavender Crepe Myrtles along Riverside Drive and Coast Live Oaks with Crape Myrtles along Hamner Avenue. A combination of 48-inch, 36-inch, 24-inch box, and 15 gallon accent and shade trees will be provided on the Project site, the tree species include Arbutus unedo, Weeping Bottle Brush, Western Redbud, Coral Gum, Canary Island Pine, Afghan Pine, California Sycamore and London Plane Trees. The landscape plan also includes a variety of shrubs, grasses, and groundcovers that are low water usage and drought tolerant, to be planted throughout the Project site. Moreover, each building will

incorporate either one or two employee break areas, with benches, tables, and shade trees.

[f] Utilities (drainage, sewer) — To serve the proposed industrial development, the Project will be required to construct infrastructure improvements per the Development Agreement (File No. PDA18-006) and requirements of the Edenglen Specific Plan. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes both Projects' compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of above ground bio-retention basins within the landscape setbacks along Hamner Avenue and rear portion of the Project site, including an underground stormwater infiltration system within the tractor-trailer courtyard area of Building 6. Any overflow drainage will be conveyed to a new storm drain connection located at the rear end of the Project site.

[6] Community Meetings — The Planning Department held two community meetings to discuss the proposed subject applications. The first community meeting was in-person and held on December 12, 2018, at the Colony High Branch Library. The second meeting was a Virtual presentation and available on the on the City Website from June 1, 2020, thru July 21, 2020.

[a] First Community Meeting — At the first community meeting, 12 people were in attendance and of those, 10 were residents in opposition of the proposed Project and continued to receive additional comments after the meeting. A total of 42 comments in opposition of the proposed Project were received, including 4 comment cards, 6 phone calls and 34 emails (see Attachment A—First Community Meeting comments, attached). Community concerns and comments generally included:

[i] **Opposition to excluding commercial land uses from the General Plan and Edenglen Specific Plan.** The Specific Plan was developed as a walkable residential community with pedestrian linkages to trails and a future commercial center to serve the community.

In response to community comments, the applicant performed an economic feasibility study and revised the proposed General Plan amendment to include: 4.13 acres of Neighborhood Commercial located on the northeast corner of the project site; 3.51 acres of Business Park located on the northwest corner of the site; and 38.64 acres of Light Industrial located on the southern portion of the site.

Furthermore, building 1 was eliminated from the project site plan and has been reserved for a future commercial development. The 4.31 acres of commercial land can accommodate approximately 40,000 square feet of future commercial uses. No proposal for the commercial corner has been submitted to date.

Building 2 is located within the proposed Business Park land use designation that allows for commercial and indoor recreational uses along with business park uses.

Buildings 3, 4, 5 and 6 are within the Light Industrial land use designation which allows warehouse, light manufacturing, and similar types of uses.

[ii] Concerns with larger industrial buildings in close proximity to an existing residential neighborhood. Community members expressed concerns with the west building elevations and the need to create an attractive view for the adjacent residential community. Community members requested a landscape buffer be installed along the western property line to buffer noise, light and soften views of the west facing buildings.

In response to community comments, the buildings have been designed to have an office-like appearance and the western building elevations have been enhanced to provide an attractive view from the adjacent residential. Also, a combination of Southern Live Oak trees and Western Redbud trees will be planted along the western property lines within a landscape planter that varies in size from 6 to 23 feet wide. Additional landscape planters are provided directly adjacent to each building that range in size from 6 to 12 feet wide.

Large plants will be used along the western property line in conjunction with screen walls to mitigate noise travel and create a more visually appealing view from the residential community.

[iii] Concerns with noise impacts from the proposed industrial uses and project.

In response to community comments/concerns, the Project has been designed to minimize noise impacts to the residents. The truck yards have all been oriented away from the western property line. Screen walls that are 12-feet high have been included around the truck courts and have been strategically located along the western property line to block noise traveling from the property. Trash bins have been moved to the interior of the property and will be enclosed to insulate noise. These design features, along with the 200-foot SCE utility corridor that separates the properties, will substantially diminish any noise impacts to the adjacent residential community.

A noise study was completed by Urban Crossroads (July 2020) that analyzed operational noise impact increases along the eastern property line of the Edenglen residential community. Urban Crossroads measured existing noise levels on October 10, 2019 and modeled the increased noise that will be generated by the proposed operations at the property. The study concluded that the operation of a typical warehouse distribution center would result in a noise increase of 0.3 dBA, which is generally indiscernible to the human ear. Furthermore, the placement of the buildings will assist in the reduction of

traffic noise that currently exist from Hamner Avenue and help reduce wind and dust impacts from seasonal Santa Ana winds to the existing residential community.

[iv] Concerns with graffiti.

In response to community concerns, graffiti prone surfaces in highly visible areas, such as screen walls facing public streets were minimized and will be treated with a graffiti-proof coating. Wrought iron fencing is used where mitigation of noise and visual impacts are not a concern. Any graffiti that does occur on the property will be cleaned per City requirements within 72 hours of receiving notice.

[v] Concerns with light impacts from the proposed industrial uses.

Outdoor lighting will be shielded and oriented inward towards the project to minimize light pollution off-site. Dense landscaping and screen walls along the western edge of the property will further shield residents from any light pollution at night.

[vi] Concerns that the proposed plan would increase truck traffic on Riverside Drive.

In response to community concerns, the project has been designed to have truck traffic enter and exit primarily onto Hamner Avenue. Hamner Avenue is a designated Truck Route and truck traffic will primarily be coming onto the project site from the nearby SR 60 Freeway I-15 Freeway interchanges. Building 2 and the future commercial development will have primary access from Riverside Drive. Buildings 3, 4, 5 and 6 will have primary access from Hamner Avenue. Furthermore, the project has been conditioned to have tractor-trailer trucks travel east towards Hamner Avenue when exiting the site and shall not be allowed utilize Riverside Drive west of the project site to access/exit the project site.

[vii] Concerns with street parking of trucks along Hamner Avenue and undesirable uses of the public streets (such as street racing).

The street frontages along Riverside Drive and Hamner Avenue will be improved (curb, gutter, and sidewalk) and no parking will be allowed. The development of the project site will create more eyes on the street and discourage illegal uses such as street racing. Also, on-site security patrol will be provided for the property and assist in preventing any undesirable use of the property at night or weekends, alerting law enforcement of any illegal activity occurring off-site and within the immediate area.

Traffic is currently problematic on Riverside Drive and Hamner Avenue since the existing streets are not properly sized for the amount of vehicle traffic in the area. In response to community comments, the project will be responsible for the widening and construction of new street improvements on Riverside Drive and Hamner Avenue, and will widen the intersection to improve the flow of traffic. These improvements will mitigate the traffic

impacts that may be associated with the proposed project and improve vehicular traffic flows along Riverside Drive and Hamner Avenue. The required improvements include:

- *Widening of Riverside Drive and Hamner Avenue to accommodate 3 lanes in both directions, a new median on each street, neighborhood landscaped edge, new sidewalks (5 feet wide) and parkway landscaping (7 feet wide) along both street frontages;*
- *Widening the Riverside Drive and Hamner Avenue intersection to increase traffic flow; and*
- *Installation of new traffic signals on Riverside Drive and Hamner Avenue, and at the driveway entrances to the project site.*

[b] Second Community Meeting — The applicant revised their proposal to address concerns raised at the first Community Meeting. Due to the COVID-19 virus pandemic and the Governor's Executive Orders, and to ensure the health and safety of City residents by limiting contact that could spread the virus, a second in-person Community Meeting was not held; however, the Planning Department provided for a Virtual Community Presentation and mailed a pamphlet to Edenglen and Creekside residents, containing a summary of the concerns raised at the first meeting and a brief overview of the revised Project. The pamphlet included information about the Virtual Meeting and the self-guided presentation (see Attachment B—Virtual Meeting Presentation Slides, attached) that was posted on the City Website from June 1, 2020, thru June 15, 2020, for residents' review and comment (see Exhibit G—Planning Department Website Screenshot, attached). The City received eight comments opposing the proposed Project and the previous issues and concerns were raised a second time by residents (see Attachment C—Second Meeting Community comments, attached). One new issue raised was regarding the timing of the Virtual Meeting, residents were concerned that the community would not engage due to the pandemic concerns and riots that were occurring at the time. Due to this concern, the Virtual Meeting presentation, Project information, and public comment link remained on the Planning Department website for an additional five weeks and was removed on July 21, 2020. During the extended time period, no further comments or phone calls were received.

[7] Health Risk Assessment — The Applicant was required to prepare a Health Risk Assessment ("HRA") to determine whether the proposed Project would pose a health risk to the existing residential land uses. The HRA prepared by Urban Crossroads (Dated: July 9, 2020) analyzed the cancer burden estimates as well as the Project operational Toxic Air Contaminants ("TACs") impact from Diesel Particulate Matter ("DPM") emissions. Both analyses concluded that these factors would be less than significant; therefore, no mitigation is required for the Project beyond that which was previously analyzed in The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), as certified by the Ontario City Council on January 27, 2010. Furthermore, the project was designed to minimize any potential impacts to existing residential

development. The tractor-trailer yard areas are oriented away from the existing residential uses and tractor-trailer main access to the site shall be taken from Hamner Avenue (designated truck route). Additionally, the project has been conditioned to have trucks travel east, towards Hamner Avenue, when exiting the site. Trucks shall not be allowed to utilize Riverside Drive west of the project site, to access or exit the project site.

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

[1] City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

[2] Vision.

Distinctive Development:

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

[3] Governance.

Decision Making:

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

[4] Policy Plan (General Plan)

Land Use Element:

- Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.

- LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.

- LU1-6 Complete Community: We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Refer to Complete Community Section of Community Economics Element).

- Goal LU2: Compatibility between a wide range of uses.

- LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

Community Economics Element:

- Goal CE1: A complete community that provides for all incomes and stages of life.

- Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

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

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

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

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

Safety Element:

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

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

Community Design Element:

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

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

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

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

• Building volume, massing, and height to provide appropriate scale and proportion;

• A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and

• Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

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

➤ CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways,

corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The Edenglen Specific Plan was listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix. However, the eastern half of the Edenglen Specific Plan (Project site) was not included as one of the properties in the Available Land Inventory since the eastern half of the Specific Plan did not include any residential land use designations.

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

ENVIRONMENTAL REVIEW: Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The environmental impacts of this Project were thoroughly analyzed in the EIR Addendum

prepared for General Plan Amendment (File No. PGPA18-002) and an amendment to the Edenglen Specific Plan (File No. PSPA18-003), 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.

Approval of this Project is contingent upon City Council approving the General Plan Amendment (File No. PGPA18-002), Edenglen Specific Plan (File No. PSPA18-003), and EIR Addendum.

CONDITIONS OF APPROVAL: See attached department reports.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

| | <i>Existing Land Use</i> | <i>General Plan Designation</i> | <i>Zoning Designation</i> | <i>Specific Plan Land Use</i> |
|--------------|---|--------------------------------------|---|--|
| <i>Site</i> | Vacant and Commercial Nursery | General Commercial and Business Park | Edenglen Specific Plan | Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial |
| <i>North</i> | Vacant | Mixed-Use | Tuscana Village Specific Plan | Commercial and Residential |
| <i>South</i> | SCE Substation | Business Park | Edenglen Specific Plan | Light Industrial |
| <i>East</i> | City of Eastvale (Gas Station and Industrial) | Commercial Retail & Business Park | C-1/C-P (General Commercial) & IP (Industrial Park) | N/A |
| <i>West</i> | SCE Easement | OS-NR | Edenglen Specific Plan | SCE Corridor |

General Site & Building Statistics

| <i>Item</i> | <i>Proposed</i> | <i>Min./Max. Standard</i> | <i>Meets Y/N</i> |
|--------------------------|--|--|------------------|
| <i>Project Area:</i> | 46.64 | N/A | Y |
| <i>Lot/Parcel Size:</i> | 4.13 AC Neighborhood Commercial, 3.51 AC Business Park, 6.24 – 11.42 AC Light Industrial | 10,000 SF Neighborhood Commercial, 1 AC Business Park, 10,000 SF Light Industrial (Min.) | Y |
| <i>Floor Area Ratio:</i> | 0.39 BP & 0.52 LI | 0.60 BP & 0.55 LI (Max.) | Y |
| <i>Building Height:</i> | 46 FT | ALUCP (Max.) | Y |

Off-Street Parking:

| <i>Bldg. No.</i> | <i>Type of Use</i> | <i>Building Area</i> | <i>Parking Ratio</i> | <i>Spaces Required</i> | <i>Spaces Provided</i> |
|------------------|--------------------------|----------------------|--|------------------------|------------------------|
| 2 | Warehouse / Distribution | 59,585 SF | One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; Parking required when “general business offices” and other associated uses, exceed 10 percent of the building GFA (5,958 SF of office allowed) 7 dock-high loading doors proposed (2 trailer spaces required & provided) | 40 | 81 |
| 3 | Warehouse / Distribution | 250,781 SF | One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; Parking required when “general business offices” and other associated uses, exceed 10 percent of the building GFA (25,078 SF of office allowed) | 135 | 150 (*181) |

| Bldg. No. | Type of Use | Building Area | Parking Ratio | Spaces Required | Spaces Provided |
|--|--------------------------|----------------------|--|------------------------|-----------------------------|
| | | | (*Alternate Parking Plan providing additional vehicular parking spaces within trailer courtyard area) *31 additional spaces 38 dock-high loading doors proposed (47 trailer spaces provided) | | |
| 4 | Warehouse / Distribution | 271,277 SF | One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (25,078 SF of office allowed) (*Alternate Parking Plan providing additional vehicular parking spaces within trailer courtyard area) *20 additional spaces 38 dock-high loading doors proposed (10 spaces required - 47 trailer spaces provided) | 146 | 166 (*186) |
| 5 | Warehouse / Distribution | 136,330 SF | One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (13,633 SF of office allowed) (*Alternate Parking Plan providing additional vehicular parking spaces within trailer courtyard area) *52 additional spaces 22 dock-high loading doors proposed (6 trailer spaces required & provided) | 70 | 78 (*130) |
| 6 | Warehouse / Distribution | 250,119 SF | One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (25,078 SF of office allowed) (*Alternate Parking Plan providing additional vehicular parking spaces within trailer courtyard area) *94 additional spaces 43 dock-high loading doors proposed (11 spaces required - 34 trailer spaces provided) | 135 | 81 (*175) |
| Parking Totals: (*Alternate Parking Plan providing additional vehicular parking spaces within trailer courtyard area) | | | | 526 | 556 (*753) |

Exhibit A – Amended LU-03: Future Buildout Table

LU-03 Future Buildout¹



| Land Use | Acres ² | Assumed Density/Intensity ³ | Units | Population ⁴ | Non-Residential Square Feet | Jobs ⁵ |
|--------------------------------------|----------------------------------|--|----------------|-------------------------|--|--------------------------------------|
| Retail/Service | | | | | | |
| Neighborhood Commercial ⁶ | 281 285 | 0.30 FAR | | | 3,671,585 | 8,884 |
| General Commercial | 477 457 | 0.30 FAR | | | 3,725,556 | 9,015 |
| Office/Commercial | 490 | 0.75 FAR | | | 6,229,385 | 5,787 |
| Hospitality | 142 | 1.00 FAR | | | 5,968,025 | 5,544 |
| Subtotal | 1,390 1,374 | | | | 16,018,428 | 35,523 |
| Employment | | | | | | |
| Business Park | 1,531 1,508 | 0.40 FAR | | | 6,177,679 | 7,082 |
| Industrial | 6,446 6,485 | 0.55 FAR | | | 6,177,679 | 7,082 |
| Subtotal | 7,977 7,993 | | | | 12,355,358 | 14,164 |
| Other | | | | | | |
| Open Space-Non-Recreation | 1,232 | Not applicable | | | | |
| Open Space-Parkland ⁶ | 950 | Not applicable | | | | |
| Open Space-Water | 59 | Not applicable | | | | |
| Public Facility | 97 | Not applicable | | | | |
| Public School | 632 | Not applicable | | | | |
| LA/Ontario International Airport | 1,677 | Not applicable | | | | |
| Landfill | 137 | Not applicable | | | | |
| Railroad | 251 | Not applicable | | | | |
| Roadways | 4,871 | Not applicable | | | | |
| Subtotal | 9,906 | | | | | |
| Total | 31,786 | | 100,654 | 347,190 | 247,784,328 248,108,284 | 311,659 311,661 |

Notes

- Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. To view the buildout assumptions, access the Methodology report.
- Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.
- Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
- Projections of population by residential designation are based on a persons-per-household factor that varies by housing type. For more information, access the Methodology report.
- To view the factors used to generate the number of employees by land use category, access the Methodology report.
- Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park, Industrial and Commercial Overlays. Estimates for these areas are included within the corresponding Business Park, Industrial and General Commercial categories.

Exhibit B - Edenglen Land Use Plan and Land Use Summary

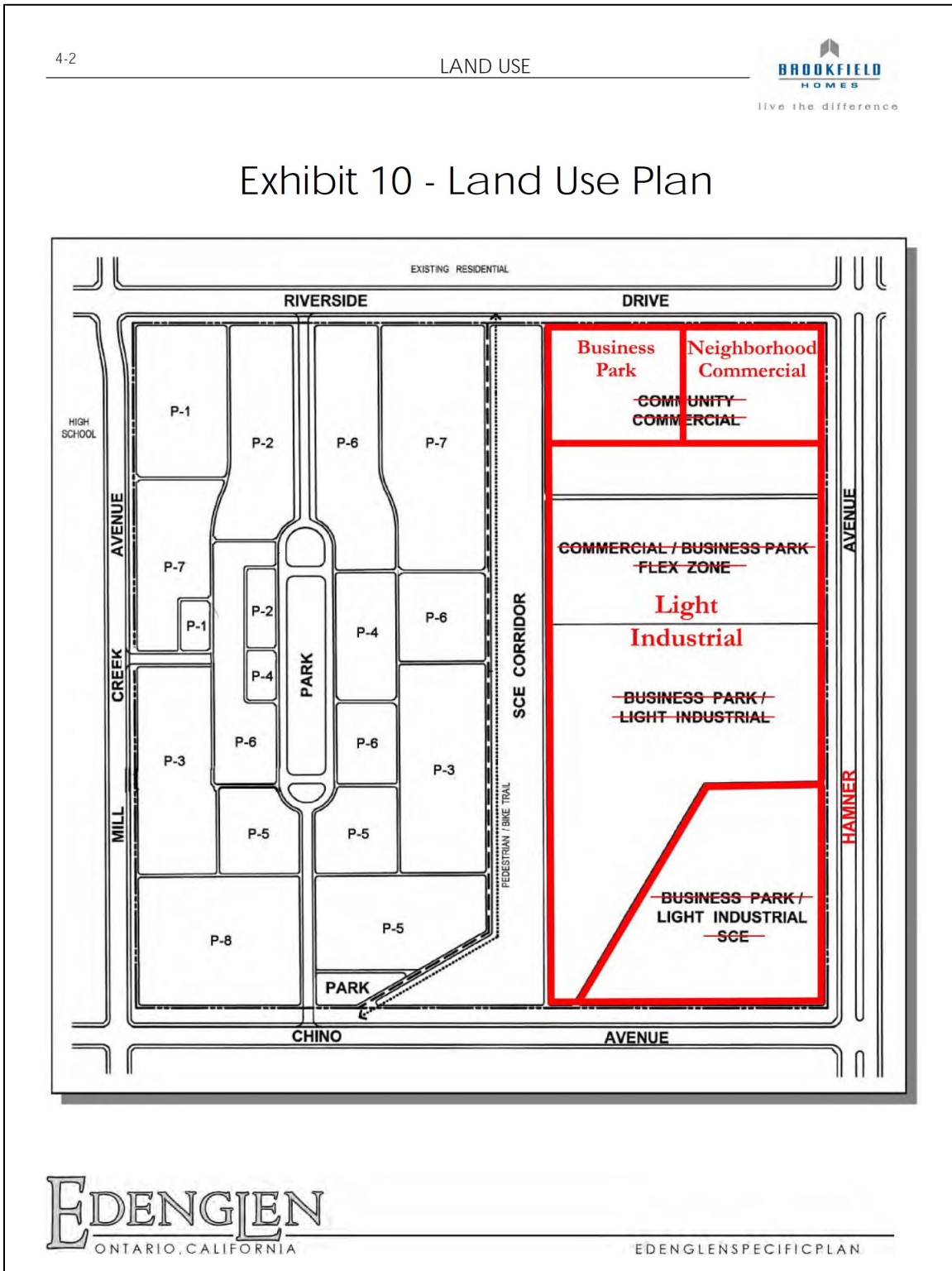



Exhibit B - Edenglen Land Use Plan and Land Use Summary Continued



LAND USE 4-3

Table 2 - Land Use Summary

| LAND USE | UNITS | GROSS ACRES | UNITS PER ACRE | MAXIMUM SQUARE FEET |
|-----------------------------------|------------|--------------|----------------------------|---------------------|
| Residential¹ | | | | |
| P-1 | 21 | 5.7 | 3.7 | |
| P-2 | 29 | 5.8 | 5.0 | |
| P-3 | 106 | 10.8 | 9.8 | |
| P-4 | 36 | 3.8 | 9.5 | |
| P-5 | 139 | 8.4 | 16.6 | |
| P-6 | 87 | 10.5 | 8.3 | |
| P-7 | 67 | 9.8 | 6.8 | |
| P-8 | 99 | 6.3 | 15.7 | |
| <hr/> | | | | |
| <i>Net Residential Subtotal</i> | <i>584</i> | <i>61.1</i> | <i>9.5</i> | |
| <hr/> | | | | |
| Park | | 4.0 | | |
| Roadways, Edge Buffer | | 10.1 | | |
| <hr/> | | | | |
| <i>Gross Residential Subtotal</i> | <i>584</i> | <i>75.2</i> | <i>7.76</i> | |
| <hr/> | | | | |
| OTHER | | | ADJUSTED GROSS ACRES | |
| <hr/> | | | | |
| Neighborhood Commercial | | 4.0 | 4.13 | 40,000 |
| Business Park | | 4.0 | 3.51 | 59,585 |
| Light Industrial | | 39.4 | 39.0 | 908,507 |
| Light Industrial (SCE) | | 16.9 | 16.9 | |
| SCE Corridor (OS/NR) | | 13.8 | 13.8 | |
| <hr/> | | | | |
| <i>Other Land Uses Subtotal</i> | | <i>78.1</i> | <i>77.34</i> | |
| <hr/> | | | | |
| PROJECT TOTAL | 584 | 153.3 | 152.54 | 1,008,092 |

¹ Includes Pocket Parks within each neighborhood.

EDENGLENSPECIFICPLAN




Exhibit D—SITE PLAN

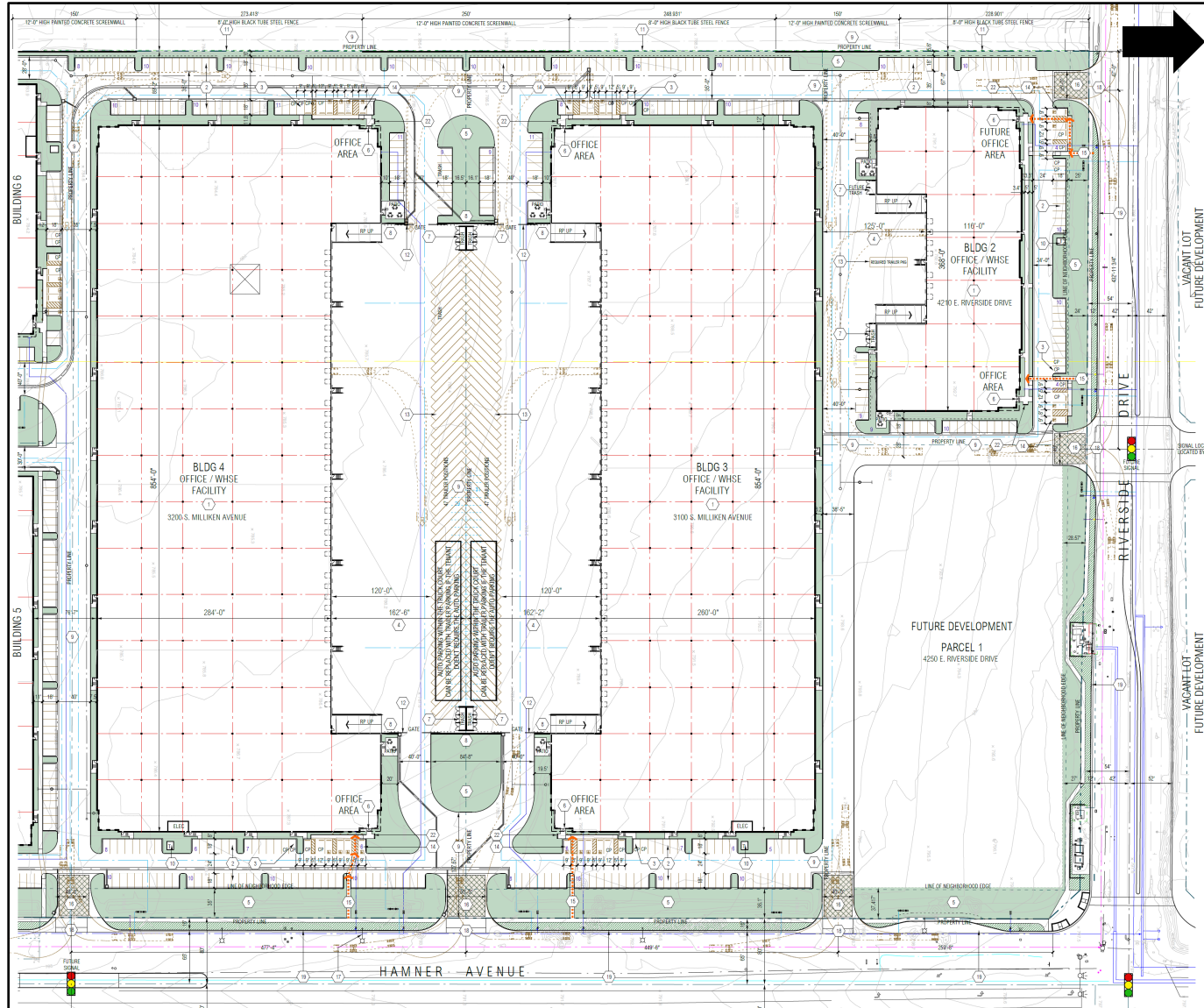


Exhibit D—SITE PLAN CONTINUED

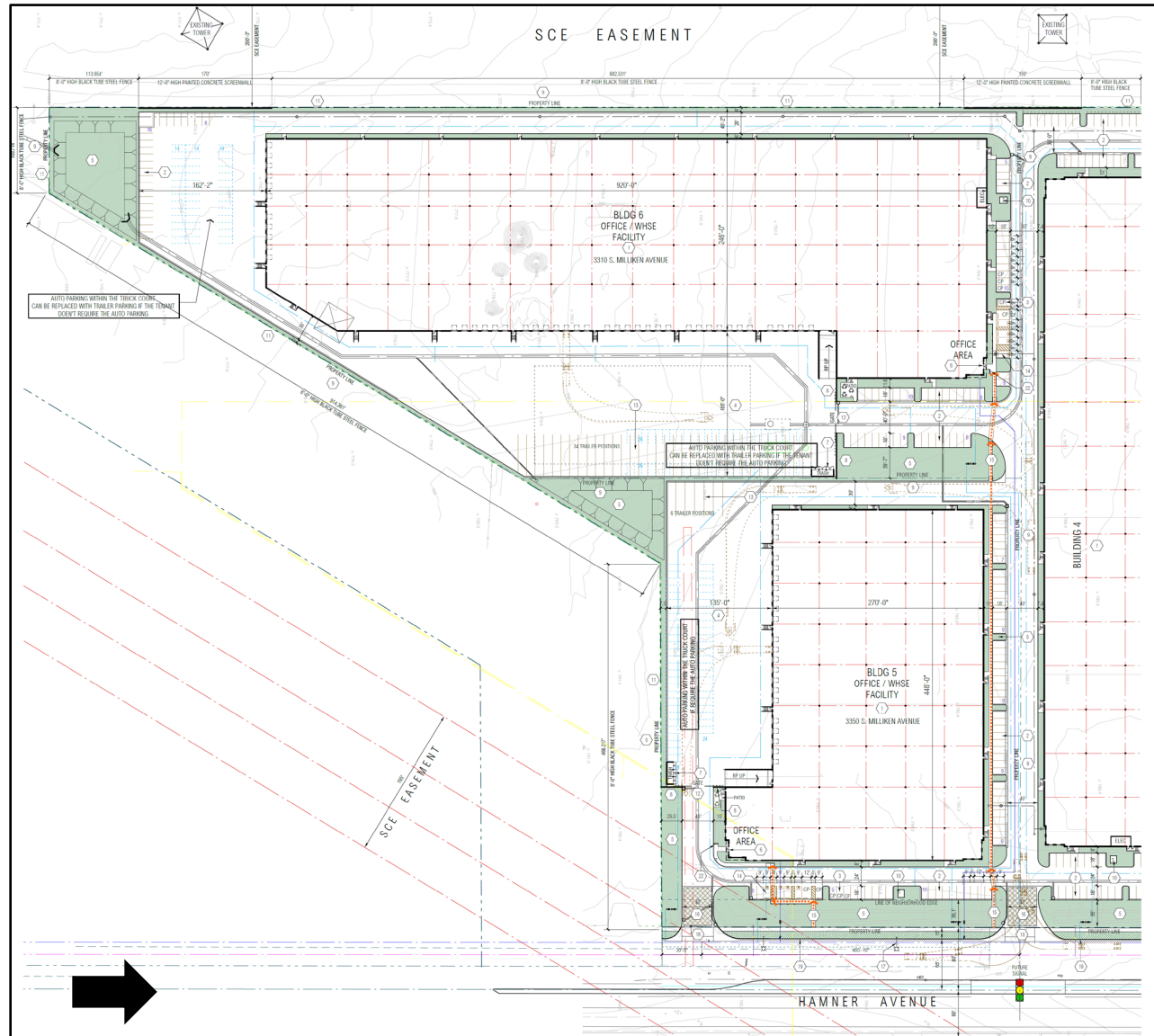


EXHIBIT D1—SCREEN WALL LOCATIONS

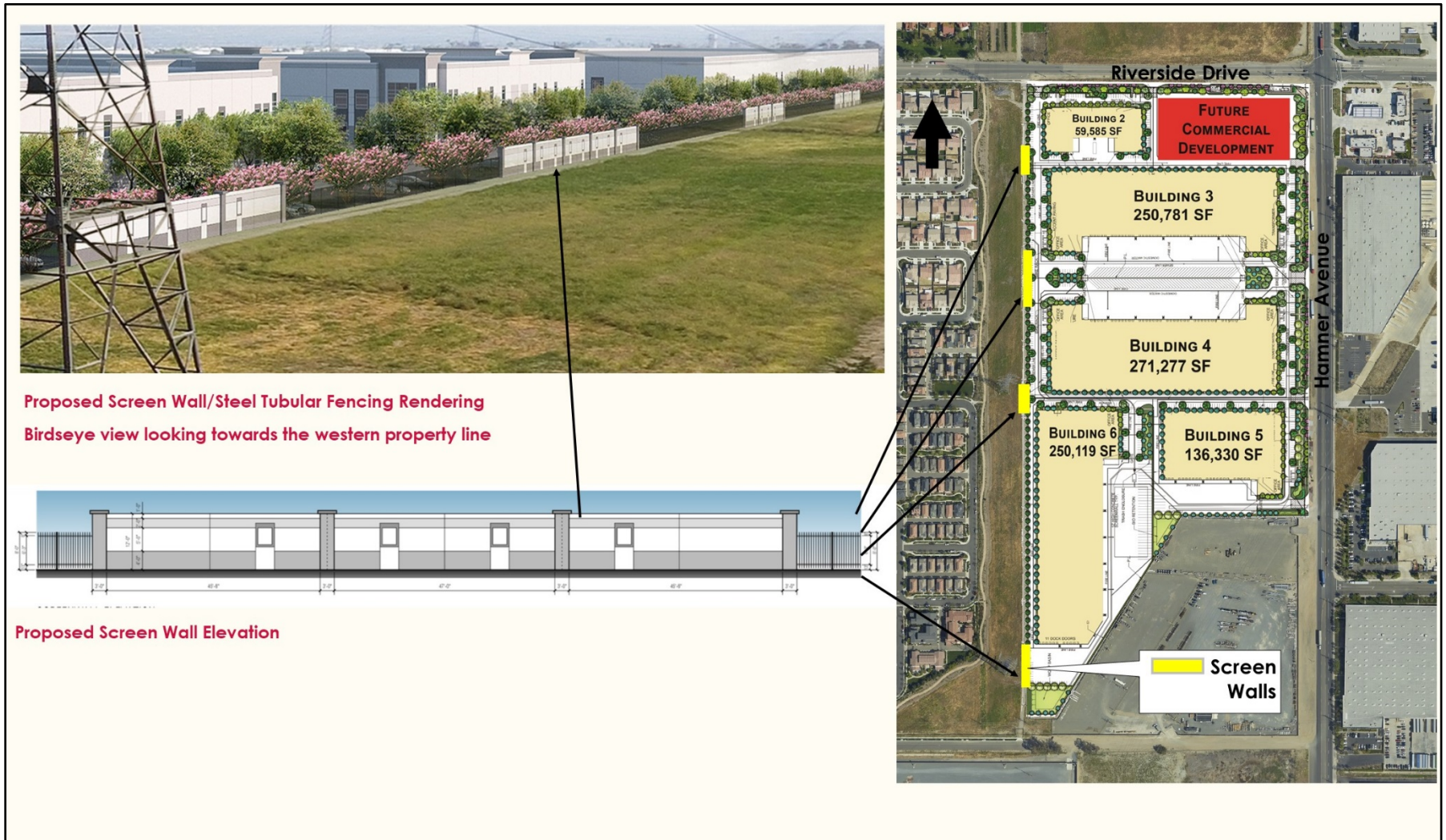


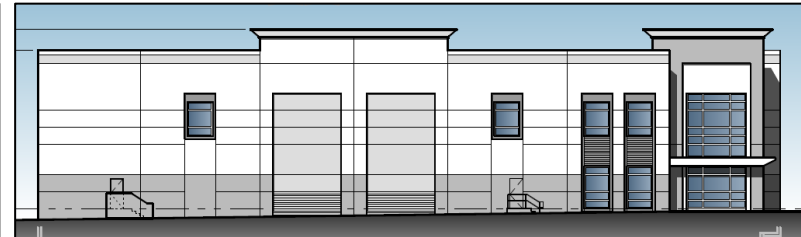
EXHIBIT D2—PROJECT ACCESS LOCATIONS



Exhibit E—EXTERIOR ELEVATIONS (BUILDING 2)



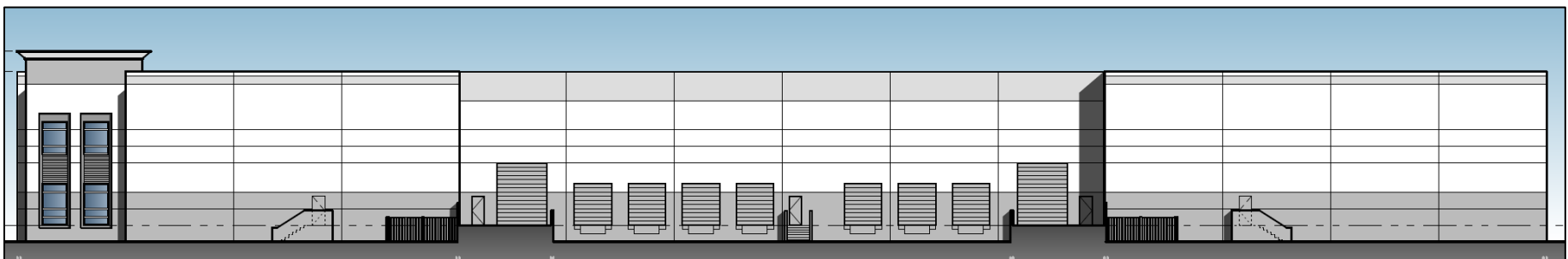
West Elevation



East Elevation

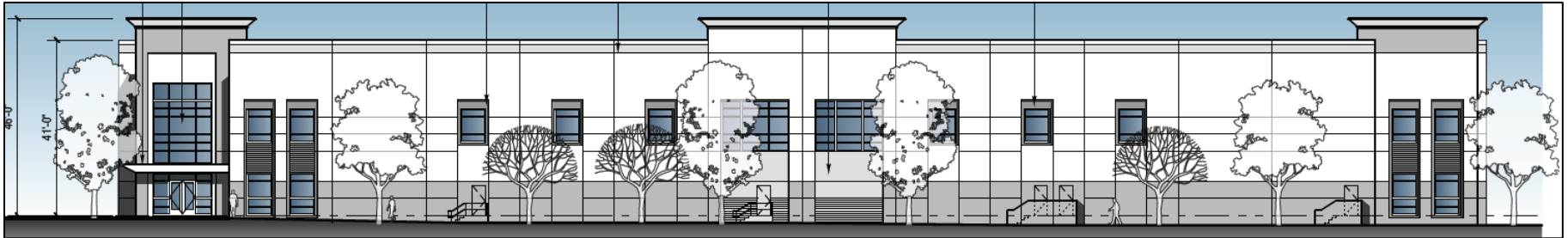


North Elevation

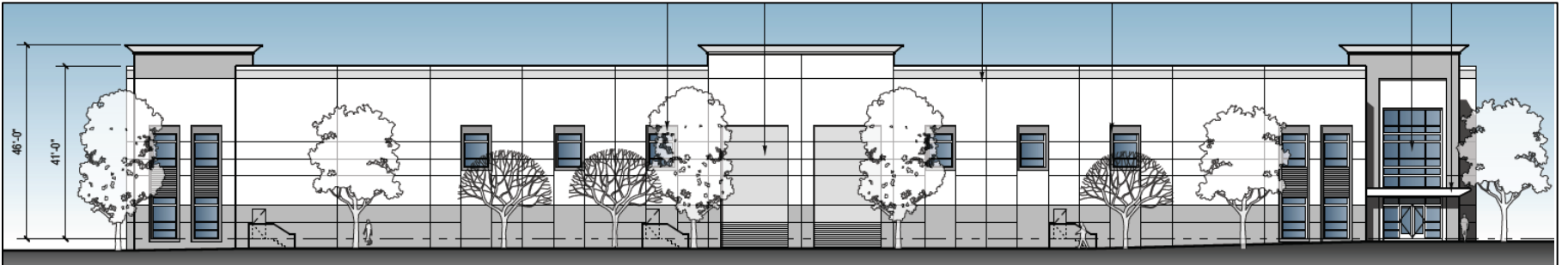


South Elevation

Exhibit E—EXTERIOR ELEVATIONS (BUILDING 3)



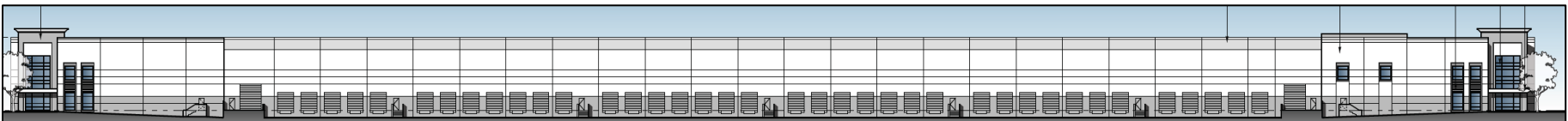
East Elevation



West Elevation

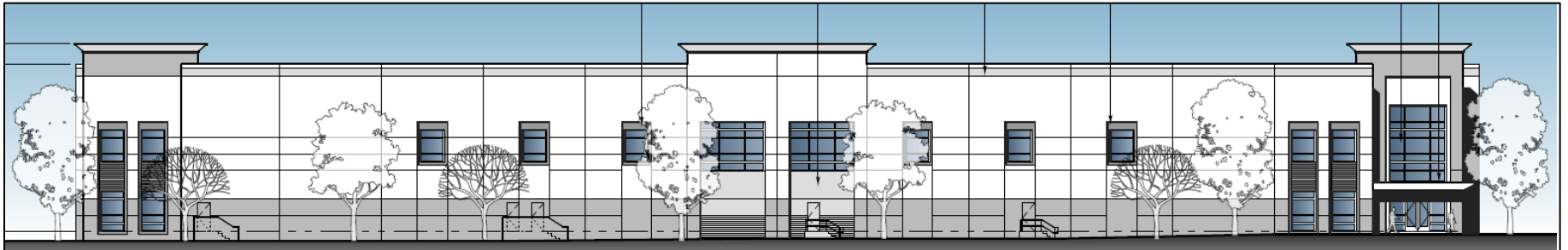


North Elevation

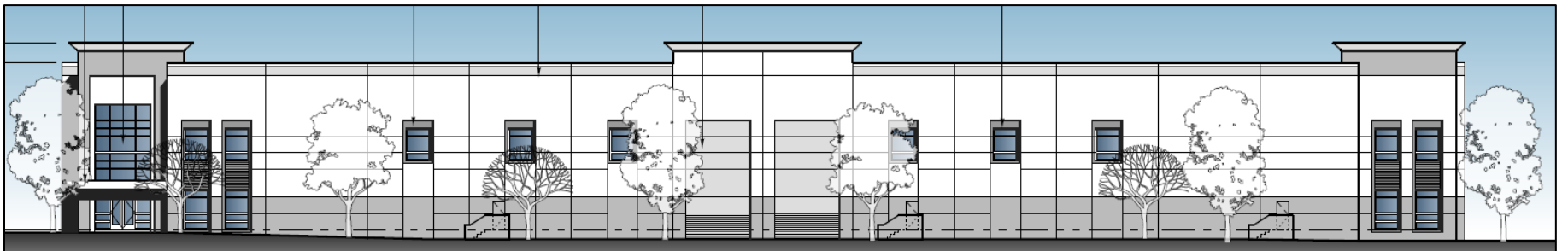


South Elevation

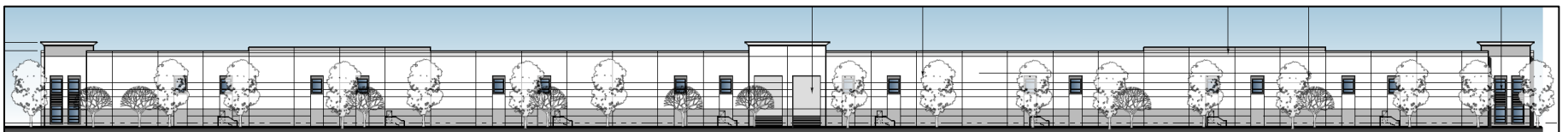
Exhibit E—EXTERIOR ELEVATIONS (BUILDING 4)



East Elevation



West Elevation



South Elevation

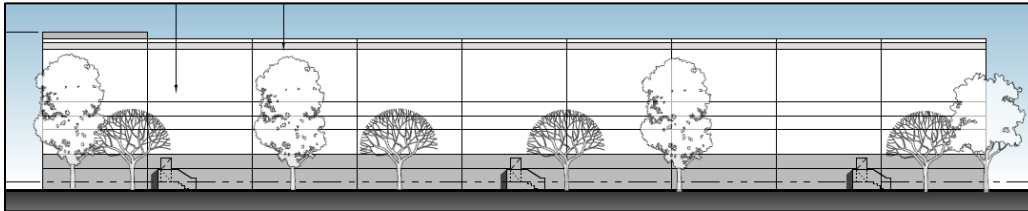


North Elevation

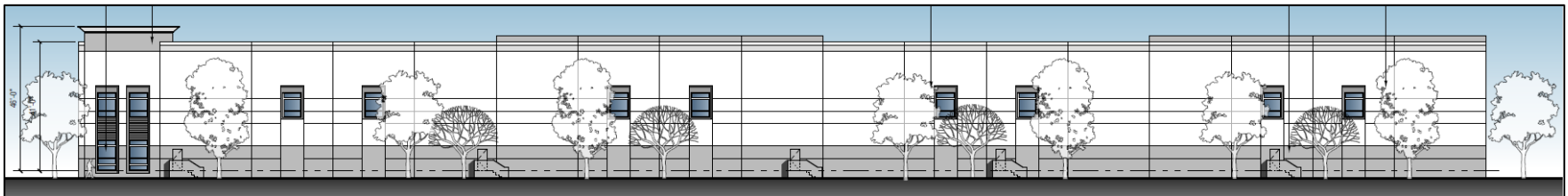
Exhibit E—EXTERIOR ELEVATIONS (BUILDING 5)



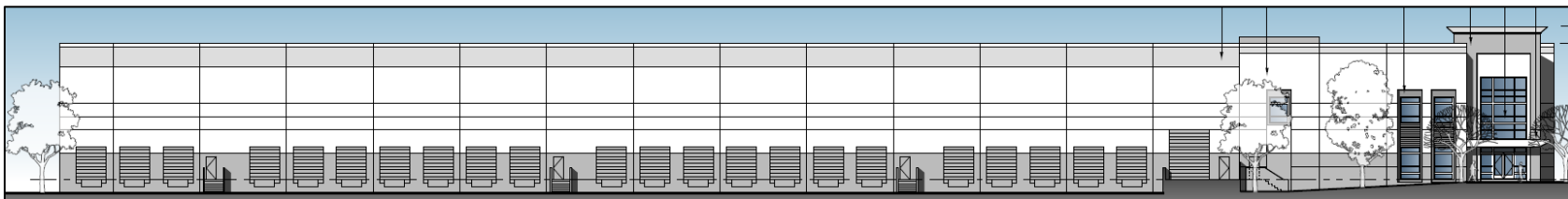
East Elevation



West Elevation

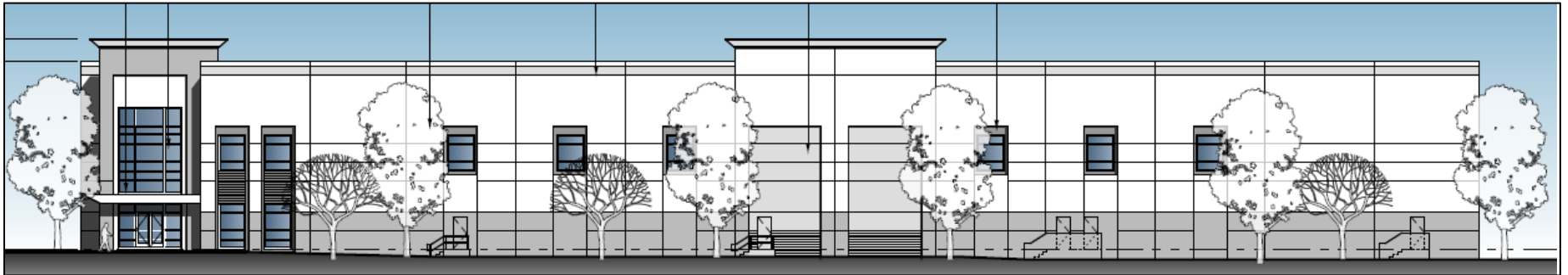


North Elevation

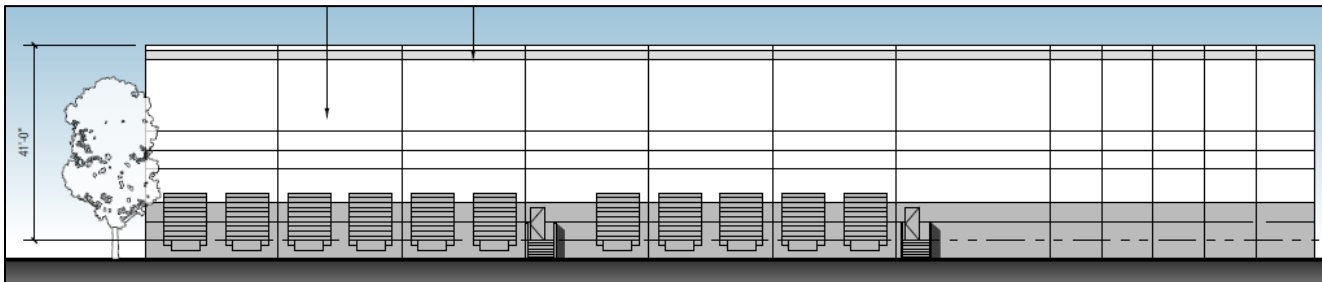


South Elevation

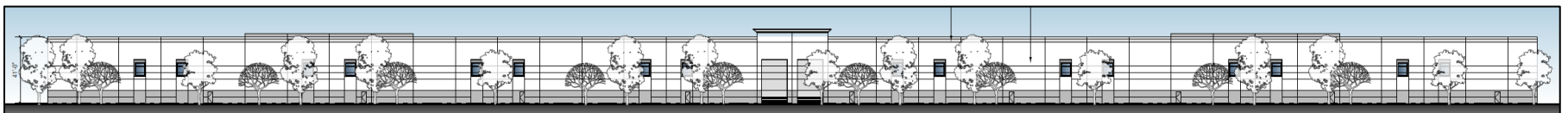
Exhibit E—EXTERIOR ELEVATIONS (BUILDING 6)



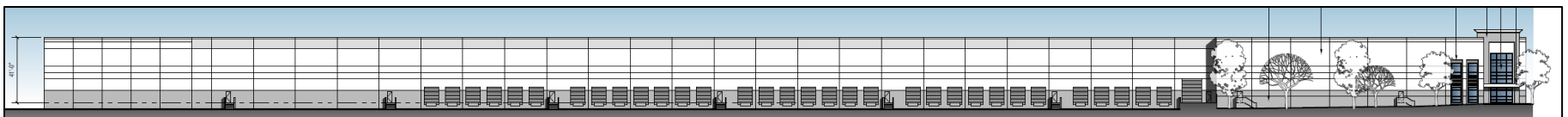
North Elevation



South Elevation



West Elevation



East Elevation

Exhibit F—LANDSCAPE PLAN

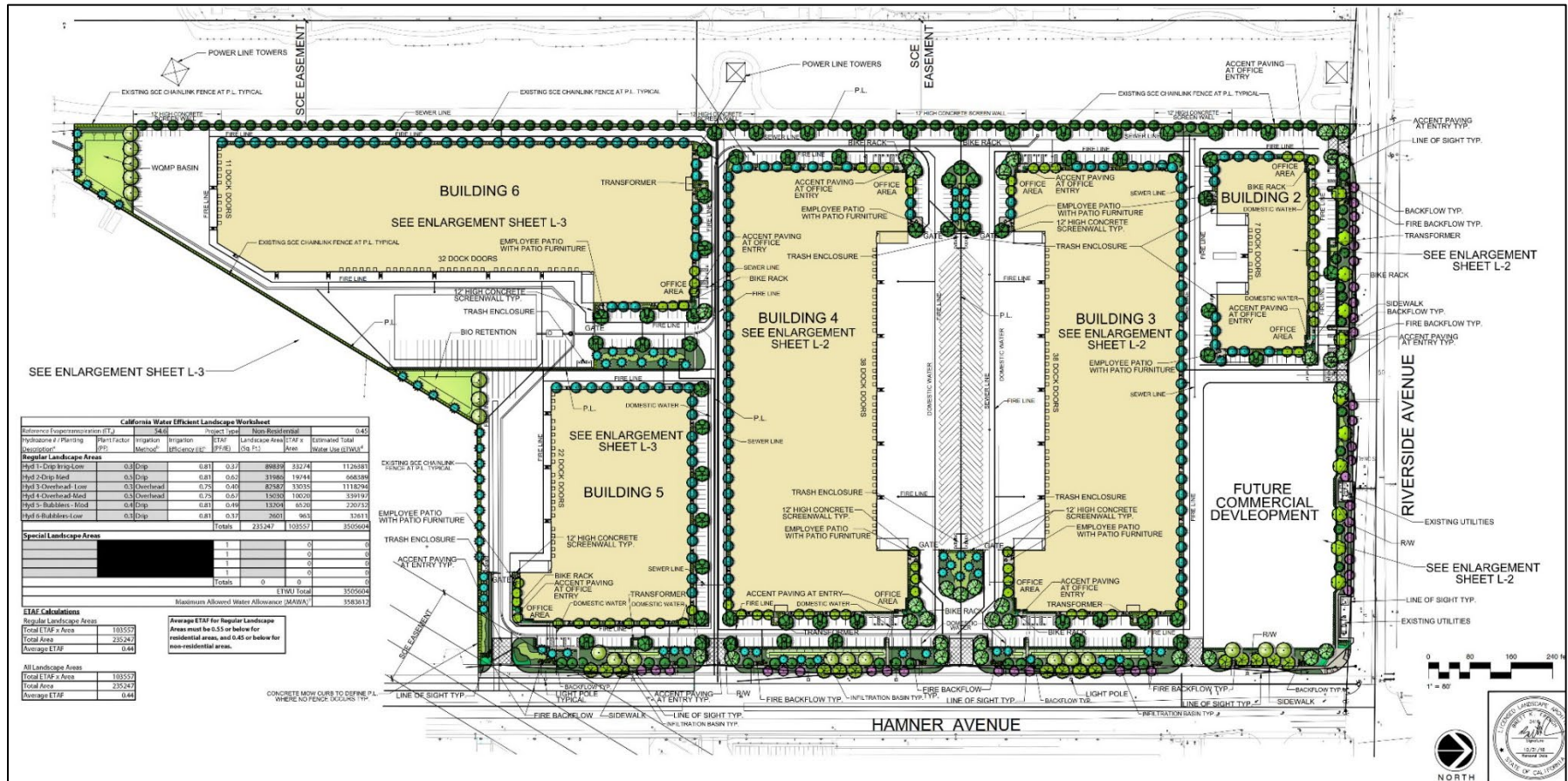


EXHIBIT G—PLANNING DEPARTMENT WEBSITE SCREENSHOT

PLANNING

- [Advanced Planning](#)
- [Applications And Documents](#)
- [Current Planning](#)
- [Healthy Ontario](#)
- [Historic Preservation](#)
- [Landscape Planning](#)
- [Ontario Plan](#)
- [Planning Boards & Members](#)
- [Planning Reports](#)
- [Specific Plans](#)

UPCOMING EVENTS

- 23 JUN** Planning Commission Meeting
The Planning Commission meets the 4th Tuesday of each month. The meetings are held...
- 04 JUL** City Facilities Closed
City facilities will be closed in observance of Independence Day. City facilities...
- 06 JUL** Development Advisory Board Meeting
The Development Advisory Board (DAB) meets the 1st and 3rd Mondays of each month...
- 06 JUL** Zoning Administrator Meeting
The Zoning Administrator (ZA) meets the 1st and 3rd Mondays of each month. The...

[SEE ALL EVENTS](#)

Planning

The Planning Department plays a critical role in achieving the City Council's goals and objectives relative to land use, urban design, and the quality and sustainability of the built environment. Our team focuses on development that enhances economic value, quality of life, and complete community.

To see the status of your plan check or permit, visit the [City of Ontario Citizen Portal Access!](#)

The Ontario Plan provides a long-term vision for the future growth and development of the City.

- [The Ontario Plan](#) (The City's Comprehensive Business Plan)
- [Policy Plan](#) (The City's General Plan)
- [Official Land Use Plan](#) (General Plan Map - Print and Zoom Capabilities)

Cathy Wahlstrom
 Planning Director

Department Location
 303 East "B" Street
 Ontario, CA 91764
 Phone (909) 395-2036
 Fax (909) 395-2420

Community Meeting Information (Proposed Edenglen Specific Plan Amendment)

The Community Meeting presentation for the project located at southwest corner of Riverside Drive and Hammer Avenue is available for viewing.

Please click here to view the presentation for the proposed development. The presentation is best viewed on a desktop using a google chrome browser.

A PDF version of the Presentation Slides have also been provided for residents to download and view below.

The public comment period for the community meeting will be from **June 1, 2020 to June 15, 2020.**

Please click here to fill out a Public Comment Form

A copy of the notice that was mailed out has also been provided below. Should you have any comments or questions please contact:

Lorena Mejia, Senior Planner
 City of Ontario Planning Department
 303 East "B" Street
 Ontario, CA 91764
 (909) 395-2276
lmjia@ontarioca.gov

Attachment A—First Community Meeting Comments

Edenglen GPA, SPA and Development Plan – 1st Community Meeting Comments

| No. | Name | Project Position | Type of Correspondence | Comments |
|-----|-----------------------|------------------|------------------------|---|
| 1 | John Schmoltdt | Oppose | Comment Card | My concerns are with the proposed plan is that the heavy truck traffic will increase Riverside Drive. Also, with the proposed 4 warehouses there will be traffic and noise 24 hours a day 7 days a week. I do not support this plan. |
| 2 * | Glenn & Mary Boyd | Oppose | Comment Card | Interested in what the west facing general industrial buildings will look like. Parking for business? Brightly lit-up at night? Noisy? Operations 24/7/365? Subject graffiti? |
| 3 | Jonathan Urban | Oppose | Comment Card | Please keep the existing plan. It's already going to be a large majority Industrial and Business Park. Give us a little commercial ("retail") with the 20 acres in the existing plan. Preferably, I would like this all Commercial but that is not what we are discussing. This is a neighborhood area, give us a commercial parcel to complete that neighborhood feeling. Limit the industrial. I worked in Industrial/warehouse/transportation my entire career... the noises, hours of operation, safety concern is not good for close to neighborhood. |
| 4 | Mary Boyd | Oppose | Comment Card | Incorporate large plantings that will buffer noise, light and views of the west facing buildings. It is important that we maintain a pleasant aesthetic that will add and be attractive to the community. |
| 5 | Patrick | Oppose | Phone Message | Edenglen HOA Board President opposes the proposed development and wants to the land use and specific plan preserved |
| 6 | Maria Cristina Catala | Oppose | E-mail | <p>Opposed re-zoning from "General Commercial and Business Park" to "Business Park and Industrial"</p> <p>We have an enormous amount of Industrial in this area already, and the infrastructure is already suffering because of it. The roads are damaged due to the trucks, traffic on Hamner and Riverside Dr. is already slow to access the 60 and the 15. I am aware there are plans to make it 4 lanes, however for Semi trucks to safely turn without crossing into the oncoming traffic lane, they need 3 lanes width for each side.</p> <p>Industrial areas provide room and isolation for street racing and car hangouts, already happening in the areas along Hamner. This is also happening on Mills past the abandoned road regularly, and we have to deal with the noise of the tires and modified exhaust pipes. We do not want to make new areas for the kids to do their car exhibitions.</p> <p>If the area is commercial with walk-up stores, as originally proposed, the residents can have more access to necessary services, for which we are now forced to go to Eastvale. This side of Ontario does not offer much by way of shopping, restaurants, or other services, and residents must leave the city for regular needs. Close services appeals to residents, and is a factor in determining of this is a desirable place to live. Making the areas more appealing to home owners and residents increases home value, and brings in more tax income for the city.</p> |
| 7 | Joseph Brennan | Oppose | E-mail | I am opposed to the rezoning proposal on the corner of Riverside and Hamner. Edenglen was meant as a pedestrian friendly community with promised walkability to retail stores. |
| 8 | Howard McGinnis | Oppose | E-mail | When we moved into Edenglen, we were excited about the pedestrian friendly concept of eventually being able to walk to a Starbucks, a Grocery store a restaurant... With the rezone that is proposed, the corner lot will be turned into an industrial park which means NO retail Stores, increased truck/big rig traffic, possible industrial pollution, and ugly utilitarian buildings |
| 9 | Song Stitt | Oppose | E-mail | My family and I hoped to see the lot on Hamner and Riverside to blossom as a kid-family marketplace. Regretfully that is not what was proposed. Please reconsider turning it into an industrial park. We do not want saturation of trucks and even potential pollution. |
| 10 | Peter Teodoro | Oppose | E-mail | We are against the proposed industrial park at the corner of riverside and Hamner. |
| 11 | Erika Teodoro | Oppose | E-mail | I'm a resident in the Edenglen community and I'm against the proposed rezoning at Hamner and riverside Ave |
| 12 | Carol Tuchfarber | Oppose | E-mail | I live in Creekside. I was just made aware of the potential change in zoning at Riverside Drive and Hamner. I am VERY DISSATISFIED to hear of this change. Our corner of the community could use a Stater Bros., Trader Joes, or Sprouts, etc. or smaller shops if necessary. Come on, more industrial parks are the last thing we want to see at that corner. Push harder for something worthwhile where we can shop. I will do everything in my power and also encourage others who live in this area to help prevent the rezoning. Ontario is causing us to shop in Riverside County and I would prefer to spend my money in Ontario. |
| 13 | Diana Jacquez | Oppose | E-mail | <p>I've lived in Edenglen for over 8 years now. I am opposed to having an industrial park in our backyard (Hamner and Riverside). We are surrounded by industrial parks all along Hamner going North and now South.</p> <p>We were excited about the pedestrian friendly concept of eventually being able to walk to a retail store.</p> <p>I would like to know when the next meeting will take place.</p> |

Edenglen GPA, SPA and Development Plan – 1st Community Meeting Comments

| No. | Name | Project Position | Type of Correspondence | Comments |
|------|------------------------|------------------|------------------------|--|
| 14 | Ramon Jacquez | Oppose | E-mail | I've lived in Edenglen for over 8 years now. I am opposed to having an industrial park in our backyard (Hamner and Riverside). We are surrounded by industrial parks all along Hamner going North and now South. We were excited about the pedestrian friendly concept of eventually being able to walk to a retail store |
| 15 | Delilah Smith | Oppose | E-mail | I am a concerned resident from Ontario that purchased a new home in New Haven over 2 years ago. Our builder and the city have great plans to build great shopping and grocery store fronts on Ontario Ranch Road. I heard the City is rezoning Riverside and Hamner to an industrial park. Which means no store fronts and more big rigs just down street from us. New Haven does NOT want an industrial park in our backyard. I did no invest hundreds of thousands of dollars in my home to have more industrial toxic lots near my home. We the citizens of Ontario Ranch and New Haven do not agree with the planning of this industrial park which adds to the big rig traffic. I am a Registered Nurse in my community and I would like more shopping, local grocery stores, coffee shops, in order to keep the money I spend somewhere else, here in Ontario Ranch. Which will ultimately increase our property value and beautification of our community. |
| 16 | Praneth Meas | Oppose | E-mail | I recently decided to move to the community as I like the environment, cleanliness, quiet and enjoy the pedestrian walk within and around the community. Recently after learning the current empty lot by the community original proposed plan has been repropoed to build more industrial, I am not happy about this same with the rest of residents in and nearby communities. As a homeowner in Edenglen community I strongly oppose the proposal. Having industrial park behind my backyard is the last thing I want to happen. The current tight corner road hammer and riverside are already busy and hard enough to get by pass by. Not to mention there are already lots of big trucks every time park along hammer. I would like to see the zone to reserve for business park or at least keep as existing proposed plan. As a Ontario resident, I hate to spend my money to nearby cities such as Eastvale, Chino or Mira Loma. I sincerely hope you would reconsider the proposed plan. |
| 17 | Ken Schmitt | Oppose | E-mail | I watched Fedco (Police station building now), now Kmart on Euclid, and other stores close. We have no stores to shop at because Ontario will not let major players build here since I moved in. Change your tone immediatly and let stores start building here so that the tax base is spent in Ontario. Right now I spend most of my budget in Riverside county (Eastvale and Norco) because we do not have a similar level or shopping and services in south Ontario. The mills area is too far to commute to shop when other stores are half the distance. I see all the new homes being built but not a single shopping center or Walmart has been built below the 60 freeway. The same goes for non warehouses, public schools, and other neighborhood supports. I know the rhetoric has been "it is coming", I have been waiting since 1979 and I will not accept this any more. Stop putting the emphasis on north Ontario and the airport and support the large population below the 60 freeway. I will only vote for candidates that support the above and bring the variety of stores and professional jobs to south Ontario. |
| 18 | Noemi Garrison | Oppose | E-mail | I'm opposed to the rezoning of the corner lot off Hamner and Riverside Dr. Please consider the proximity to residents homes and what an inconvenience this would be for several reasons. |
| 19 | Leslie Garrison | Oppose | E-mail | I'm opposed to the rezoning of the corner lot off Riverside Dr and Hamner next to Edenglen. This is not what the residents want. |
| 20 * | Norma and Juan Aguirre | Oppose | E-mail | In regards to the rezoning project My husband and I bought a home in EastCreek this past July We were told my local residents that stores would be going up at that section of Riverside/Hamner We thought this would be nice and convenient to us Then we hear now that the city wants to rezone this property to industrial There is enough industrial All along Hamner We shop at Eastvale mist if the time the Ralph's on Riverside and the CVS on Grove especially the property do rundown and I don't feel safe shopping at night there. Why not put a 24 hour CVS or Joanne's, Ice cream shops, nice restaurant there is so much that can be done at that property with a nice revenue coming back to our city. Please reconsider!! |
| 21 | Doralyn Seawell | Oppose | E-mail | When we moved into Edenglen, we were excited about the pedestrian friendly concept of eventually being able to walk to a Starbucks, a Grocery store or a restaurant... With the rezone that is proposed, the corner lot will be turned into an industrial park which means NO retail Stores, increased truck/big rig traffic, possible industrial pollution, and ugly utilitarian buildings. This is by no means were my expectations for that corner. Something more attractive and useful for the community was expected. A Sprouts market would benefit and serve the residents of Edenglen much better and increase the value of the community. |
| 22 | Jean Gambill | Oppose | E-mail | Please stick to the original plan of shops, restaurants and an entertainment center. We do not want another industrial area. |
| 23 | Elgad Snyder | Oppose | E-mail | I'm elgad snyder from creekside resident since 2005. I vote for no industrial and please please please put more grocery stores and amenities for Ontario residents. |
| 24 | Christina A Ramirez | Oppose | E-mail | I am a homeowner (Condo actually) in the Edenglen Community and I oppose an industrial park built behind, on the side, or anywhere near our community. |
| 25 | Ruben Ramos | Oppose | E-mail | My name is Ruben Ramos and I live with my family in the Edenglen community of Ontario. We are concern about the rezoning proposal at the corner of Riverside Dr and Hamner Avenue. We are very concern for our community. We do not want an industrial park in the area. Please be aware of it and help us keep our community safer. |

Edenglen GPA, SPA and Development Plan – 1st Community Meeting Comments

| No. | Name | Project Position | Type of Correspondence | Comments |
|------|-----------------|------------------|------------------------|--|
| 26 | Andrew Dubick | Oppose | E-mail | Hello, my name is Andrew Dubick and I relocated to Ontario in July. I have talked with neighbors recently and was told that the intersection is going to be zoned for industrial usage. After doing some research I have found that this neighborhood area along with creek side would benefit from having a grocery store and restaurants along with other light commercial. As you are well aware we have nothing close enough to walk to for shopping or eating. Local neighborhoods would greatly appreciate having shopping and restaurants within walking distance. Thank you for your time and consideration in this matter. Have a wonderful holiday season |
| 27 | Lauri Gutierrez | Oppose | E-mail | Hi Lorena, I am a resident of Edenglen and attended the community meeting on December 12th. I have spoken to many people following the meeting who feel like what we say isn't going to matter because the developer has made promises to the city to complete much needed infrastructure in this area. I hope this is not the case. No one in our community wants the rezoning to take place. We don't want those pop up style industrial buildings right next to our beautiful neighborhood. We don't want the monochromatic looking elevations. We don't want the noise that comes from these buildings. We don't want the traffic on Hamner and the large semi-truck noise. What we do want is for the existing zoning to stay in place. We want shops and restaurants and a grocery store. Most of my neighbors go to Eastvale and Chino or even Rancho because we don't have enough eating/shopping options here in South Ontario. Please do not allow this rezone to happen to our neighborhood. Industrial buildings do not belong in this location. |
| 28 | Thia Le | Oppose | E-mail | My husband and I are residents of Creekside West. We oppose the development of more industrial buildings that are being planned for the corner of Hamner and Riverside Dr. We need more local shops that are within walking distance. It's a shame that we have to drive to other cities for a quick bite, coffee, doctor visits, etc. Industrial lots are eyesores that keep business and visitors away. Why not keep the visitors and dollars in our own city? |
| 29 | Angela Sharma | Oppose | E-mail | As a resident of South Ontario I am against the industrial rezone that has been proposed. There's already too many industrial parks around here. We only have one grocery store which is a Ralph's. It would be nice to have a Stater brothers or even some organize food store - Trader Joe's, Whole Foods, or sprouts nearby instead of more warehouses. I have elderly parents so proximity of grocery/retail is important to them instead of driving to different cities. Please take this into consideration. There are folks who moved to the area under the impression that there would be retail/grocery stores nearby. Rezoning to an industrial area is not what they signed up for. I forgot to add to my first email that industrial park means more big rig truck traffic and more pollution. This is a residential area and pets often escape their homes and can possibly be hurt if they venture towards this industrial park. |
| 30 * | Jason and Pam | Oppose | E-mail | We live on 3010 Edenglen, I was unable to attend the rezoning meeting but I strongly disagree with the proposal. What do I need to do on my end to make sure this proposition does not go through? |
| 31 | D'Andre Lampkin | Oppose | E-mail | My name is D'Andre Lampkin and I reside in Creekside located in South Ontario. As a matter of introduction and perspective, I have the honor and privileged serving the residents of Ontario as a Board Member representing the Creekside Master HOA and Board Chair of the Lampkin Foundation, an Ontario based 501(c)(3), state and federal tax exempt organization whose focus is to create and support programs that lead to the development or stronger, more resilient communities. I also serve as CEO of Care Staffing Professionals, a nationally accredited healthcare staffing solutions company located in Ontario California who has the unique distinction of providing quality paying jobs to local residents and nurse staffing services to the San Bernardino County government. Because of my roles in the community (most of which are voluntary), I've had the unique opportunity to collaborate, speak with and work on behalf of the interest of various Ontario residents. It was recently brought to my attention you are seeking input from the community regarding the rezoning of property located on the southeast corner of Riverside Dr and Hamner Ave. In my interactions with member who reside in Creekside and adjacent communities, the residents have often expressed a strong desire for retail space where they can keep dollars local. For a long time, South Ontario residents have felt forgotten - like they are the step child of the city. While it may not be the intent of city officials and land developers, these feelings are not without base. Not a single member of city council resides in South Ontario and land developers are rarely seen hosting outreach meetings in the area. Civic engagement is restricted to showing up to meetings in North Ontario, shopping in north Ontario or spending money neighboring cities because their amenities are more desirable. Residents in and around Creekside have hoped for retail space that resembles Victoria Gardens, the Shoppes at Chino Hills, or Dos Lagos. Residents want a pedestrian friendly retail space where they can gather and meet other residents from the unique South Ontario communities. South Ontario residents no longer want to be restricted by the walls surrounding our HOAs. In many cases, the parks and amenities are limited to residents who pay HOA dues for those amenities. So, if there's never been a better case for creating such retail space, I think wanting to link these communities together is well worth consideration. I implore you take advantage of this opportunity to build something that builds community and meets the needs of the residents. We need places to shop and contribute collaboratively to the city's economy. Should you have any questions, I can be reached by email or phone (323) 229-6063. |
| 32 | Rita Bock | Oppose | E-mail | I am emailing to let you know we do not want this new industrial park in the Edenglen Community. Ontario needs more grocery stores and restaurants for the increase of homes being built. |
| 33 | Anthony Roberts | Oppose | E-mail | I am a resident of the Edenglen community and I oppose this rezoning plan. The residential population is increasing and we need more local retail businesses to support the growing community. |

Edenglen GPA, SPA and Development Plan – 1st Community Meeting Comments

| No. | Name | Project Position | Type of Correspondence | Comments |
|-----|-----------------|------------------|------------------------|--|
| 34 | Angela Gannaway | Oppose | E-mail & Phone Message | When we moved into Edenglen, we were excited about the pedestrian friendly concept of eventually being able to walk to a Starbucks, a Grocery store a restaurant... With the rezone that is proposed, the corner lot will be turned into an industrial park which means NO retail Stores, increased truck/big rig traffic, possible industrial pollution, and utilitarian buildings. We do not want ANOTHER industrial park right in our backyard. We already have so many, along with being next to the electrical plant. Please reconsider this proposal, and let the neighborhood and community that has to sit next to that lot be a part of the decision making that happens in our city. |
| 35 | Karen Smith | Oppose | Phone message | Oppose the proposed project. Would like commercial land use to be maintained. |
| 36 | Raymond Smith | Oppose | Phone message | Oppose the proposed project. Would like commercial land use to be maintained. |
| 37 | Irene Chisolm | Oppose | e-mail & phone message | HOA President for Creekside Village East; Opposes proposed industrial project wants the existing land use plan to be maintained. Explained that there are 60 comments on Nextdoor opposing project and forwarded some of the posted comments. |
| 38 | Michelle Abuan | Oppose | e-mail | I live in Edenglen and I am writing because I heard the lot on this corner will be rezoned for industrial space and tractor trailers. Please do not let them happen. We were told there would be a grocery store and other smaller businesses. I have lived in Edenglen for almost 10 years and we have patiently waited for the land development. Is there a petition we can sign? |
| 39 | Cesar Garcia | Oppose | e-mail | I am a resident of Ontario, and believe that the lot will be of better use.. if you build retail shops/and places to hang out. Instead you guys have us shopping in different city's such as EASTVALE and VICTORIA GARDENS as well as CHINO HILLS. Building another industrial warehouse... Is a bit ridiculous... especially with Ontario ranch building so many homes. |

Notes: (*) One comment representing two residents. A total of 42 comments received.

Attachment B— Virtual Meeting Presentation Slides

Riverside Drive/Hamner Avenue Proposed Development

The project site is located at the southwest corner of Riverside Drive and Hamner Avenue. The project entitlements include the following applications:

- 1) General Plan Amendment
- 2) Edenglen Specific Plan Amendment
- 3) Tentative Parcel Map and
- 4) Development Plan

On December 12, 2018 the Ontario Planning Department hosted a Community Meeting at the Colony High School Branch Library for the proposed entitlements.

Per the issues and comments raised at the community meeting, the applicant has revised the project proposal. Response to comments and additional information has been provided by the applicant and will be discussed throughout the presentation.



1) Proposed General Plan Amendment

The applicant's initial proposal was to change the General Plan land use designation from General Commercial and Business Park to Business Park and Industrial (maps displayed on the right).

“Community members opposed the proposal to eliminate the commercial land use designations”

In response to community comments the applicant performed an economic feasibility study and revised the proposed General Plan amendment to include (map highlighted in red on the far right):

- 4.13 acres of Community Commercial located on the northeast corner of the project site.
- 3.51 acres of Business Park located on the northwest corner of the site.
- 38.64 acres of Industrial located on the southern portion of the site.



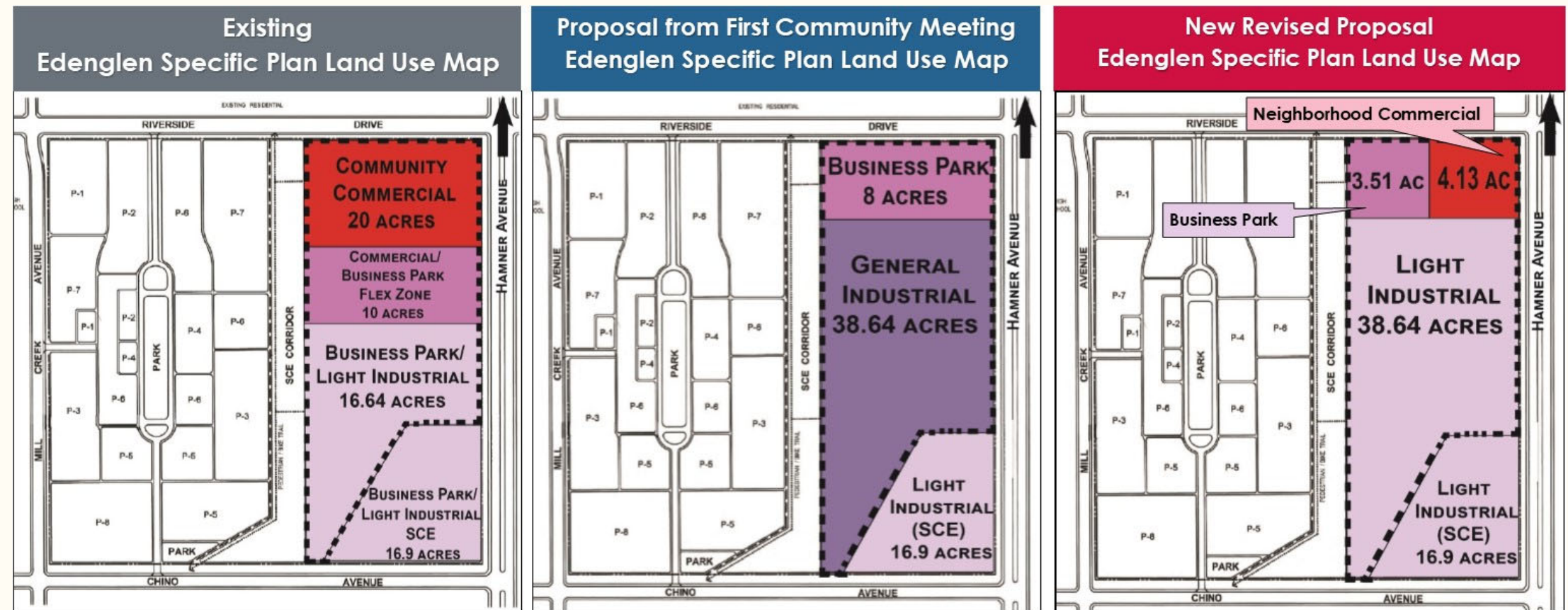
2) Proposed Edenglen Specific Plan Amendment

The applicant's initial proposal was to amend the Edenglen Specific Plan and change the land use designation from Community Commercial, Commercial/Business Park Flex Zone to Business Park and General Industrial.

“Community members opposed the proposal to eliminate all commercial land use designations from the Edenglen Specific Plan”

In response to community comments the applicant has revised the proposed amendment to include:

- 4.13 acres of Neighborhood Commercial located on the northeast corner of the project site.
- 3.51 acres of Business Park located on the northwest corner of the site.
- 38.64 acres of Light Industrial located on the southern portion of the site.



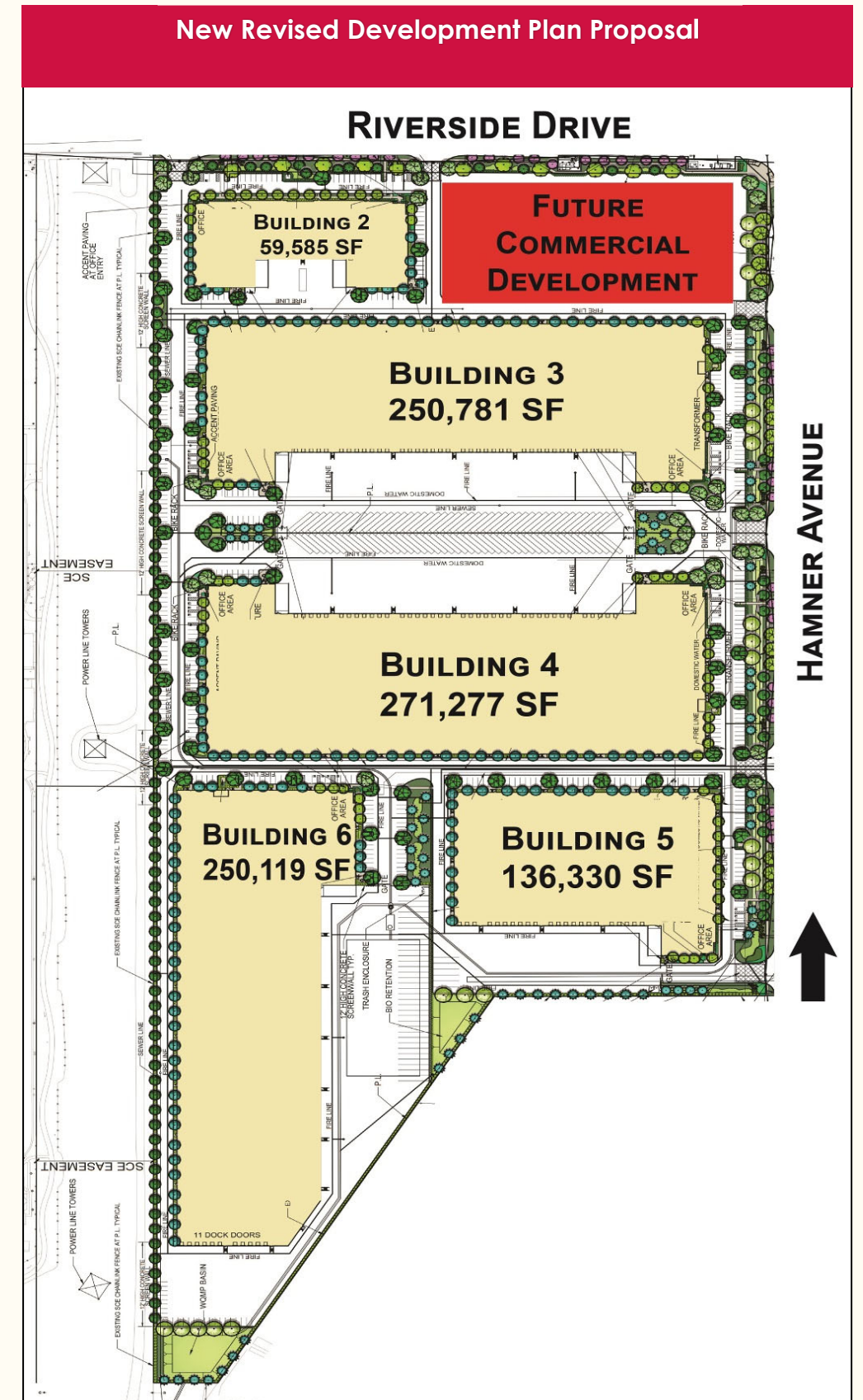
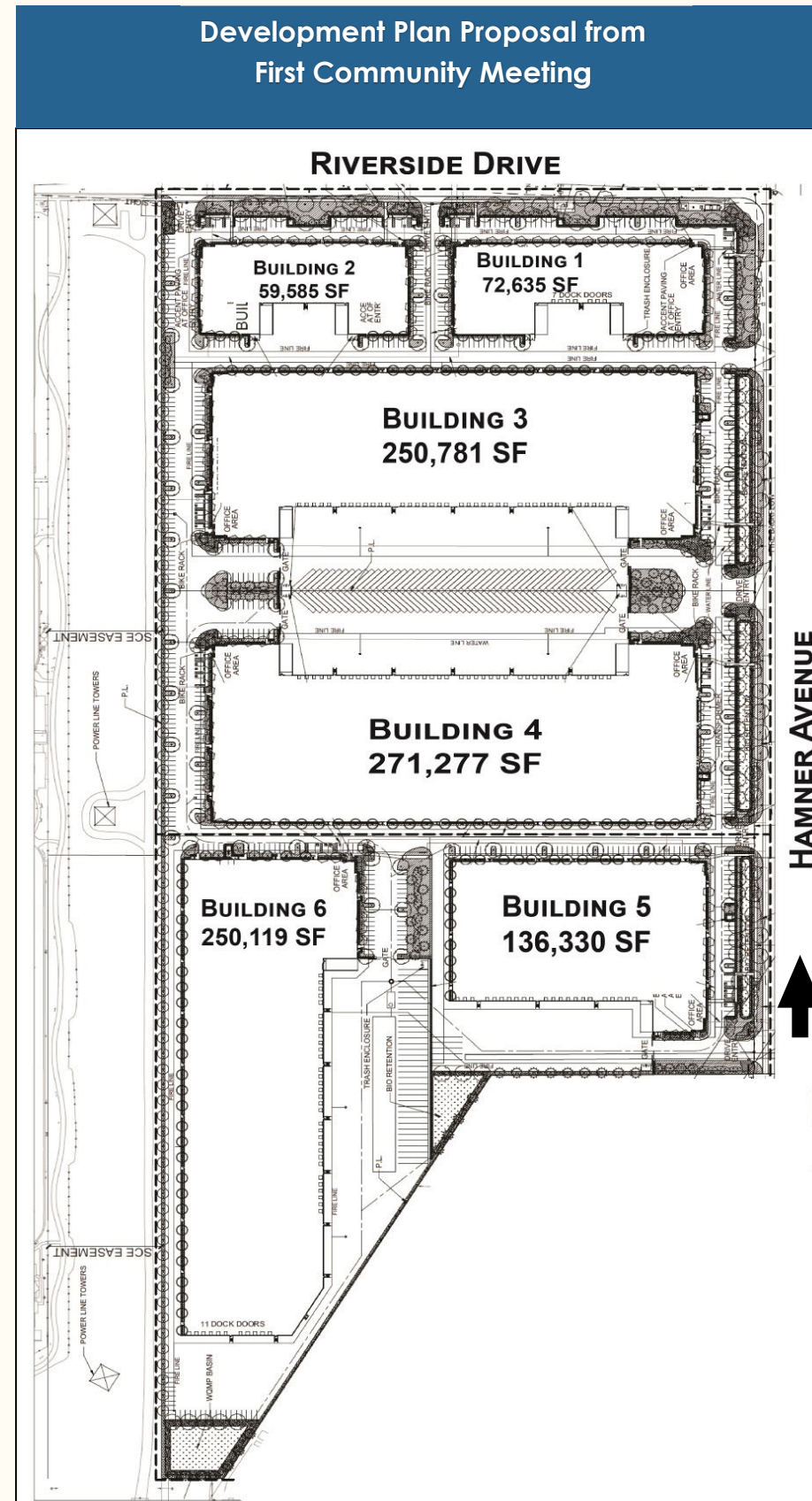
3 & 4) Tentative Parcel Map & Development Plan—Proposed Site Plan

The site plan on the immediate right was presented at first community meeting. In response to community concerns regarding the elimination of commercial land uses the site plan was revised (displayed on the far right of the screen).

Building 1 was eliminated from the project site plan and has been reserved for a future commercial development. The 4.31 acres of commercial land can accommodate approximately 40,000 square feet of future commercial uses. No proposal for the commercial corner has been submitted to date.

Building 2 is located within the proposed Business Park land use designation that allows for commercial and indoor recreational uses along with business park uses.

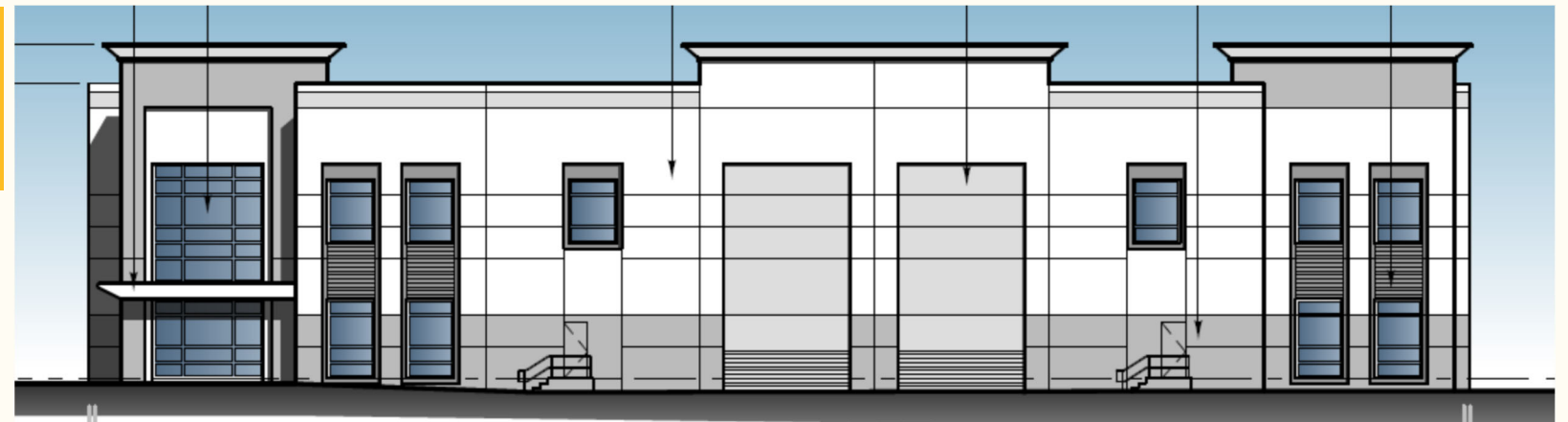
Buildings 3, 4, 5 and 6 are within the Light Industrial land use designation which allows warehouse, light manufacturing and similar types of uses.



Aesthetic Impacts to the Community—West Facing Building Elevations

“Community members expressed concerns with the west building elevations and the need to create an attractive view for the adjacent residential community ”

In response to community comments the buildings have been designed to have an office-like appearance and the western building elevations have been enhanced to provide an attractive view from the adjacent residential.



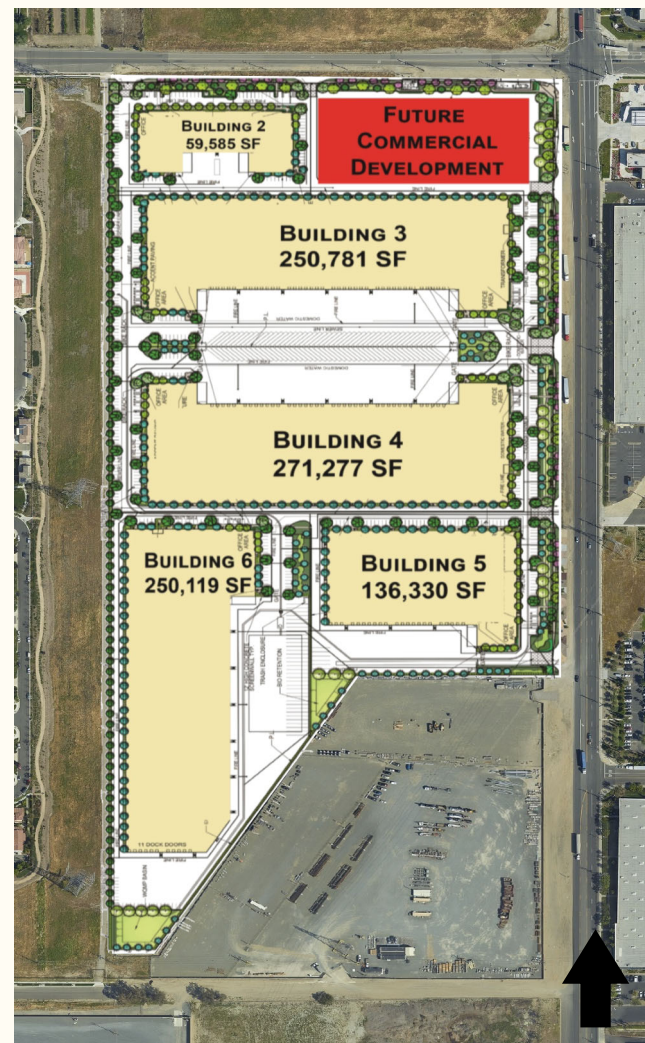
Building 2—West Facing Building Elevation



Building 3—West Facing Building Elevation



Building 4—West Facing Building Elevation



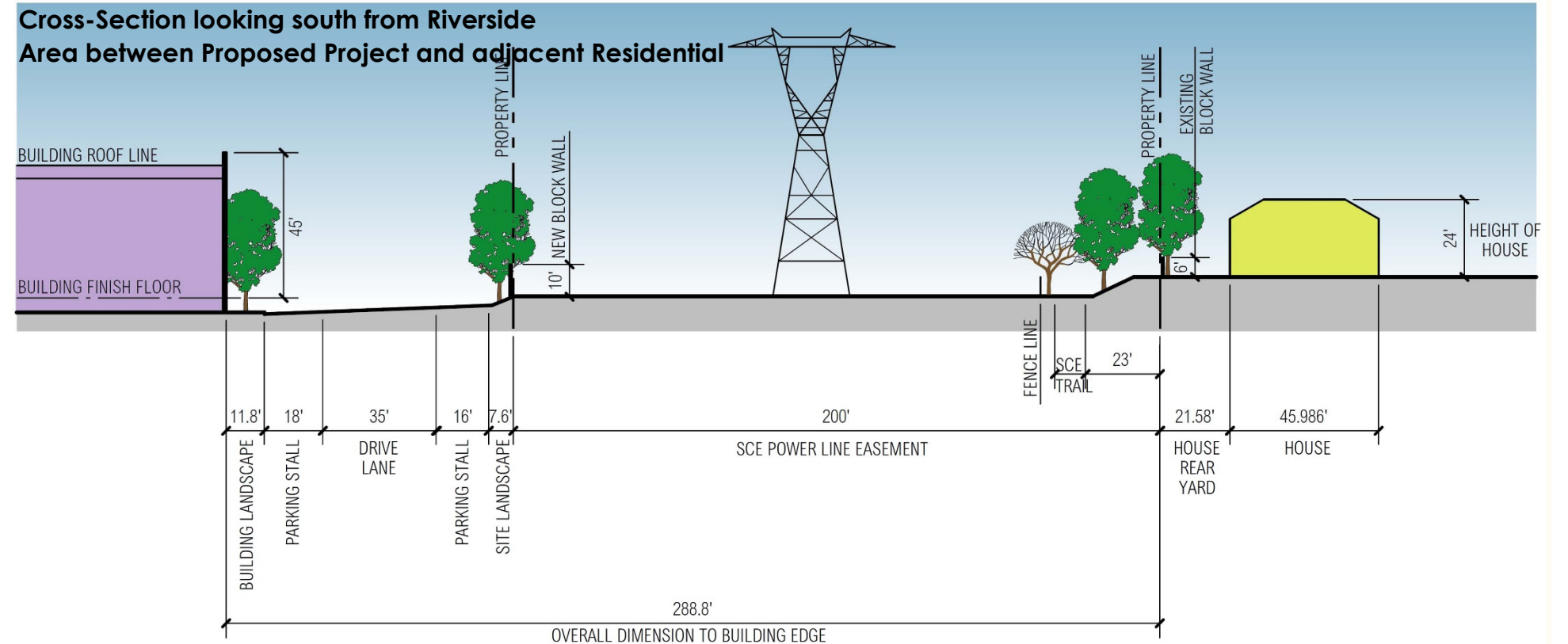
Building 6—West Facing Building Elevation

Aesthetic Impacts to the Community – Landscape Buffer

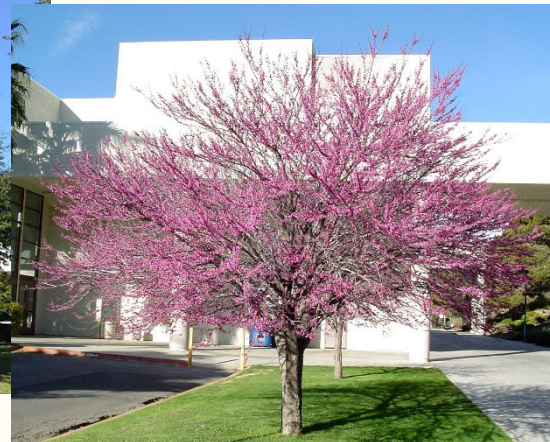
“Community members requested a landscape buffer along the western elevation to buffer noise, light and soften views of the west facing buildings”

In response to community comments a combination of Southern Live Oak trees and Western Redbud trees will be planted along the western property lines within a landscape planter that varies in size from 6 to 23 feet wide. Additional landscape planters are provided directly adjacent to each building that range in size from 6 to 12 feet wide.

Large plants will be used along the western property line in conjunction with screen walls to mitigate noise travel and create a more visually appealing view from the residential community .

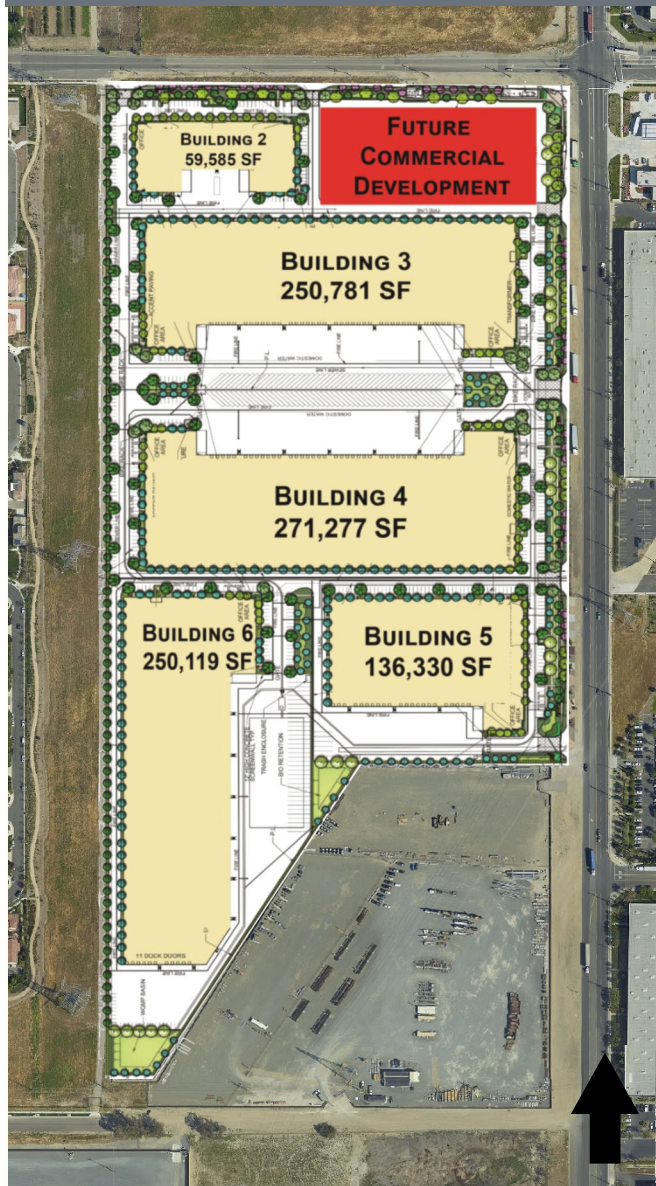


Southern Live Oak

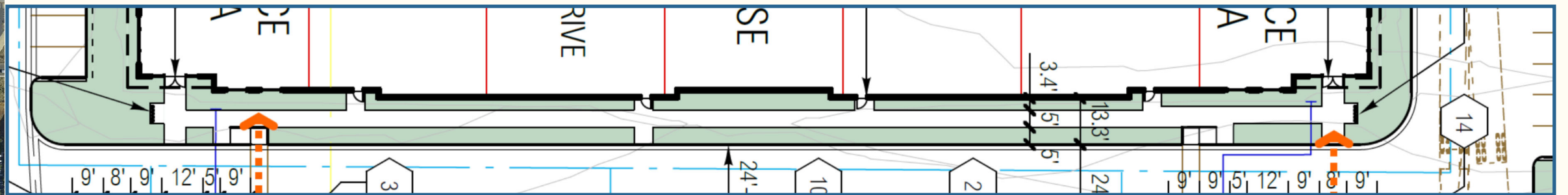


Western Redbud

Aesthetic Impacts to the Community—North Facing Building Elevations (Views from Riverside Drive)



Building 2—North Facing Building Elevation



Walkway provided in front of Building 2

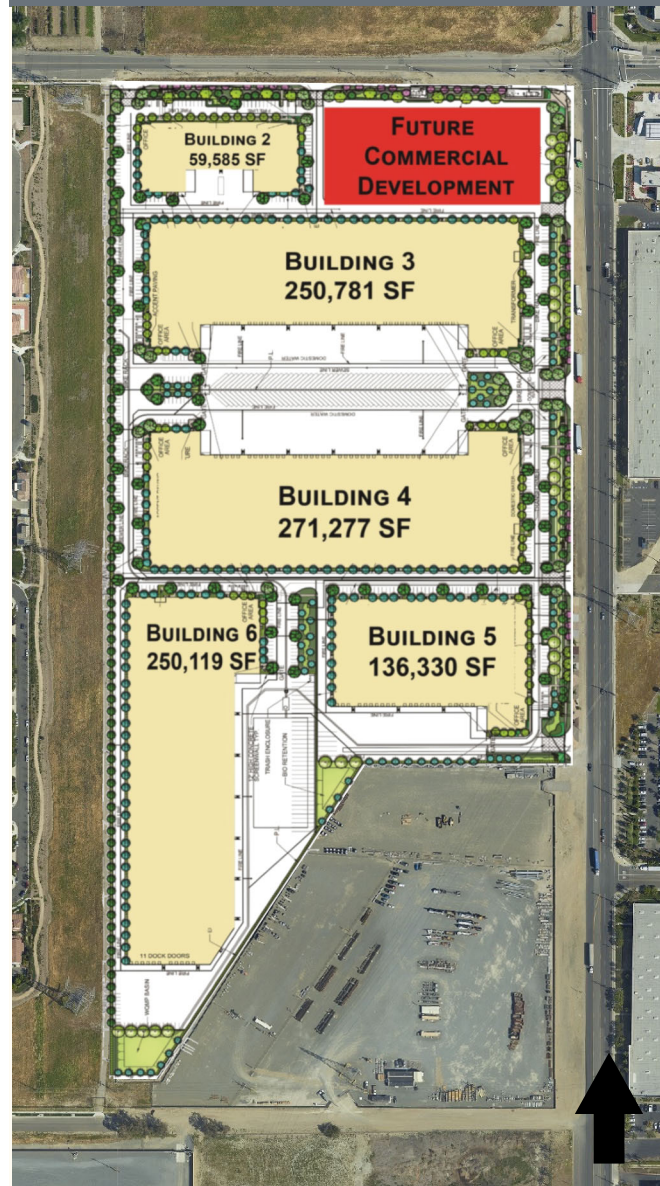


North facing view of the Project Site looking south towards Building 2, 3 and future commercial site



Building 3—North Facing Building Elevation

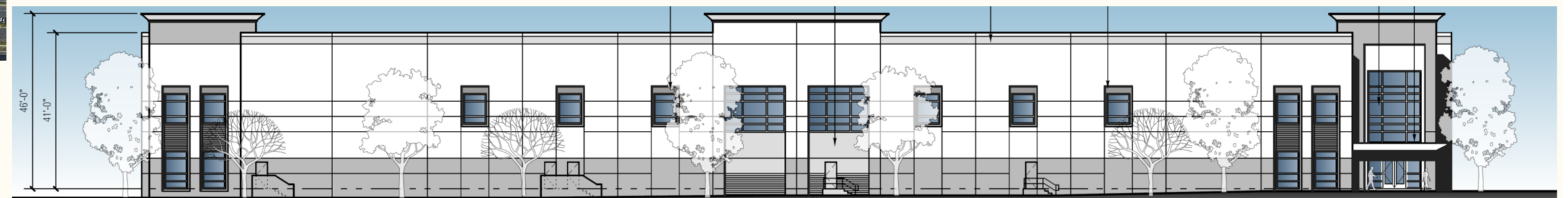
Aesthetic Impacts to the Community—East Facing Building Elevations (Views from Hamner Avenue)



Northwest Corner view of the Project Site looking southeast



Building 3—East Facing Building Elevation



Building 4—East Facing Building Elevation



Building 5—East Facing Building Elevation

Noise and Light Impacts

“Community members had concerns with potential noise impacts from the proposed industrial use and project ”

In response to community comments/concerns the project has been designed to minimize noise impacts to the residents. The truck yards have all been oriented away from the western property line. Screen walls that are 12-feet high have been included around the truck courts and have been strategically located along the western property line to block noise traveling off the property. Trash bins have been moved to the interior of the property and will be enclosed to insulate noise. These design features along with the 200-foot SCE utility corridor that separates the properties will substantially diminish any noise impacts to the adjacent residential community.

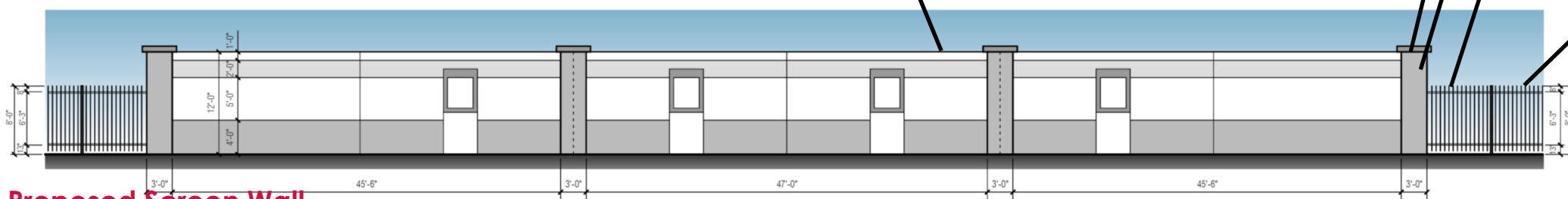
A noise study was completed by Urban Crossroads (April 2020) that analyzed operational noise impact increases along the eastern property line of the Edenglen residential community. Urban Crossroads measured existing noise levels on October 10, 2019 and modeled the increased noise that will be generated by the proposed operations at the property. The study concluded that the operation of a typical warehouse distribution center would result in a noise increase of 0.3 dBA, which is generally indiscernible to the human ear. Furthermore, the placement of the buildings will assist in the reduction of traffic noise that currently exist from Hamner Avenue and help reduce wind and dust impacts from seasonal Santa Ana winds.

“Community Members had concerns about Graffiti”

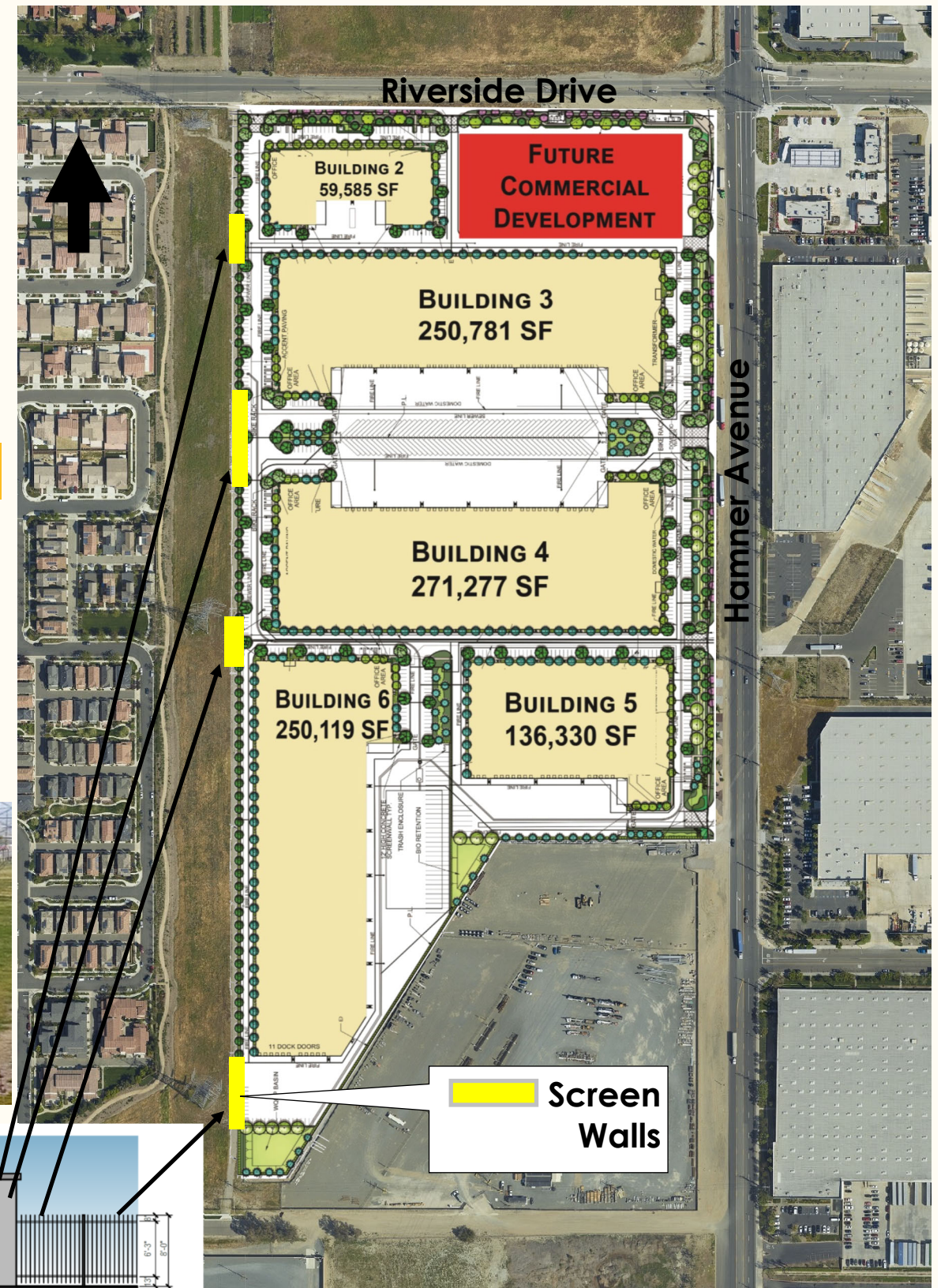
In response to community concerns, graffiti prone surfaces in highly visible areas, such as screen walls facing public streets were minimized and will be treated with a graffiti-proof coating . Wrought iron fencing is used where mitigation of noise and visual impacts are not a concern. Any graffiti that does occur on the property will be cleaned per City requirements within 72 hours of receiving notice.

“Community members had concerns about light Impacts from the Project”

Outdoor lighting will be shielded and oriented inward towards the project to minimize light pollution off-site. Dense landscaping and screen walls along the western edge of the property will further shield residents from any light pollution at night.



Proposed Screen Wall



Traffic Related Comments and Concerns

“Community members had concerns that the proposed plan would increase truck traffic on Riverside Drive ”

In response to community concerns the project has been designed to have truck traffic enter and exit primarily onto Hamner Avenue. Hamner Avenue is a designated Truck Route and truck traffic will primarily be coming onto the project site from the nearby SR 60 Freeway I-15 Freeway interchanges.

Building 2 and future commercial development will have primary access from Riverside Drive. Buildings 3, 4, 5 and 6 will have primary access from Hamner Avenue.

“Community members had concerns with street parking of trucks along Hamner Avenue and undesirable uses of the public streets (such as street racing)”

The street frontages along Riverside Drive and Hamner Avenue will be improved (curb, gutter and sidewalk) and no parking will be allowed.

The development of the project site will create more eyes on the street and discourage illegal uses such as street racing.

In response to community concerns on-site security patrol will be provided for the property. On-site security will help prevent any undesirable use of the property at night or weekends and can alert law enforcement of any illegal activity occurring off-site and within the immediate area.



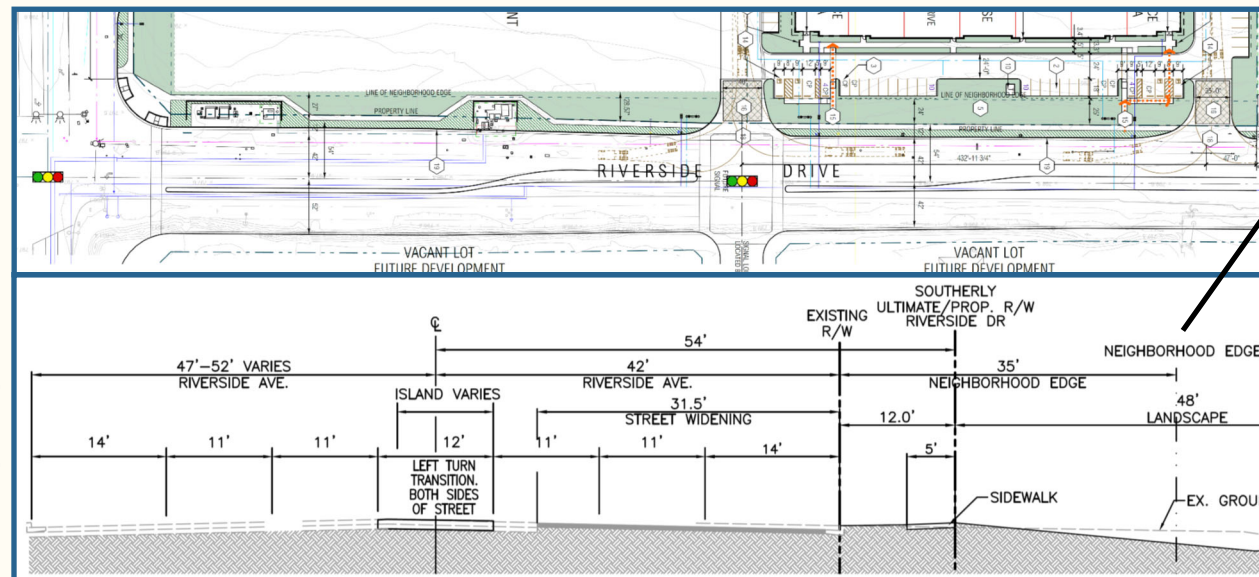
Street Improvements

“Community members voiced concerns about the project causing damage to Roads and Infrastructure”

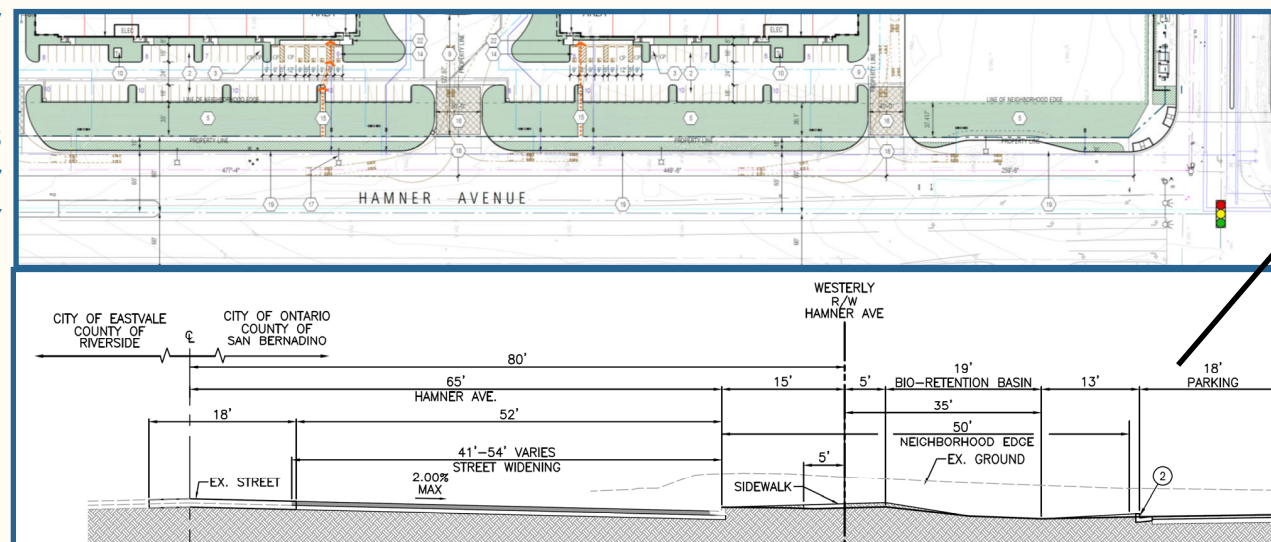
Traffic is currently problematic on Riverside Drive and Hamner Avenue since the existing streets are not properly sized for the amount of vehicle traffic in the area.

In response to community comments, the project will widen and construct new street improvements on Riverside Drive and Hamner Avenue and widen the intersection to improve the flow of traffic. These improvements will mitigate the traffic impacts that may be associated from the proposed project, and improve vehicular traffic flows along Riverside Drive and Hamner Avenue. These improvements include:

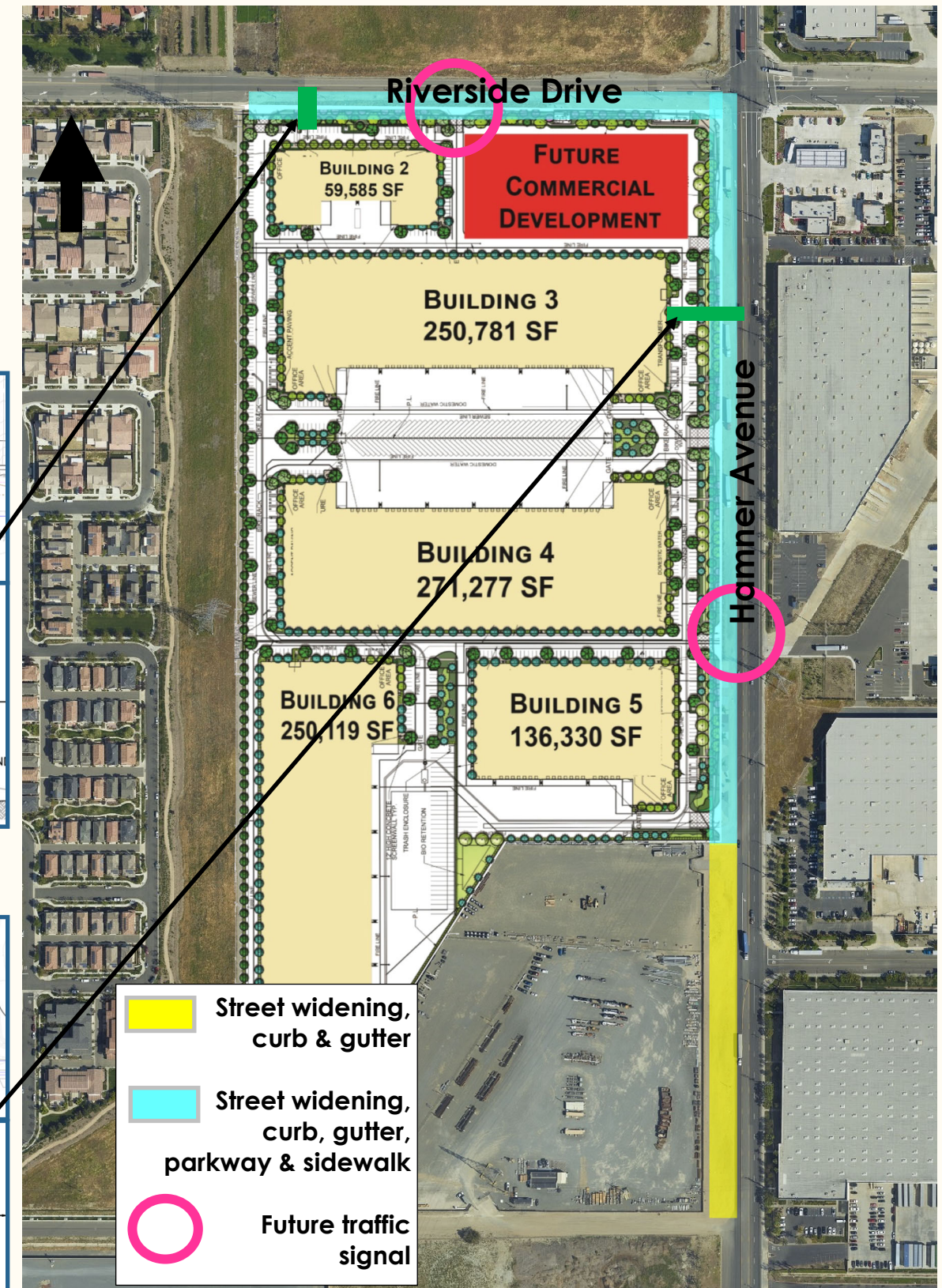
- Widening of Riverside Drive and Hamner Avenue to accommodate more lanes (3 lanes in both directions), a new median on each street, neighborhood landscaped edge, new sidewalks (5 feet wide) and parkway landscaping (7 feet wide) along both street frontages.
- Widening the Riverside Drive and Hamner Avenue intersection to increase traffic flow and installation of new traffic signals.
- Installation of new traffic signals on Riverside Drive and Hamner Avenue at the driveway entrances to the project site.



Riverside Drive Street Section



Hamner Avenue Street Section



Hamner Avenue

Riverside Drive

- Street widening, curb & gutter
- Street widening, curb, gutter, parkway & sidewalk
- Future traffic signal

Attachment C—Second Meeting Community Comments

Lorena Mejia

From: norma reyna <davekoz1@yahoo.com>
Sent: Monday, June 1, 2020 8:36 PM
To: Lorena Mejia
Subject: Property site Riverside/Hamner

To Whom it May Concern

Hi my name is Norma Aguirre and I reside on San Lorenzo River Rd in East Creekside.

I am against the building of the commercial buildings on that corner reasons listed below:

There is so much traffic on weekdays, on Riverside dr going toward Millikan it's a two lane street, the freeway is so close by That the commercial trucks are always getting Off on Milliken so much traffic

There is Colony High school so close by As it is so much traffic on Riverside dr Especially while the kids are going to school

Why not do something for the communities of East and West Creekside as well as Edenglen And have a Sprouts, Baskin Robbins, even A CVS, the CVS on Grove is a horrible location That area on Grove is not maintained very well.

There are so many other properties in Ontario That this plan of commercial buildings can go on

Our communities I feel would appreciate this Please reconsider this proposition

Thank you
Norma Aguirre

[Sent from Yahoo Mail for iPhone \[overview.mail.yahoo.com\]](#)



Community Meeting Comment Form

City of Ontario

Submitted On:
June 4, 2020 7:41am
America/Los_Angeles

| | |
|--|--|
| Project File Number or Name | Edenglen Specific Plan Land Use |
| Full Name | Daniel Benitez |
| Address (optional) | 3980 East Bethany Way Unit 9 Ontario CA 91761 |
| Email (optional) | daniel.benitez@laverne.edu |
| Phone Number (optional) | 9095601663 |
| Please provide project related comments below | <p>My concern is this. Developing the parcel further creates a traffic choke point at the intersection of Riverside/Hamner. Riverside Drive between Edenglen Avenue and the above intersection must be widened to accommodate traffic.</p> <p>Further, to allow a separate access to Hamner, Chino Avenue between Edenglen Avenue and Hamner must be opened and paved. Right now that section of Chino Avenue is locked and unpaved.</p> <p>If possible plans should be made to extend Chino Avenue from Hamner to Turner Avenue using either easements or eminent domain.</p> |
| Email to receive a copy of your submission | daniel.benitez@laverne.edu |



Community Meeting Comment Form

City of Ontario

Submitted On:
June 1, 2020 7:44pm
America/Los_Angeles

| | |
|--|---|
| Project File Number or Name | Corner of Riverside and Hamner Project |
| Full Name | Joseph arias |
| Address (optional) | 4055 E. Callaway dr Ontario CA 91761 |
| Email (optional) | joeyjones805@aol.com |
| Phone Number (optional) | |
| Please provide project related comments below | Edenglen community currently has only one exit and even with proposed street widening I seem to still see future traffic especially with Colony high school. Mill creek is another street proposed for future exiting and entering from either direction parallel to Hamner Avenue that should be completed before so residents can avoid new traffic. I also want to add that more commercial development should be considered so we don't have to drive to another city like Eastvale for food/amenities. I just feel Ontarioranch needs faster access to these proposed commercial developments unless we know a grocery store is going to be built on the corner of Hamner. |
| Email to receive a copy of your submission | joeyjones805@aol.com |



Community Meeting Comment Form

City of Ontario

Submitted On:
June 7, 2020 5:14pm
America/Los_Angeles

| | |
|--|--|
| Project File Number or Name | Pgpa18-002 |
| Full Name | Jason Samia |
| Address (optional) | CA |
| Email (optional) | ritean@gmail.com |
| Phone Number (optional) | 9097866008 |
| Please provide project related comments below | don't approval of the revised version of the project. We need more small businesses local to engage the community. The benefits of a 20 acre site of "community commercial" real estate would pay for itself in the long run for both homeowner and property management. |
| Email to receive a copy of your submission | ritean@gmail.com |

Community Meeting Comment Form

Submitted On:

June 15, 2020 2:56pm

America/Los_Angeles

City of Ontario



| | |
|--|--|
| Project File Number or Name | Edenglen project |
| Full Name | Howard McGinnis |
| Address (optional) | 3195 South Edenglen ave unit A Ontario CA 91761 |
| Email (optional) | hcm5252@gmail.com |
| Phone Number (optional) | 7142725944 |
| Please provide project related comments below | <p>The timing of this is precarious. People are dealing with Covid-19, protests, and riots. It's been quite the distraction during the comment period for this project. It will be sneaked past many residents. The initial proposal when I purchased in Edenglen was 20 acres of community shopping. As it is now, all shopping is done outside of the city of Ontario because the shopping is in Eastvale. I would love nothing more than to spend my money in the city I live in. Then a new proposal for only 8 acres of shopping and 39 acres of Industrial. We already have enough trucking traffic and no community shopping. How does that proposal help with residents in this part of Ontario? Now you are just slapping us in the face with just 4 acres of neighborhood commercial. What's that going to provide? A gas station and a dry cleaner? We still won't be able to shop conveniently in the city of Ontario. Spending our money outside the city we live in. This plan is just going to create more truck traffic, pollution, and opportunity for vacant buildings. The new project proposal eliminates 75% of the walk to shopping that presented to ALL of the Edenglen residents.</p> |
| Email to receive a copy of your submission | hcm5252@gmail.com |

Lorena Mejia

From: Claudia Cuscianna <clcuscianna@icloud.com>
Sent: Monday, June 1, 2020 12:26 PM
To: Lorena Mejia
Subject: Riverside Dr & Hamner Avenue Project

Hello,

My name is Claudia Cuscianna and I live in the homes directly behind this proposed project on Riverside and Hamner Avebue in Edenglen. I heard there is talk of buildings with docks for large transportation trucks that pull large, heavy containers. The site plan calls for the construction of a large warehouse distribution center. I am not in favor of this proposal. I have lived in Edenglen for the past two years. I believe our planned community would be adversely affected by the amount of additional large truck traffic with which residents would have to contend, especially when traveling to work. Every morning there is a lot of traffic with parents dropping off children to Colony High School and Grace Yokely Middle school. There is additional existing traffic in the mornings and afternoons for Colony High School. In addition, the physical weight of the trucks would be a tremendous physical burden to Riverside Drive as well as Hamner Ave. There will be additional "wear and tear" to our streets surrounding our planned communities of Creekside East and Edenglen. As the Eastvale housing developments are completed, our automobile traffic will also increase on Riverside Drive. I don't feel the truck traffic is a positive outcome for our adjacent communities. We already have enough distribution centers. An alternative suggestion for developing that land may be Creating a shopping center with stores such as Whole Foods, Sprouts or Trader Joe's. Possibly a coffee shop, restaurants some retail where residents can walk to. A gym is greatly needed in this area as well. Something where the kids can safely walk to after school. A place where south Ontario residents can enjoy as this area is still building out. These types of stores would be frequented daily by Creekside East, Creekside West, and Edenglen, New Haven and all the South Ontario and not to mention Jurupa Valley new developments. This suggestion of these or similar retail outlets would better serve our three adjacent planned communities in place of a distribution center.

It would be nice to have an area that could be safely walked to or biked to for the residents to enjoy and bring money to our lovely city of Ontario instead of crossing the street and spending money in Eastvale.

This area is a great residential area. It would be nice to be able to look out from our walking path that would be right behind that proposal and see something beautiful that can somehow be incorporated into the scene. I heard that walking path is supposed to extend south to the newer developments. It would be nice if there was a nice destination shopping/retail/restaurant center that could be there for anyone walking that trail to have as a destination point. It would encourage walking in our neighborhood and leaving the cars behind.

Thank you,

Claudia Cuscianna

Sent from my iPhone

Lorena Mejia

From: Planning Comments
Subject: FW: [City of Ontario] Public Comment from Thomas L. Munoz

From: SeamlessDocs <noreply@seamlessdocs.com>
Date: May 29, 2020 at 3:54:51 PM PDT
To: Planning Director <planningdirector@ontarioca.gov>
Subject: [City of Ontario] Public Comment from Thomas L. Munoz
Reply-To: "noreply@seamlessdocs.com" <noreply@seamlessdocs.com>



This document has been sent on behalf of City of Ontario by SeamlessDocs.

Form Submission

Public Comment from Thomas L. Munoz

Planning Commission Meetings Public Comment Form

Agenda Item Number or "Public Comment"

Public Comment

Speaker Full Name

Thomas L. Munoz

Address (optional)

Street Address: 2592 Oak Springs Place

City: Ontario

State: CA

Zip: 91761

Phone Number (optional)

951-206-7771

Name of Organization

I'm not part of any organization.

Subject on which the person wishes to speak?

Against

Briefly describe what you would like to say

There is a development proposal for industrial buildings with docks for large transportation trucks that pull large, heavy containers. The site is the vacant land on the corner of Riverside Drive and Hamner Ave. The plan calls for the construction of a large warehouse distribution center. I am not in favor of this proposal. I have lived in Creekside East since 1985. I believe our planned community would be adversely affected by the amount of additional large truck traffic with which residents would have to contend, especially when traveling to work. Every morning there is a lot of traffic with parents dropping off children to Creek View Elementary and parents picking up their students at 2:30. There is additional existing traffic in the mornings and afternoons for Colony High School. In addition, the physical weight of the trucks would be a tremendous physical burden to Riverside Drive as well as Hamner Ave. There will be additional "wear and tear" to our streets surrounding our planned communities of Creekside East and Edenglen. As the Eastvale housing developments are completed, our automobile traffic will also increase on Riverside Drive. I don't feel the truck traffic is a positive outcome for our adjacent communities. We already have enough distribution centers. An alternative suggestion for developing that land may be retail stores such as a Dollar Tree, or a Sprouts or a Trader Joe's market. These types of stores would be frequented daily by Creekside East, Creekside West, and Edenglen. This suggestion of these or similar retail outlets would better serve our three adjacent planned communities in place of a distribution center. Respectfully submitted.

Email to receive a copy of your submission

tmunoz3230@yahoo.com

Lorena Mejia

From: D'Andre Lampkin <dlampkin@lampkinfoundation.org>
Sent: Tuesday, June 9, 2020 4:44 PM
To: Lorena Mejia
Subject: Community Meeting Notice - Riverside Drive/Hamner Avenue Proposed Development

Hi Lorena,

Please accept this email as my written opposition to the Riverside Drive/Hamner Avenue Proposed Development. In 2018 I expressed the same opposition and made a few recommendations as to how and why I believe the space should be used. Despite the changes made to the original plan, I still feel the proposed development is not consistent with the aesthetics or needs of the community. In my previous letter of opposition, I commented that Creekside residents need and deserve a location nearby where they can shop, dine, and gather. The newer developments in Ontario Ranch are receiving mixed use locations where residents can shop, dine, and play, but Creekside continues to be isolated in this sense. Creekside residents are forced to spend their entertainment and luxury dollars in neighboring cities like Eastvale or drive the 15 to 20 minutes north toward the Ontario Mills.

Adding more warehouses and truck traffic will only decrease the quality of life in the Creekside and Edenglen communities. Hamner street is already in disarray due to the number of trucks travelling through daily. Collisions between trucks and leisure vehicles occur almost daily. In some cases cars end up underneath the large trucks. There is also the issue of increase noise and pollution. These impacts already need to be reduced. Limiting the hours of truck traffic will not address the issues the area is already facing. Furthermore, landscaping buffers would not make a difference since pedestrians will not traverse the area since there's no real destination for nearby residents. Isn't the irony that the proposed development provides no real destination for residents wanting to walk or bike their community?

I implore the developers to listen and stop expanding and shrinking their designs believing we want the trucks in the community. In my previous email, I provided some guidance on what I believe residents would like to see. It is my hope the developer uses it as a guide rather than try to shove their desired to place warehouses in a space that was originally intended to serve a walkable residential community with pedestrian linkages to trails and a future commercial center to serve the residents – not truck deliveries.

D'Andre Lampkin, MSci HSEM

Founder, Board Chair



D'Andre D. Lampkin Foundation
P.O. Box 3099
Ontario, California 91761

O: (424) 346-3362
F: (909) 458-0400

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE AN ADDENDUM TO THE ONTARIO PLAN (TOP) CERTIFIED ENVIRONMENTAL IMPACT REPORT (SCH # 2008101140), PURSUANT TO THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NO. PGPA06-001

WHEREAS, Ontario CC, LLC (hereinafter referred to as "Applicant") has filed an Application for the approval of a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Development Agreement and Development Plan, File Nos. PGPA18-002, PSPA18-003, PMTT18-009, PDA18-006, and PDEV18-031, which consists of: 1) A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park and 39 acres of Industrial; 2) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) An amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial, including updates to the development standards, exhibits and text changes to reflect the proposed land uses; 4) A Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered parcels and 1 lettered lot; 5) A Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20027; and 6) A Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet. The Project site is located on the southwest corner of Riverside Drive and Hamner Avenue, in the City of Ontario, California (hereinafter referred to as "Application" or "Project"); and

WHEREAS, The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. 2008101140) was certified on January 27, 2010 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

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

WHEREAS, the EIR Addendum concluded that implementation of the Project could result in a number of significant effects on the environment that were previously

analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

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

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

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

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

WHEREAS, approval of this Project is contingent upon City Council approving a General Plan Amendment (File No. PGPA18-002), an amendment to the Edenglen Specific Plan (File No. PSPA18-003), and an EIR Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) that was certified on January 27, 2010; and

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

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

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

SECTION 1: Environmental Determination and Findings. As the recommending authority for the Project, The Planning Commission has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written

and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 3: *Planning Commission Action.* Based upon the findings and conclusions set forth in Sections 1 and 2, above, the Planning Commission hereby recommends the City Council finds that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will constitute substantial changes to the Certified EIR, and does hereby approve the EIR Addendum, attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of August, 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Cathy Wahlstrom
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 25, 2020, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

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

(Addendum to follow this page)

Ontario Commerce Center
Screencheck
2020 Addendum
to
The Ontario Plan Certified EIR
(SCH No. 2008101140)

Prepared for:
City of Ontario
303 East "B" Street
Ontario, CA 91764

July 2020



**Ontario Commerce Center
2020 Addendum
to
The Ontario Plan Certified EIR
(SCH No. 2008101140)**

Prepared for:

City of Ontario
303 East "B" Street
Ontario, CA 91764

Prepared By:

Applied Planning, Inc.
11762 De Palma Road, 1-C 310
Corona, CA 92883

July 2020

Table of Contents

| <u>SECTION</u> | <u>PAGE</u> |
|---|-------------|
| 1.0 INTRODUCTION..... | 1-1 |
| 1.1 Overview | 1-1 |
| 1.2 CEQA Documentation | 1-6 |
| 1.3 Addendum Purpose and Summary | 1-6 |
| 1.4 Intended Use of this Addendum | 1-7 |
| 1.5 Document Organization..... | 1-8 |
| 1.6 Conclusion | 1-8 |
| 2.0 PROJECT DESCRIPTION..... | 2-1 |
| 2.1 Introduction | 2-1 |
| 2.2 Existing and Proposed Land Use Designations | 2-2 |
| 2.3 Existing Land Uses | 2-7 |
| 2.4 Development Concept..... | 2-9 |
| 2.5 Project Objectives | 2-21 |
| 2.6 Discretionary Approvals and Permits | 2-22 |
| 3.0 ENVIRONMENTAL CHECKLIST | 3-1 |
| 4.0 DETERMINATION | 4-1 |
| 5.0 MITIGATION SUMMARY | 5-1 |
| 5.1 Overview | 5-1 |

| <u>Table</u> | <u>Page</u> |
|--|--------------------|
| 2.2-1 Existing and Proposed Policy Plan Land Use Designations..... | 2-3 |
| 2.2-2 Existing and Proposed Specific Plan Land Use Designations..... | 2-3 |
| 11-1 Existing and Proposed Policy Plan Land Use Designations..... | 3-66 |
| 11-2 Existing and Proposed Specific Plan Land Use Designations..... | 3-66 |
| 13-1 Ambient Noise Measurements..... | 3-71 |
| 13-2 Maximum Received Construction-Source Noise Levels..... | 3-73 |
| 13-3 Maximum Construction-Source Noise Contributions..... | 3-73 |
| 13-4 Maximum Received Operational-Source Noise Levels..... | 3-75 |
| 13-5 Incremental Noise Contribution Significance Criteria..... | 3-76 |
| 13-6 Maximum Operational-Source Noise Contributions..... | 3-76 |
| 13-7 Maximum Operational-Source Noise Contributions..... | 3-76 |
| 13-8 Maximum Received Construction-Source Vibration Levels..... | 3-79 |
| 17-1 Trip Generation Comparison..... | 3-89 |
| 19-1 Comparative Water Demand..... | 3-99 |
| 5.1-1 Mitigation and Implementation Summary Matrix..... | 5-2 |

| <u>Figure</u> | <u>Page</u> |
|--|--------------------|
| 1.1-1 Edenglen Specific Plan Location..... | 1-2 |
| 1.1-2 Approved Specific Plan Land Use Plan..... | 1-3 |
| 1.1-3 Modified Project Specific Plan Land Use Plan..... | 1-5 |
| 2.2-1 Existing and Proposed General Plan Designations..... | 2-4 |
| 2.2-2 Existing and Proposed Specific Plan Land Use Designations..... | 2-5 |
| 2.3-1 Existing Land Uses..... | 2-8 |
| 2.4-1 Modified Project Site Plan..... | 2-10 |
| 2.4-2a Modified Project Architectural Elevations..... | 2-12 |
| 2.4-2b Modified Project Architectural Elevations..... | 2-13 |
| 2.4-2c Modified Project Architectural Elevations..... | 2-14 |
| 2.4-2d Modified Project Architectural Elevations..... | 2-15 |
| 2.4-2e Modified Project Architectural Elevations..... | 2-16 |
| 2.4-3 Landscape Plan..... | 2-18 |

APPENDICES

Appendix A: Health Risk Assessment

Appendix B: Biological Reports

Appendix C: Cultural Reports

Appendix D: Geotechnical Report

Appendix E: Phase I and Phase II

Appendix F: Noise Impact Analysis

Appendix G: WQMP

Appendix H: Transportation

1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 OVERVIEW

This Addendum to The Ontario Plan Certified Environmental Impact Report (TOP EIR, Certified EIR) substantiates that the proposed Modification to the Edenglen Specific Plan described herein would not result in any new significant impacts not considered and addressed in the Certified EIR; nor would there be any substantial increase in the severity of, or substantial change in any previously-identified environmental impacts considered and addressed in the Certified EIR.

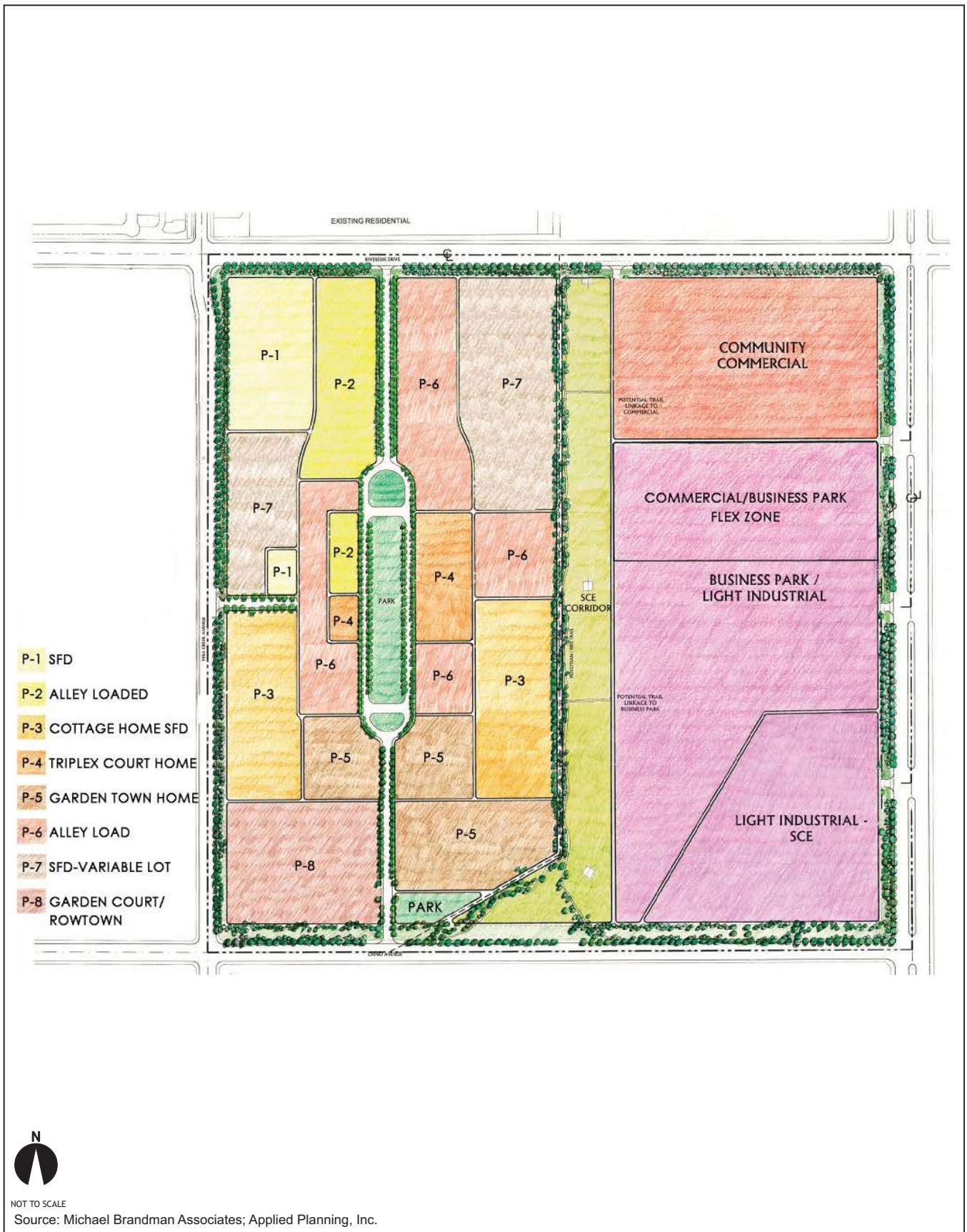
1.1.1 Original Project

Location of the Edenglen Specific Plan (Specific Plan, Original Project) is presented at Figure 1.1-1. The Specific Plan was approved by the City of Ontario in 2005. The approved Specific Plan Land Use Plan is presented at Figure 1.1-2. As approved by the City, the Original Project allows for development of various Residential, Community Commercial Retail, Commercial/Business Park, and Business Park/Light Industrial uses. The Original Project development concept also incorporated Open Space, Trail, and Edge Buffer/Roadway land use assignments. Residential uses proposed under the Original Project were assigned to areas located westerly of an approximately 150-foot-wide greenbelt/SCE Corridor (N - S) that physically separates westerly and easterly areas of the Specific Plan.



NOT TO SCALE

Source: Google Earth; Michael Brandman Associates; Applied Planning, Inc.



NOT TO SCALE
 Source: Michael Brandman Associates; Applied Planning, Inc.

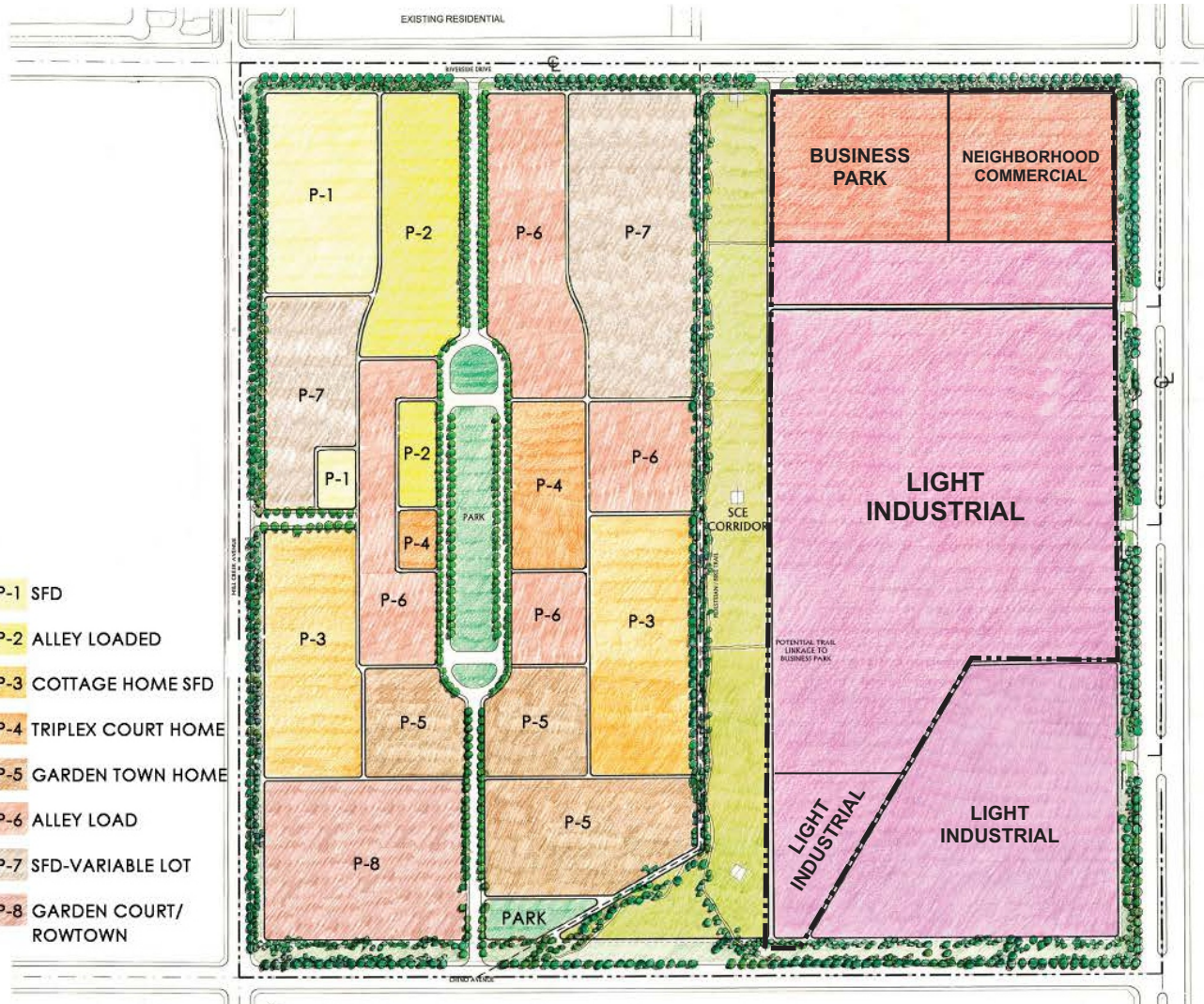
Figure 1.1-2
 Approved Specific Plan Land Use Plan

1.1.2 Modified Project

The proposed Modification to the Original Project (the Modified Project¹) would amend land uses and development types allowed in the easterly portion of the Specific Plan Area, east of the SCE Corridor (N – S) bisecting the site. In summary, the Modified Project would amend and reconfigure the Specific Plan Land Use Plan to allow for business park, light industrial, and commercial land uses in easterly areas of the Specific Plan, easterly of the SCE Corridor. The Modified Project would not affect any of the Specific Plan Residential, Open Space, or SCE Corridor Trail land uses.

The Modified Project Land Use Plan is illustrated at Figure 1.1-3. Under the Modified Project development concept evaluated herein, up to 968,092 of Light Industrial/ Business Park uses, and up to 40,000 square feet of Commercial Retail uses would be implemented on the northeasterly corner of the Specific Plan. The Modified Project would also construct necessary supporting site improvements including, but not limited to: site adjacent road improvements, site access improvements, loading dock areas, truck and car parking areas, landscaping, lighting, and signage. The Modified Project uses are assumed to operate 7 days per week, 24 hours per day.

¹ The Modified Project working title is the “Ontario Commerce Center.”



- P-1 SFD
- P-2 ALLEY LOADED
- P-3 COTTAGE HOME SFD
- P-4 TRIPLEX COURT HOME
- P-5 GARDEN TOWN HOME
- P-6 ALLEY LOAD
- P-7 SFD-VARIABLE LOT
- P-8 GARDEN COURT/
ROWTOWN



NOT TO SCALE
Source: Michael Brandman Associates; Applied Planning, Inc.

Figure 1.1-3
Modified Project Land Use Plan

1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT DOCUMENTATION

California Environmental Quality Act (CEQA) documentation for the Original Project is presented in *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140*, SCH No. 2008101140 (Certified EIR). This Addendum to the Certified EIR (Addendum) compares the impacts that were identified in the Certified EIR with the anticipated impacts of the proposed Modified Project. This Addendum substantiates that the proposed Modified Project would not result in new significant impacts, substantially different impacts, or impacts that would be substantially more severe than those evaluated and addressed in the Certified EIR.

1.3 ADDENDUM PURPOSE AND SUMMARY

The focus and purpose of this document is to determine if the Modified Project described herein would result in new or substantially different environmental impacts than those considered and addressed in the Certified EIR. To these ends, this Addendum defines, describes, compares, and contrasts potential environmental impacts of the Modified Project in the context of the environmental impacts assessed in the Certified EIR.

In so doing, this Addendum substantiates consistency with applicable California Environmental Quality Act Guidelines (*CEQA Guidelines*) provisions addressing preparation of an Addendum to a previously-Certified EIR.

In these regards, as presented at *CEQA Guidelines* Section 15164, an Addendum to a Certified EIR may be prepared if only minor technical changes or additions are necessary and none of the conditions described in Section 15162, calling for the preparation of a subsequent or supplemental EIR, have occurred. Further, Public Resources Code Section 21166 prohibits preparation of a subsequent or supplemental EIR for a Certified EIR unless substantial project changes are proposed requiring major revisions to the Certified EIR; a substantial change in circumstances has occurred requiring major revisions to the Certified EIR; or new information becomes available requiring major revisions to the Certified EIR. As supported by the information provided here, none of these conditions

apply to the Modified Project. This Addendum to the Certified EIR fulfills CEQA documentation requirements for the Modified Project.

1.4 INTENDED USE OF THIS ADDENDUM

The City of Ontario (City) is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for consideration of discretionary actions and permitting for the Modified Project. As the Lead Agency, the City is also responsible for analyzing the Modified Project's potential environmental impacts.

The Lead Agency will employ this Addendum in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Modified Project. This Addendum may also be used by various Responsible Agencies, e.g., Air Quality Management District(s), Regional Water Quality Control Board(s), *et al.*; as well as utilities and service providers when such entities issue discretionary permits necessary to carry out the Modified Project. For example, if the Modified Project would require discretionary permits from the South Coast Air Quality Management District (SCAQMD), this Addendum would serve as the environmental assessment for such permits (please refer to California Code of Regulations, Section 15050).

In employing this Addendum, the City and other agencies need to recognize that the Modified Project plans and development concepts identified herein are just that – plans and concepts that are subject to refinement as the Modified Project is further defined. Acknowledging the potential for these future minor alterations to the Modified Project, this Addendum in all instances evaluates maximum impact scenarios that would account for these potential minor alterations.

1.5 DOCUMENT ORGANIZATION

This Addendum is presented in five sections, as follows:

- **Section 1.0, *Introduction***, provides an overview of the Modified Project, its context, and environmental documentation applicable to the proposed development.
- **Section 2.0, *Modified Project – Description***, presents the proposed Modified Project in greater detail.
- **Section 3.0, *Environmental Checklist***, presents the analysis of potential environmental impacts of the Modified Project. The analysis considers potential environmental impacts of the Modified Project relative to impacts identified in the Certified EIR.
- **Section 4.0, *Determination***, presents the determination regarding the appropriate environmental document for the Modified Project.
- **Section 5.0, *Mitigation Summary***, presents mitigation from The Ontario Plan Certified EIR that would be implemented under the Modified Project.

1.6 CONCLUSION

This Addendum substantiates that implementation and operation of the proposed Modified Project described and evaluated herein would not result in any significant new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the Certified EIR.

2.0 PROJECT DESCRIPTION

2.0 MODIFIED PROJECT-DESCRIPTION

2.1 INTRODUCTION

The Edenglen Specific Plan (Specific Plan, Original Project) allows for development of various Residential, Community Commercial Retail, Commercial/Business Park, and Business Park/Light Industrial uses. The Original Project development concept also incorporated Open Space, Trail, and Edge Buffer/Roadway land use assignments. Residential uses proposed under the Original Project were assigned to areas located westerly of an approximately 150-foot-wide greenbelt/SCE Corridor (N - S) that physically separates westerly and easterly areas of the Specific Plan.

The Modified Project¹ considered here would amend and reconfigure the Edenglen Specific Plan Land Use Plan to allow for business park, industrial, and commercial development in easterly areas of the Specific Plan. Under the Modified Project development concept evaluated here, up to 968,092 of Light Industrial/ Business Park uses, and up to 40,000 square feet of Commercial Retail uses would be implemented on the northeasterly corner of the Specific Plan.

Within this Addendum, likely maximum impacts are evaluated for all environmental topics. At the discretion of the City, uses differing from those evaluated here, and that could result in substantially different impacts than the uses evaluated here would be subject to additional CEQA environmental analysis. Ultimate scope and configuration of the Modified Project uses would be as approved by the City.

¹ The Modified Project working title is the "Ontario Commerce Center."

2.2 EXISTING AND PROPOSED LAND USE DESIGNATIONS

Existing and proposed land use designations are described below. Tables 2.2-1 and 2.2-2 detail land use designations that would be amended under the Modified Project. Existing and Proposed Policy Plan Land Use designations under the Modified Project are illustrated at Figure 2.2-1. Existing and proposed Specific Plan Land Use Plan designations are illustrated at Figure 2.2-2.

Original Project Land Use Designations

The existing Policy Plan (General Plan) Land Use designations for the Original Project are: “Low Density Residential,” “Medium Density Residential,” “Open Space Non-Recreation,” “General Commercial,” and “Business Park.” Areas proposed for development under the Modified Project are currently designated General Commercial and Business Park.

The existing Specific Plan Land Use Plan assigns various residential land uses to areas located westerly of the SCE Corridor. The existing Specific Plan Land Use Plan assigns Community Commercial Retail, Commercial/Business Park, and Business Park/Light Industrial uses to areas located easterly of the SCE Corridor.

Modified Project Land Use Designations

The existing Policy Plan Land Use and Specific Plan Land Use designations for the easterly portions of the Specific Plan would be amended to allow for the development of land uses proposed under the Modified Project. More specifically, the existing Policy Plan Land Uses for easterly areas of the Specific Plan would be reconfigured and changed from General Commercial and Business Park to Neighborhood Commercial, Business Park, and Industrial. Specific Plan Land Use designations for areas proposed for development under the Modified Project are currently designated Community Commercial, Commercial/Business Park Flex Zone, Business Park/Light Industrial, and Business Park/SCE. As amended under the Modified Project, the Specific Plan Land Use designations for the Modified Project site would be changed to Business Park, Neighborhood Commercial, and Light Industrial.

**Table 2.2-1
Existing and Proposed Policy Plan Land Use Designations**

| Existing | | Proposed | |
|----------------------------------|---------------------|----------------------------------|---------------------|
| Policy Plan Land Use Designation | Approximate Acreage | Policy Plan Land Use Designation | Approximate Acreage |
| General Commercial | 20.0 | Neighborhood Commercial | 4.1 |
| Business Park | 36.9 | Business Park | 3.5 |
| --- | --- | Light Industrial [Includes SCE] | 49.3 |
| Total | 56.9 | Total | 56.9 |

Notes:

- Existing Land Uses from: Edenglen Specific Plan EIR, (Michael Brandman Associates) July 2005.
- Proposed acreages are approximate, per TPM No. 20027 (Westland Group, Inc.) August 2018.

**Table 2.2-2
Existing and Proposed Specific Plan Land Use Designations**

| Existing | | Proposed | |
|------------------------------------|---------------------|------------------------------------|---------------------|
| Specific Plan Land Use Designation | Approximate Acreage | Specific Plan Land Use Designation | Approximate Acreage |
| Community Commercial | 20.0 | Neighborhood Commercial | 4.1 |
| Commercial/Business Park Flex Zone | 10 | Business Park | 3.5 |
| Business Park/Light Industrial | 26.9 | Light Industrial | 39.0 |
| | | Light Industrial (SCE) | 10.3 |
| Total | 56.9 | Total | 56.9 |

Notes:

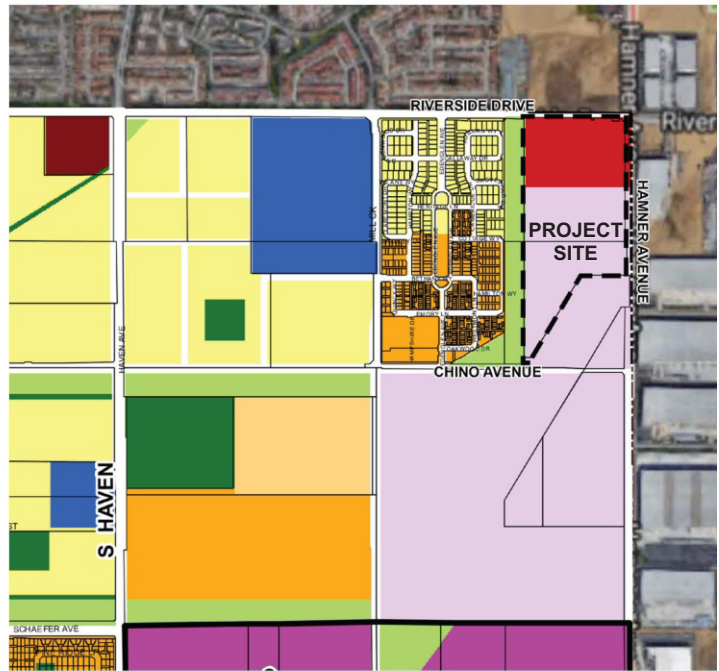
- Existing Land Uses from:** Edenglen Specific Plan EIR, (Michael Brandman Associates) July 2005.
- Proposed acreages are approximate, per TPM No. 20027 (Westland Group, Inc.) August 2018.

Retail/Service

- Neighborhood Commercial (0.4 FAR)
- General Commercial (0.4 FAR)
- Office Commercial (0.75 FAR)
- Hospitality (1.0 FAR)

Employment

- Business Park (0.6 FAR)
- Industrial (0.55 FAR)



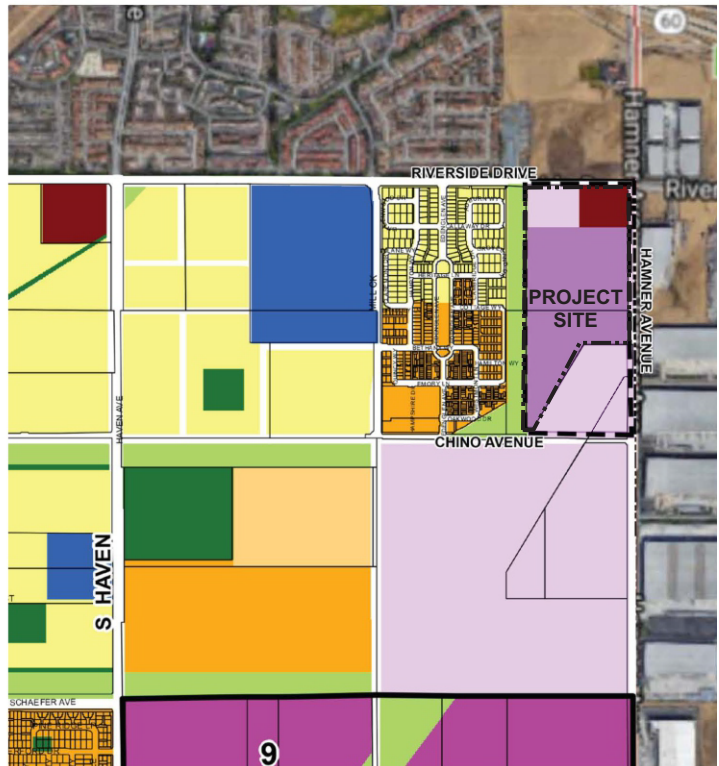
EXISTING

Retail/Service

- Neighborhood Commercial (0.4 FAR)
- General Commercial (0.4 FAR)
- Office Commercial (0.75 FAR)
- Hospitality (1.0 FAR)

Employment

- Business Park (0.6 FAR)
- Industrial (0.55 FAR)



PROPOSED



NOT TO SCALE
Source: The Galloway Group



Figure 2.2-2
Existing and Proposed Specific Plan Designations

Surrounding Properties Land Use Designations

Policy Plan Land Use and Zoning designations of surrounding properties are summarized below. The Modified Project would not affect Land Use and Zoning designations of these properties.

North

- Policy Plan Land Use Designation: General Commercial
- Zoning: Specific Plan (Tuscana Village Specific Plan-Commercial/Residential)²
See also: <https://www.ontarioca.gov/Planning/SpecificPlans>.

South

- Policy Plan Land Use Designation: Business Park
- Zoning: Specific Plan, Agricultural Overlay

East

- City of Eastvale General Plan: Commercial Retail, Business Park
- City of Eastvale Zoning: C-1/C-P – General Commercial, I-P – Industrial Park

West

- Policy Plan Land Use Designation: Edenglen Specific Plan – Open Space Non-Recreation, Low Density Residential, Medium Density Residential; west of the Edenglen Specific Plan – Public School, Low Density Residential
- Zoning: Edenglen Specific Plan – Residential (Single Family Detached, Single Family Attached, Single Family Detached), Parks, Community Trail (SCE Corridor); west of the Edenglen Specific Plan – Civic (Colony High School),

² A proposed Specific Plan Amendment (SPA) for the Tuscana Village SP has been submitted to the City. The proposed SPA would allow for development of light industrial and commercial/retail/restaurant uses within the subject site.

Specific Plan (Rich Haven Specific Plan-Residential, Regional Commercial/Mixed Use) See also: <https://www.ontarioca.gov/Planning/SpecificPlans>.

2.3 EXISTING LAND USES

Existing land uses are described below, and are illustrated at Figure 2.3-1.

Project Site

The northerly portion of the Modified Project site is undeveloped and has been historically used for agricultural purposes. The southerly portion is a former commercial nursery (Sunshine Growers Nursery). Southeasterly of the Modified Project site is a property owned by SCE, but included within the boundaries of the Specific Plan. The Modified Project would not affect this SCE property.

North

North of the Modified Project site, across Riverside Avenue, is undeveloped vacant land.

South

Southerly of the Modified Project site, across Chino Avenue (alignment), is the SCE Mira Loma Substation.

East

East of the Modified Project site, across Hamner Avenue, are City of Eastvale properties developed with light industrial uses.

West

Westerly of the Modified Project site are residential uses developed as part of the approved Edenglen Specific Plan.



NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

Figure 2.3-1
Existing Land Uses

2.4 DEVELOPMENT CONCEPT

2.4.1 Site Plan and Architectural Concepts

The Modified Project considered herein would implement commercial retail, business park and light industrial uses on an approximately 56.9-acre site³ bounded by Riverside Drive to the north, Chino Avenue (alignment) to the south, Hamner Avenue to the east, and developed residential portions of the Edenglen Specific Plan to the west. Figure 2.4-1 illustrates the Modified Project Site Plan Concept. Figures 2.4-2 (a) through 2.4-2 (e) present architectural concepts for the Modified Project buildings. Final site plan and building designs would be subject to City review and approval.

2.4.2 Access and Circulation

Regional access to the Project site and surrounding areas is provided by State Route 60. Preliminary concepts indicate local access to the Modified Project would be provided via four driveways on Hamner Avenue and two driveways on Riverside Drive.

Access within the Project site would be provided by various internal drive aisles. Ultimate driveway locations, configurations, and internal circulation plans for the Modified Project would conform to City requirements based on detailed site plans.

As part of the Modified Project, both Hamner Avenue and Riverside Drive would be improved adjacent to the site.

All roads, drive aisles, and access points implemented under the Modified Project would conform to City engineering standards and City Fire Department requirements.

2.4.3 Parking

The Modified Project will adhere to the parking requirements set forth by the City of Ontario Development Code. Parking assignments and design of parking areas within the site are subject to City review and approval.

³ As directed by the City, the SCE substation property located at the northwest corner of Chino Avenue at Hamner Avenue is included within the boundaries of the Modified Project site. However, the Modified Project does not propose or require development within this SCE property.

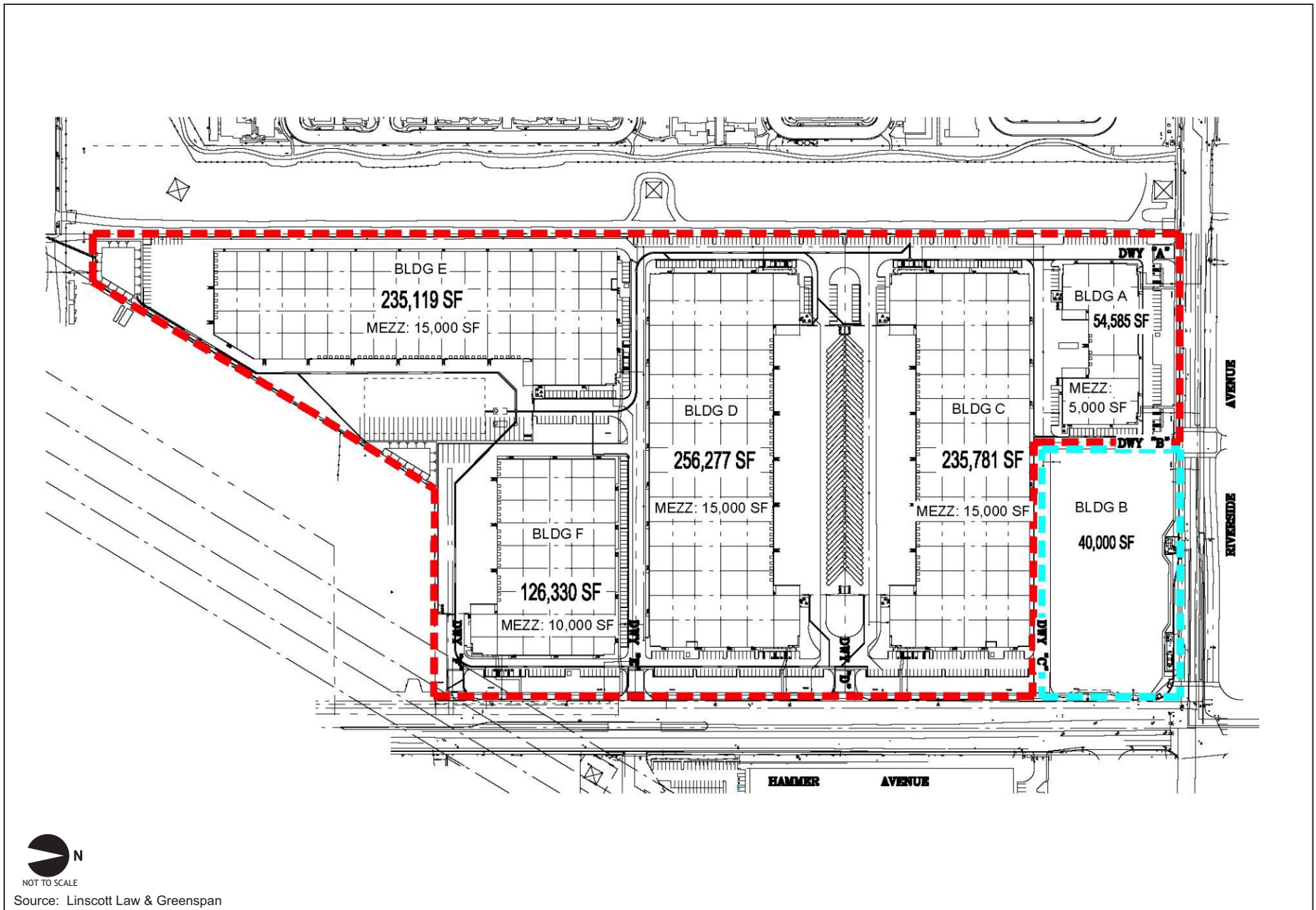
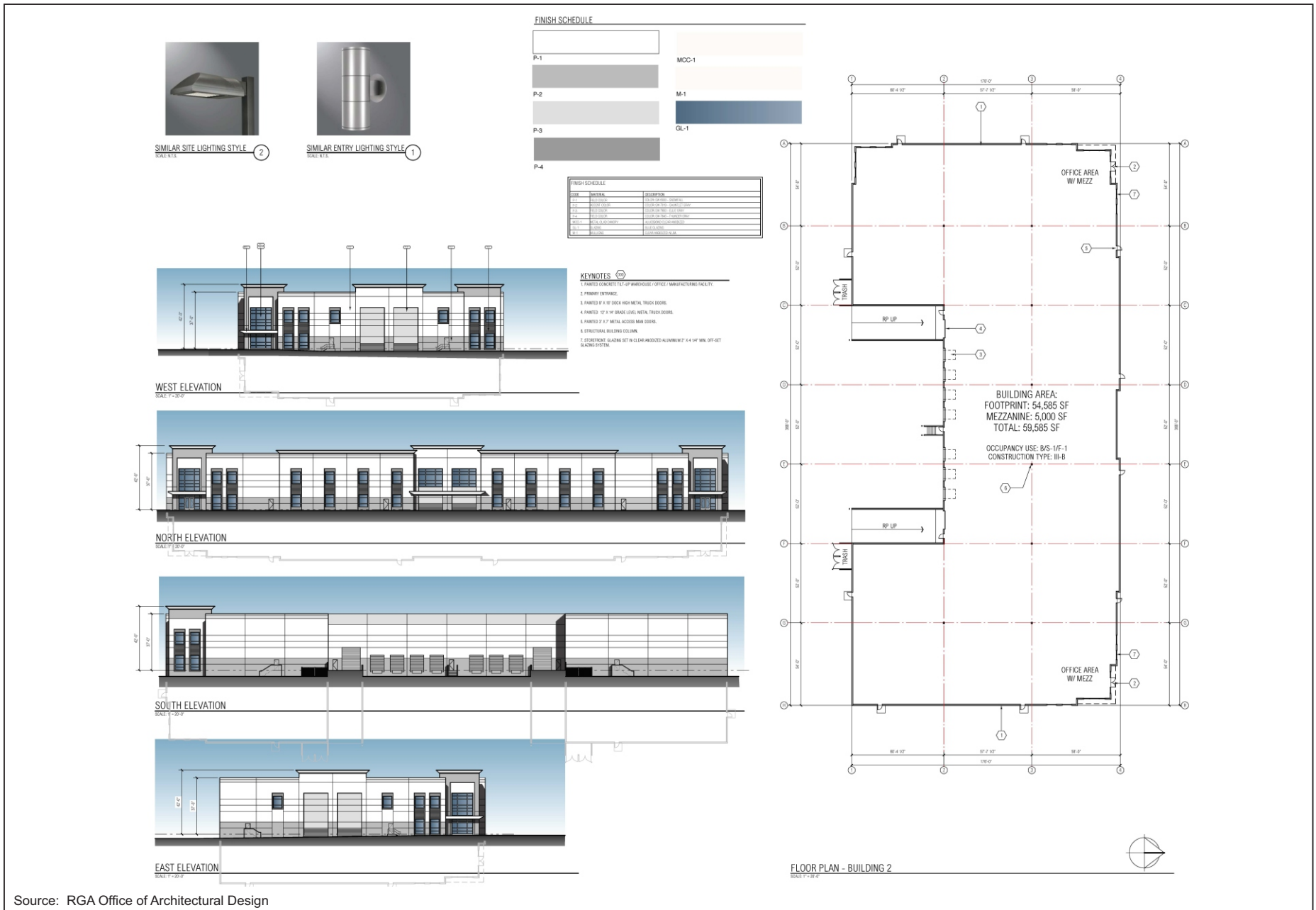
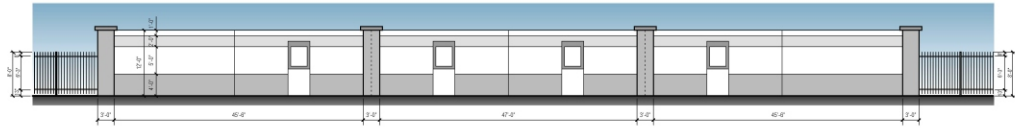


Figure 2.4-1
Site Plan Concept



Source: RGA Office of Architectural Design

Figure 2.4-2 A
Building 2
Floor Plan/Architectural Elevations



SCREENWALL ELEVATION (WEST PROPERTY LINE)
SCALE 1/8" = 1'-0"

FINISH SCHEDULE

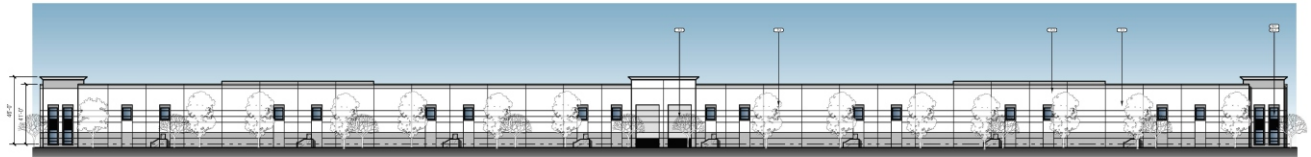
| | |
|-----|-------|
| P-1 | MCC-1 |
| P-2 | M-1 |
| P-3 | GL-1 |
| P-4 | |

FINISH SCHEDULE

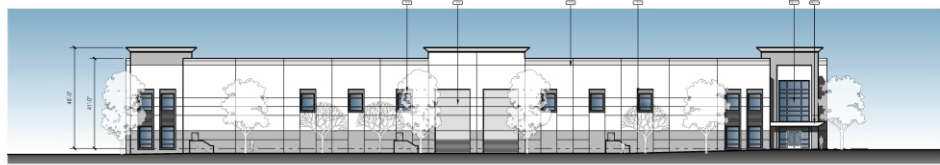
| KEY | DESCRIPTION |
|------|----------------------------|
| GL-1 | GLASS CURTAIN WALL |
| M-1 | METAL PANEL - GENERAL |
| M-2 | METAL PANEL - EXTERIOR |
| M-3 | METAL PANEL - INTERIOR |
| M-4 | METAL PANEL - ROOFING |
| M-5 | METAL PANEL - SLOPED ROOF |
| M-6 | METAL PANEL - CURTAIN WALL |
| M-7 | METAL PANEL - CLADDING |
| M-8 | METAL PANEL - ROOFING |
| M-9 | METAL PANEL - ROOFING |
| M-10 | METAL PANEL - ROOFING |



EAST ELEVATION
SCALE 1/8" = 1'-0"



NORTH ELEVATION
SCALE 1/8" = 1'-0"



WEST ELEVATION
SCALE 1/8" = 1'-0"



SIMILAR SITE LIGHTING STYLE
SCALE: 1/8" = 1'-0"



SIMILAR ENTRY LIGHTING STYLE
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE 1/8" = 1'-0"

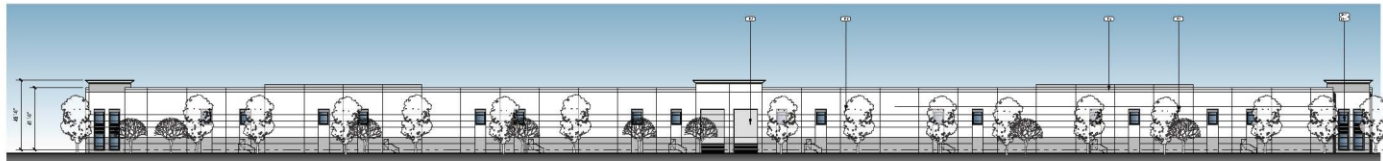
Source: RGA Office of Architectural Design



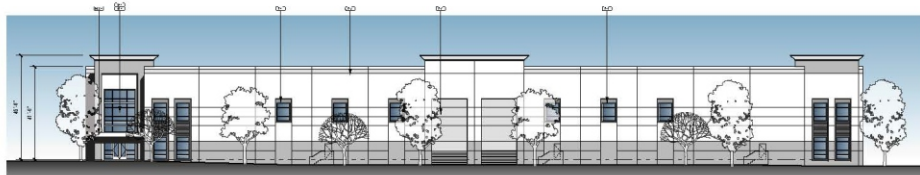
Figure 2.4-2 B
Building 3
Architectural Elevations



EAST ELEVATION
SCALE: 1" = 32'-0"



SOUTH ELEVATION
SCALE: 1" = 32'-0"



WEST ELEVATION
SCALE: 1" = 32'-0"



NORTH ELEVATION
SCALE: 1" = 32'-0"

FINISH SCHEDULE

| | |
|-----|-------|
| P-1 | MCC-1 |
| P-2 | M-1 |
| P-3 | GL-1 |
| P-4 | |

| CODE | FINISH | DESCRIPTION |
|-------|----------------------------|-----------------------|
| A-1 | POLYURETHANE | GLASS (FLOOR TO WALL) |
| A-2 | ALUMINUM | GLASS (FLOOR TO WALL) |
| A-3 | POLYURETHANE | GLASS (FLOOR TO WALL) |
| A-4 | POLYURETHANE | GLASS (FLOOR TO WALL) |
| BCC-1 | PAINT (GLASS CURTAIN WALL) | GLASS CURTAIN WALL |
| B-1 | PAINT | GLASS CURTAIN WALL |
| B-2 | PAINT | GLASS CURTAIN WALL |



SIMILAR SITE LIGHTING STYLE ②
SCALE: 1/8" = 1'-0"

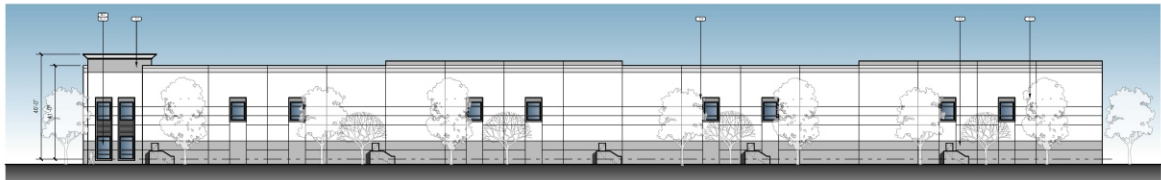


SIMILAR ENTRY LIGHTING STYLE ①
SCALE: 1/8" = 1'-0"

Source: RGA Office of Architectural Design



WEST ELEVATION
SCALE: 1" = 20'-0"



NORTH ELEVATION
SCALE: 1" = 20'-0"



SOUTH ELEVATION
SCALE: 1" = 20'-0"



EAST ELEVATION
SCALE: 1" = 20'-0"

FINISH SCHEDULE

| | | | |
|-----|--|-------|--|
| P-1 | | MCC-1 | |
| P-2 | | M-1 | |
| P-3 | | GL-1 | |
| P-4 | | | |

| CODE | MATERIAL | DESCRIPTION |
|-------|----------|---------------------------|
| P-1 | PAINT | COLOR BY NAME: GENERAL |
| P-2 | PAINT | COLOR BY THE MANUFACTURER |
| P-3 | PAINT | COLOR BY THE MANUFACTURER |
| P-4 | PAINT | COLOR BY THE MANUFACTURER |
| MCC-1 | MATERIAL | COLOR BY THE MANUFACTURER |
| M-1 | MATERIAL | COLOR BY NAME |
| GL-1 | MATERIAL | COLOR BY THE MANUFACTURER |



SIMILAR SITE LIGHTING STYLE ②
SCALE: 1/8" = 1'-0"



SIMILAR ENTRY LIGHTING STYLE ①
SCALE: 1/8" = 1'-0"

Source: RGA Office of Architectural Design

FINISH SCHEDULE

| | | | |
|-----|----------------|-------|----------------|
| P-1 | [Color swatch] | MCC-1 | [Color swatch] |
| P-2 | [Color swatch] | M-1 | [Color swatch] |
| P-3 | [Color swatch] | GL-1 | [Color swatch] |
| P-4 | [Color swatch] | | |

| CODE | MATERIAL | DESCRIPTION |
|-------|----------|----------------------|
| P-1 | PAINT | PAINT ON METAL |
| P-2 | PAINT | PAINT ON CONCRETE |
| P-3 | PAINT | PAINT ON BRICK |
| P-4 | PAINT | PAINT ON STUCCO |
| MCC-1 | MATERIAL | MATERIAL DESCRIPTION |
| M-1 | MATERIAL | MATERIAL DESCRIPTION |
| GL-1 | MATERIAL | MATERIAL DESCRIPTION |



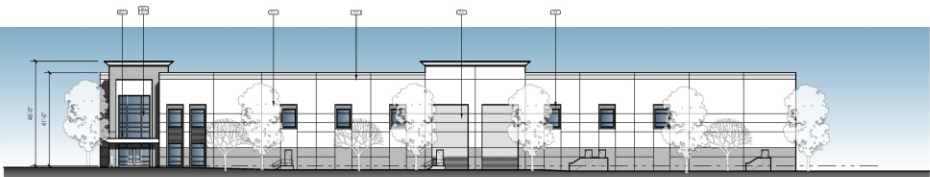
SOUTH ELEVATION
SCALE: 1" = 30'-0"



WEST ELEVATION
SCALE: 1" = 30'-0"



EAST ELEVATION
SCALE: 1" = 30'-0"



NORTH ELEVATION
SCALE: 1" = 30'-0"



SIMILAR SITE LIGHTING STYLE ②
SCALE: 1/8" = 1'-0"



SIMILAR ENTRY LIGHTING STYLE ①
SCALE: 1/8" = 1'-0"

Source: RGA Office of Architectural Design



Figure 2.4-2 E
Building 6
Architectural Elevations

2.4.4 Landscape/Streetscape

All landscaping/streetscaping would comply with applicable provisions of the City Municipal Code. The implemented landscape/streetscape concept would act to enhance perception of the site as developed under the Modified Project, and to screen views of the site interior from off-site vantages. Landscape and streetscape elements would provide shade and visual interest, define entry/access points, and accentuate site and architectural features. The Modified Project Landscape Concept is presented at Figure 2.4-3.

2.4.5 Infrastructure/Utilities

2.4.5.1 Water Services

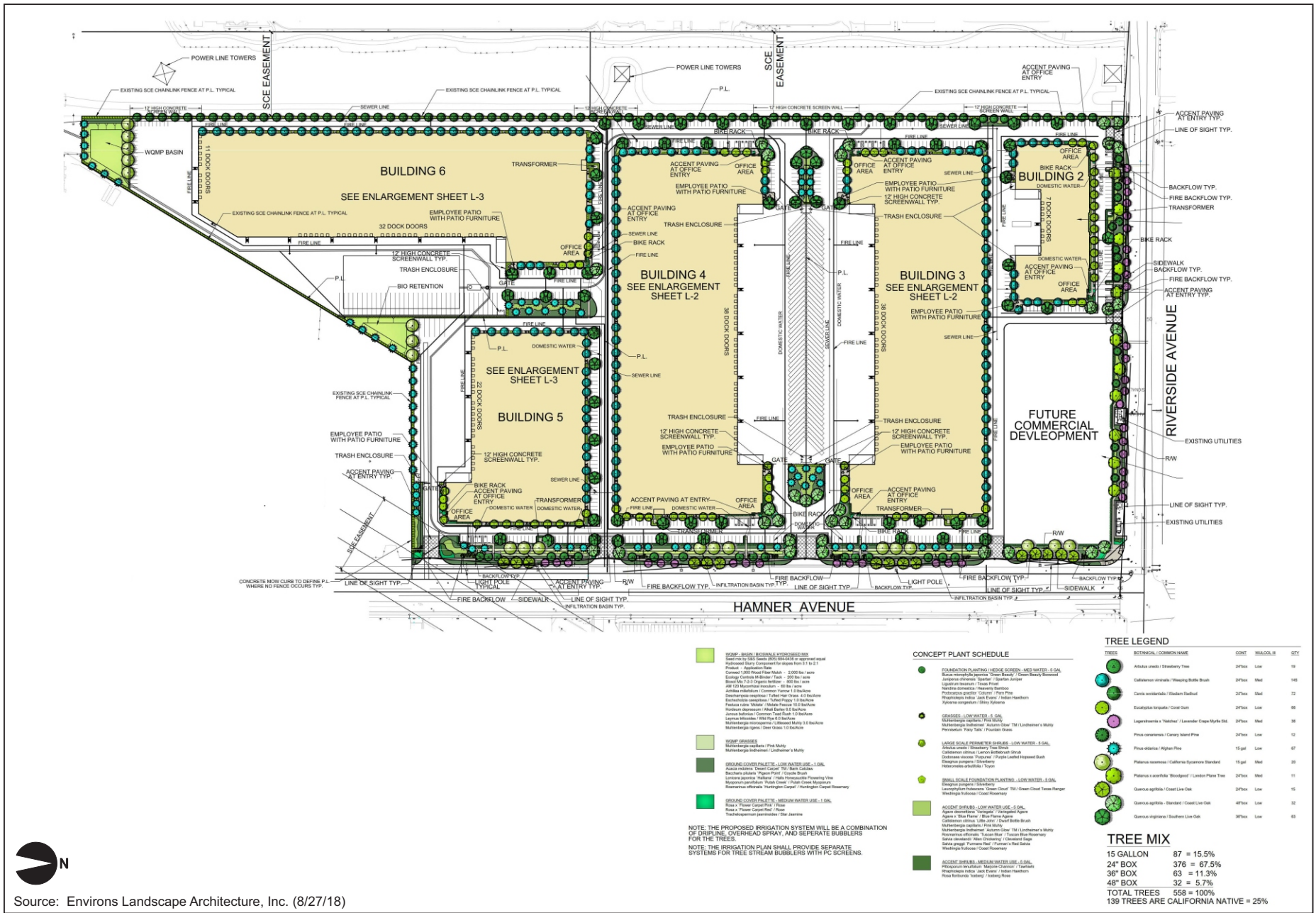
Domestic water will be provided by the City of Ontario. The Modified Project would connect to water lines located in adjacent Riverside Drive and Hamner Avenue rights-of-way. Final designs and any necessary modification of water conveyance systems serving the Modified Project would conform to City of Ontario requirements.

2.4.5.2 Recycled Water Services

Recycled water will be supplied in the future by Inland Empire Utilities Agency (IEUA) from their facilities at Westwind Park. On-site recycled water lines will be charged with domestic water until such time as recycled water is available from IEUA. The Modified Project would connect to recycled water lines located in adjacent Riverside Drive.

2.4.5.3 Sewer Services

Sewer service will be provided by the City of Ontario consistent with the City's Sewer Master Plan. The Modified Project would connect to the sanitary sewer line located within Chino Avenue along the southerly boundary of the Modified Project site. Final designs and any necessary modification of sanitary sewer conveyance systems serving the Modified Project would conform to City of Ontario requirements.



Source: Environs Landscape Architecture, Inc. (8/27/18)



Figure 2.4-3
Landscape Concept

2.4.5.4 Stormwater Management System

Existing drainage patterns on-site would be maintained. The Modified Project would implement on-site stormwater management systems to detain and treat stormwater discharges. Per the Preliminary Project WQMP,⁴ the entire design capacity volume (DCV) would be retained and treated on-site (Preliminary WQMP, p. 10). Treated stormwaters would be discharged southerly to the Master Plan of Drainage (MPD) storm drain located in the Chino Avenue right-of-way.

The Final WQMP, as approved by the City, would ensure that the Modified Project stormwater management systems have been designed to convey and treat stormwater discharges and limit the post-development peak flows consistent with available storm drain capacities.

2.4.5.5 Solid Waste Management

The City of Ontario provides solid waste collection services for the City and will service the Modified Project.

2.4.5.6 Electricity

SCE will provide electricity to the site from existing vicinity facilities. As part of the Modified Project, existing SCE power poles and transmission lines located along Riverside Drive (the northerly boundary of the Modified Project site) would be relocated to allow for development of the Modified Project site and improvement of adjacent Riverside Drive. All proposed connections and modifications to SCE facilities would conform to SCE and City requirements.

2.4.5.7 Natural Gas

The Gas Company will provide natural gas to the site. All proposed connections and modifications to Gas Company facilities would conform to Gas Company and City requirements.

⁴ Preliminary Water Quality Management Plan For: Crow Holdings Industrial Project, January 9, 2020 (Addendum Appendix G).

2.4.5.8 Communications Services

Communications services, including wired and wireless telephone and internet services are available through numerous private providers and would be provided on an as-needed basis. To the extent practical and consistent with City Conditions of Approval, existing and proposed wires, conductors, conduits, raceways, and similar communications improvements within the Project area would be installed underground. Any necessary surface-mounted equipment, e.g., terminal boxes, transformers, meters, service cabinets, etc., would be screened and would conform to City building setback requirements.

2.4.6 Energy Efficiency/Sustainability

Energy-saving and sustainable design features and operational programs would be incorporated in all facilities developed pursuant to the Modified Project. The Modified Project would be required to comply with incumbent energy efficiency and performance standards established under the CALGreen Code and the City of Ontario Climate Action Plan (CAP).

2.4.7 Construction Area Traffic Management Plan

Temporary and short-term traffic detours and traffic disruptions could result during construction activities including implementation of access and circulation improvements noted above. Accordingly, the Applicant would be responsible for the preparation and submittal of a Construction Area Traffic Management Plan (Plan). Typical elements and information incorporated in the Plan would include, but not be limited to:

- **Name of on-site construction superintendent and contact phone number.**
- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).

- **Identification and Description of Material Storage Locations (if any).**
- **Location and Description of Construction Trailer (if any).**
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.
- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.
- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan would be reviewed and approved by the City prior to the issuance of the first building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

2.4.8 Opening Year

For the purposes of this analysis, the Project Opening Year is defined as mid-2021, by which time all proposed uses are assumed to be complete, occupied, and operational.

2.5 PROJECT OBJECTIVES

The primary goal of the Modified Project is the development of the subject site with a productive mix of light industrial, business park, and commercial/retail uses. Complementary objectives include the following:

- Create an integrated development that provides a range of employment opportunities for residents in surrounding areas.
- Create a development wherein commercial uses would benefit from the site's visibility from adjacent Hamner Avenue and Riverside Drive.
- Locate commercial shopping and service uses proximate to underserved residential uses.
- Provide an industrial park supporting varied warehouse distribution and industrial tenants.
- Provide safe and convenient access for trucks in a manner that minimizes any potential disruption to residential areas.
- Facilitate goods movement.
- Establish new development that would further the City's near-term and long-range fiscal goals.

2.6 DISCRETIONARY APPROVALS and PERMITS

Discretionary actions, permits, and related consultation(s) necessary to approve and implement the Project include, but are not limited to, the following.

2.6.1 Lead Agency Discretionary Actions and Permits

- CEQA Compliance;
- Make findings pursuant to CEQA Guideline 15162 that the Modified Project creates no new significant impacts than those otherwise disclosed in Environmental Impact Report SCH No. 2008101140;
- Approval of a General Plan Land Use Designation Amendment (PGPA 18-002);

- Approval of a Specific Plan Amendment (PSPA 18-003);
- Approval of Tentative Parcel Maps (PMTT18-009 – PM 20027)
- Approval of Development Plans (PDEV 18-031); and
- Approval of a Development Agreement (PDA 18-006).

2.6.2 Other Consultation and Permits

Anticipated consultation and permits necessary to realize the Modified Project would or may include the following:

- Permitting by/through the Regional Water Quality Control Board (RWQCB) pursuant to requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit.
- Permitting by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented pursuant to the Modified Project.
- Permitting (i.e., utility construction and connection permits) from affected utility purveyors, notably the City of Ontario, IEUA, and SCE.
- Other ministerial permits necessary to realize all on- and off-site improvements related to the development of the site.

3.0 ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL CHECKLIST

Ontario Commerce Center

2020 Addendum to The Ontario Plan Certified EIR (SCH No. 2008101140)

General Note: The CEQA Initial Study Checklist categories and topics presented below conform to the suggested content presented in the *2019 CEQA Guidelines*, Appendix G. In certain instances, the 2019 CEQA Initial Study Checklist content differs from that presented in *The Ontario Plan Certified EIR (Certified EIR)*. Additional or new environmental topics considered in the 2019 CEQA Initial Study Checklist, and not reflected in the Certified EIR, are recognized in the discussions below. Other Certified EIR discussions have been restructured or paraphrased to align with the format and content of the 2019 CEQA Initial Study Checklist, with no substantial effect on environmental findings or conclusions.

1. AESTHETICS

| Except as provided in Public Resources Code Section 21099, would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Have a substantial adverse effect on a scenic vista? | | | | | X | |
| b) Substantially damage visible scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | | | X | |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | | | | | X | |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | | | X | |

Substantiation:

a-d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR recognizes that buildout of the City would alter the visual character of the City. However, the Certified EIR concludes that compliance with the City Municipal Code, as well as applicable policies presented within the Policy Plan, would ensure that potential aesthetics impacts would be less-than-significant (Certified EIR, pp. 5.1-7 – 5.1-17).

Certified EIR Mitigation Measures: None.

Modified Project: Final designs of the Modified Project facilities including, but not limited to, the proposed buildings, landscape/hardscape features, and lighting configurations would be required to conform to the Specific Plan Design Guidelines and Development Standards¹ and applicable provisions of the City Municipal Code. Final designs of all uses would be subject to City review and approval. Conformance with the Specific Plan Design Guidelines and Development Standards and City Municipal Code requirements would ensure that the Modified Project would not substantially degrade scenic vistas, substantially degrade scenic resources, adversely alter the existing visual character or quality of the area, or create a new source of substantial light or glare which would adversely affect day or nighttime views. On this basis, when compared to the Certified EIR findings, no new or substantially increased aesthetic impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

¹ The Specific Plan Design Guidelines and Development Standards have been amended to address new or modified uses proposed by the Modified Project.

2. AGRICULTURE AND FORESTRY RESOURCES

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | | | X | |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | | X | |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | | | | | X | |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | | X | |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use? | | | | | X | |

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR recognizes that implementation of The Ontario Plan would potentially convert all of the City's Important Farmland to non-farmland uses, and have significant and unavoidable impacts in this regard (Certified EIR, pp. 5.2-9 – 5.2-10).

Certified EIR Mitigation Measures: The Certified EIR examined several alternatives that would further preservation of agricultural land, including the retention of on-site agricultural uses, the replacement of agricultural resources off-site, the relocation of Prime Farmland topsoil, the establishment of conservation easements or preserves, and the transfer of development rights. However, no feasible alternatives or mitigation measures were identified that would substantially minimize significant impacts to Farmlands projected to occur under The Ontario Plan.

Modified Project: No designated Farmlands exist within the Modified Project site. The Modified Project does not propose or require uses that would otherwise result in potentially adverse impacts to Farmlands. Implementation of the Modified Project would not result in impacts to Farmlands or agricultural resources beyond those previously addressed by the Certified EIR. On this basis, when compared to the Certified EIR findings, no new or substantially increased impacts to Farmlands would result from the Modified Project.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR noted that implementation of The Ontario Plan would affect all active Williamson Act contracts within the City, and concluded that impacts to these resources would be significant and unavoidable (Certified EIR, p. 5.2-10).

Certified EIR Mitigation Measures: The Certified EIR identified no feasible alternatives or mitigation measures to minimize this significant impact.

Modified Project: No Williamson Act contracts are in place for the subject site. The Modified Project will therefore not conflict with any existing agricultural zoning designations, nor affect any existing Williamson Act contract(s).

Modified Project Mitigation Measures: None.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: This environmental topical concern has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The Modified Project site is not zoned for forest land, timberland, or timberland zoned Timberland Production. The Modified Project would therefore have no impact on forest land or timberland.

Modified Project Mitigation Measures: None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: This question has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: No forest land is located on the Modified Project site or in the vicinity. The Modified Project would therefore have no impact on forest land.

Modified Project Mitigation Measures: None.

e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: This question has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The Modified Project does not require or propose other changes to the environment which could result in the conversion of farmland or forestland to other uses. The Modified Project would therefore have no impact on the existing environment that could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Modified Project Mitigation Measures: None.

Sources: The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; Modified Project Design Concepts.

3. AIR QUALITY

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | | | | | X | |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | | | | | X | |
| c) Expose sensitive receptors to substantial pollutant concentrations? | | | | | X | |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | | | | | X | |

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that The Ontario Plan would be inconsistent with the Air Quality Management Plan (AQMP) because air pollutant emissions associated with buildout of the City would cumulatively contribute to the nonattainment designations in the South Coast Air Basin (SCAB). Furthermore, buildout of the City consistent with The Ontario Plan would exceed current estimates of population, employment, and vehicle miles traveled (VMT) for the City and therefore these emissions are not included in the current regional emissions inventory for the SCAB. For these reasons, the Certified EIR concluded that The Ontario Plan would result in significant AQMP consistency impacts (Certified EIR, p. 5.3-11).

Certified EIR Mitigation Measures: The Certified EIR determined that the Goals and Policies included in the Policy Plan would facilitate continued City cooperation with the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG) and thereby support regional air quality improvement goals. The Certified EIR concluded however that no mitigation measures are available that would substantially reduce AQMP inconsistency impacts.

Modified Project: The Modified Project would amend the site's current land use designations. However, the Modified Project would not substantively increase or otherwise alter the development intensities beyond that currently anticipated for the subject site under the Original Project and reflected in the Certified EIR. Moreover, the Modified Project uses would result in fewer emissions than would result from development of the subject site pursuant to the Original Project. More specifically, for urban development such as that considered here, traffic is the dominant source of air pollutant emissions, typically accounting for more than 90 percent of a given development proposal's criteria air pollutant emissions. Total trips generated by the Modified Project would be reduced by at least 50 percent when compared to the Original Project (see subsequent discussions at Checklist Item 17., *Transportation*). Comparable reductions in criteria air pollutant emissions would result from the Modified Project. On

this basis, the Modified Project would result in a net reduction in air pollutant emissions when compared to the Original Project.

Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased AQMP consistency impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that buildout of The Ontario Plan may generate short-term and long-term emissions that exceed the SCAQMD's regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}, and would cumulatively contribute to the SCAB nonattainment designations for O₃, PM₁₀ and PM_{2.5}. Even with the implementation of mitigation measures, air quality impacts were considered significant and unavoidable (Certified EIR, pp. 5.3-11 – 5.3-14).

Certified EIR Mitigation Measures:

3-1 *The City of Ontario Building Department shall require that all new construction projects incorporate all feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:*

- *Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:*
 - *Requiring use of nontoxic soil stabilizers to reduce wind erosion.*
 - *Applying water every four hours to active soil-disturbing activities.*
 - *Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.*
 - *Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits.*

- *Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.*
- *Limiting nonessential idling of construction equipment to no more than five consecutive minutes.*
- *Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at:
http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.*

3-2 *The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).*

Modified Project:

Construction-Source Emissions

Modified Project construction activities would result in emissions of carbon monoxide (CO), Volatile Organic Compounds (VOCs), Nitrogen Oxides (NOX), Sulfur Oxides (SOX), particulate matter ≤ 10 microns (PM₁₀), and particulate matter ≤ 2.5 microns (PM_{2.5}). Construction equipment types and construction methodologies employed in development of the Modified Project would be typical of industrial/commercial development, and would not require equipment or activities not reflected in the Certified EIR. The Modified Project would comply with all City Conditions of Approval, including those addressing control and reduction of construction-source emissions. On this basis, when compared to the Certified EIR findings, no new or substantially increased construction-source emissions impacts would occur under the Modified Project.

Operational-Source Emissions

For urban development such as that considered here, traffic is the dominant source of air pollutant emissions, typically accounting for more than 90 percent of a given development proposal's criteria air pollutant emissions. Total trips generated by the Modified Project would be reduced by at least 50 percent when compared to the Original Project (see subsequent discussions at Checklist Item 17., *Transportation*). Comparable

reductions in criteria air pollutant emissions would result from the Modified Project. On this basis, the Modified Project would result in a net reduction in air pollutant emissions when compared to the Original Project.

As indicated, the Modified Project would result in a net decrease in operational-source criteria pollutant emissions when compared to operational-source criteria pollutant emissions generated by the Original Project and reflected in the Certified EIR. As such, when compared to the Certified EIR findings, no new or substantially increased operational-source emissions impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that development pursuant to the Policy Plan would result in significant and unavoidable air quality impacts due to elevated concentrations of air pollutants at sensitive receptors (Certified EIR, p. 5.3-26).

Certified EIR Mitigation Measures:

3-3 *The City of Ontario shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if all feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.*

Modified Project: As required by the City, a Health Risk Assessment (HRA) has been prepared for the Modified Project (*Ontario Commerce Center Mobile Source Health Risk Assessment, City of Ontario [Urban Crossroads, Inc.] July 9, 2020 (HRA, Addendum Appendix A)*). The HRA identifies potential sources of toxic air contaminants (TACs), and

evaluates potential effects of TAC concentrations at proximate sensitive receptors. Results of the HRA are summarized below.

The HRA evaluated potential health risk impacts to proximate receptors (residents, workers, and school children) that could result from exposure to diesel particulate matter (DPM) generated by heavy-duty diesel trucks accessing the Modified Project site. The Modified Project does not otherwise propose or require uses that could generate TACs or other emissions that could adversely affect area receptors. Health risk exposures were modeled in accordance with the guidelines presented in *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD) 2003.

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of Toxic Air Contaminants (TACs) are considered significant if a Health Risk Assessment shows an increased carcinogenic risk of greater than 10 incidents per million population. Consistent with the stated SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered potentially significant.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a Hazard Index, expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A Hazard Index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures not exceeding the SCAQMD Hazard Index of 1.0 are considered less-than-significant.

As substantiated in the HRA, at the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to the Modified Project is estimated at 6.15 in one million, which is less than the SCAQMD threshold of 10 in one million (HRA, p. 21). At this same location, non-cancer risks were estimated at 0.002, which would not exceed the applicable SCAQMD threshold of 1.0 (HRA, p. 2).

As substantiated in the HRA, at the maximally exposed individual worker (MEIW), the maximum incremental cancer risk attributable to the Modified Project is estimated at 2.00 in one million, which is less than the SCAQMD threshold of 10 in one million (HRA, p. 2). At this same location, non-cancer risks were estimated at 0.007, which would not exceed the applicable SCAQMD threshold of 1.0 (HRA, p. 2).

As substantiated in the HRA, at the maximally exposed individual school child (MEISC), the maximum incremental cancer risk attributable to the Modified Project is estimated at 0.23 in one million, which is less than the SCAQMD threshold of 10 in one million (HRA, p. 2). At this same location, non-cancer risks were estimated at 0.0004, which would not exceed the applicable SCAQMD threshold of 1.0 (HRA, p. 2).

Based on the preceding, the Modified Project would not expose sensitive receptors to substantial pollutant concentrations. When compared to the Certified EIR findings, no new or substantially increased impacts to sensitive receptors would result from the Modified Project.

Modified Project Mitigation Measures: None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that development pursuant to The Policy Plan would result in significant and unavoidable temporary odor impacts associated with transition of agricultural lands to nonagricultural uses (Certified EIR, p. 5.3-28).

Certified Mitigation Measures: No feasible mitigation.

Modified Project: The Modified Project does not propose or require transition of agricultural land uses to nonagricultural uses. Nor would the developed Modified Project site be affected by proximate agricultural use odor sources. Construction-source and operational-source odor impacts that may result from the Modified Project are controlled as a byproduct of hazardous/potentially hazardous materials handling plans and Best

Management Practices implemented under SCAQMD Rule 402 et al. The Modified Project would comply with all SCAQMD Rules regulating and controlling odors and odor sources. The Modified Project would therefore not create objectionable odors affecting a substantial number of people. The Modified Project does not propose or require uses that would generate other emissions that could adversely affect a substantial number of people. On this basis, when compared to the Certified EIR findings, no new or substantially increased “other emissions” impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Ontario Commerce Center Mobile Source Health Risk Assessment, City of Ontario* (Urban Crossroads, Inc.) July 9, 2020; Modified Project Design Concepts.

4. BIOLOGICAL RESOURCES

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | | | X | |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations; or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | | | X | |

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | | X | |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | | | X | |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | | X | |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | | | | | X | |

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR notes that implementation of The Ontario Plan would not directly affect sensitive species since the General Plan does not confer entitlements for development. However, development in accordance with The Ontario Plan could impact sensitive species. Projects considered for approval under The Ontario Plan would be subject to independent CEQA review to determine whether there is potential habitat on-site for sensitive species. The Certified EIR did not identify any significant impacts in this regard (Certified EIR, pp. 5.4-26 – 5.4-28).

Certified EIR Mitigation Measures: None.

Modified Project: Consistent with direction provided in the Certified EIR, a development-level biological resources assessment has been prepared for the Modified Project. Analysis of the Modified Project's potential impacts to protected species is presented in: *Burrowing Owl and Delhi Sands Flower-Loving Fly Habitat Assessment Technical Memorandum* (Chambers Group) January 4, 2019 (2019 Biological Resources Report, Addendum Appendix B). Conclusions of the 2019 Biological Report are excerpted below:

The open Ruderal vegetation community, combined with the presence of California ground squirrel burrows, provides suitable habitat for [burrowing owl] BUOW. Due to the presence of suitable habitat for BUOW, according to the 2012 CDFW BUOW Staff Report, occupancy surveys will be required. In addition, regardless of the presence or absence of BUOW during the habitat assessment or occupancy surveys, because suitable habitat is present on the [Modified] Project site and in the buffer, a take avoidance survey will be required no less than 14 days prior to ground disturbance.²

The compacted, heavily mixed, silty, sandy soils; regular disking; non-native vegetation; and isolation from undisturbed Delhi sands soil offers unsuitable to low quality habitat for DSF; therefore, no further surveys are recommended for DSF (2019 Biological Report, p. 6).

Based on the findings of the 2019 Biological Report, the Modified Project could result in potentially significant impacts to the BUOW. Additionally, the Modified Project site serves generally as habitat for migratory birds, and implementation of the Project could adversely affect nesting migratory birds.

² A subsequent burrowing owl (BUOW) survey conducted at the Modified Project site indicates that all natural or artificial burrows were unoccupied by burrowing owl. Nor did any burrows show any evidence of burrowing owl occupancy. Burrowing owls are presumed absent from the site (*Burrowing Owl Survey Report for the Ontario Development Project Site* (Harmsworth Associates) April 2020, p. 6. See: April 2020 BUOW Survey, Addendum Appendix B.

The following Conditions of Approval (COA) are recommended as means of addressing potential impacts to the BUOW and nesting migratory birds. The City may also implement additional/other biological resources requirements through the Project COA.

Recommended Conditions of Approval:

- ***Avoidance of Nesting Migratory Birds:*** *If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Biologist). The Biologist shall be approved by the City and retained by the Applicant. The survey results shall be submitted by the Applicant to the City Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.*
- ***Avoidance of Nesting Burrowing Owls:*** *No more than 72 hours prior to any site disturbances, focused surveys for the burrowing owl shall be conducted. If absence of this species is confirmed, project work can proceed. If, however, burrowing owl is located on site, the appropriate resource agencies (CDFW and USFWS) shall be contacted. The Applicant shall consult with the wildlife agencies regarding the most appropriate methods and timing for removal of owls. As necessary, owls will be actively evicted following agency approved protocols (i.e., placing a one-way door at the burrow entrance to ensure that owls cannot access the burrow once they leave). Any such active eviction shall occur outside of the breeding/nesting season. That is, active eviction shall be accomplished between September 1 and February 15. If more than 30 days has elapsed between owl*

eviction and completion of clearing and grubbing activities, a subsequent survey for the burrowing owl shall be conducted to ensure that owls have not re-populated the site. Any reoccupation by owls will require subsequent protocol active eviction.

With implementation of the above COA's potential biological resources impacts of the Modified Project would be reduced to levels that would be less-than-significant.

Based on the preceding discussions, when compared to the Certified EIR findings, no new or substantially increased impacts to protected species would occur under the Modified Project.

b, c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that implementation of The Ontario Plan would not result in direct impacts, however, projects approved pursuant to the General Plan could indirectly result in impacts to such resources. As such, individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat onsite for sensitive species. The Certified EIR did not identify any significant impacts in this regard. (Certified EIR, p. 5.4-28).

Certified EIR Mitigation Measures: None.

Modified Project: No riparian habitat, sensitive natural communities, or federally protected wetlands exist within the subject site. Nor does the Modified Project propose or require uses or facilities that would result in potentially significant impacts to offsite riparian habitat, sensitive natural community, or federally protected wetlands. The Modified Project would not have a substantial adverse effect on any riparian habitat, sensitive natural community, or federally protected wetlands. On this basis, when compared to the Certified EIR findings, no new or substantially increased impacts to riparian habitat, sensitive natural communities, or federally protected wetlands would occur under the Modified Project.

Modified Project Mitigation Measures: None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR states that no regional wildlife movement corridors have been identified in the City, and most of the City is ill-suited for the purposes of wildlife movement. Additionally, compliance with existing policies and regulations would ensure impacts in this regard are less-than-significant (Certified EIR, p. 5.4-30).

Certified EIR Mitigation Measures: None.

Modified Project: No wildlife corridors or linkages are located onsite, and it is unlikely that the site is of any significance to wildlife movement. Consistent with the conclusion of the Certified EIR, the Modified Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. On this basis, when compared to the Certified EIR findings, no new or substantially increased impacts to wildlife corridors, wildlife linkages, or wildlife movement would occur under the Modified Project.

Modified Project Mitigation Measures: None.

e, f) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR did not identify any conflicts with any local policies or ordinances protecting biological resources, adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan (Certified EIR, pp. 5.4-30 – 5.4-31).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would comply with local policies or ordinances protecting biological resources. The Modified Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation

Plan, or other approved local, regional, or state habitat conservation plan. When compared to the Certified EIR findings, no new or substantially increased impacts to a Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan would result from the Modified Project.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Burrowing Owl and Delhi Sands Flower-Loving Fly Habitat Assessment Technical Memorandum* (Chambers Group) January 4, 2019; Modified Project Design Concepts.

5. CULTURAL RESOURCES

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | | | | | X | |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | | | | | X | |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | | | | | X | |

Substantiation:

- a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Historic resources in the City include historic districts, historic landmarks or points of historical interest, and other buildings, structures, objects, and sites that appear eligible for listing on the National, California, or Local Registers of Historic Places. The Certified EIR concluded that adoption of The Ontario Plan itself would not directly affect any historical structures; however, identified and potential

historic structures and sites may be vulnerable as development occurs. The Certified EIR concluded this was a potentially significant impact (Certified EIR, pp. 5.5-16 – 5.5-19).

Certified EIR Mitigation Measures:

5-1 *Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of development approvals in the Focus Areas.*

Even with the implementation of Mitigation Measure 5-1, the Certified EIR concluded that impacts to historical resources would be significant and unavoidable.

Modified Project: To assess the potential for historic resources, a Cultural Resources Assessment has been conducted for the Modified Project site.³ The Cultural Resources Assessment determined that no cultural resources, including prehistoric, historic, or archaeological sites or historic-period buildings, exist within the Modified Project boundaries (Cultural Resources Assessment, p. 9). The Modified Project does not propose or require uses or operations that would otherwise potentially affect cultural resources. The potential for the Modified Project to cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064 is therefore considered less-than-significant.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Adoption of The Ontario Plan in itself would not directly affect archaeological resources. However, implementation of the proposed Land Use Plan could allow development and redevelopment of potentially sensitive areas. The Certified EIR concluded this was a potentially significant impact (Certified EIR, p. 5.5-20).

³ See: *Cultural Resources Assessment, The Hamner Avenue/Riverside Drive/Mill Creek Avenue Project, City of Ontario, San Bernardino County, California* (BCR Consulting, LLC) April 20, 2020 (Cultural Resources Assessment, Addendum Appendix C).

Certified EIR Mitigation Measures:

5-2 *In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:*

a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

b) Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director is satisfied that adequate provisions are in place to protect these resources.

c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers.

5-3 *Upon receipt of an application for a Specific Plan or a project that requires a General Plan amendment subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, then a cultural resources assessment prepared by an archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.*

5-4 *Prior to the issuance of grading permits for a Specific Plan or project that requires a General Plan amendment for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.*

With the implementation of Mitigation Measures 5-2 through 5-4, the Certified EIR concluded that impacts to archaeological and/or paleontological resources would be less-than-significant.

Modified Project: The Cultural Resources Assessment determined that no cultural resources, including prehistoric or historic archaeological sites or historic-period buildings, exist within the Modified Project boundaries (Cultural Resources Assessment, p. 9). The Modified Project does not propose or require uses or operations that would otherwise potentially affect known cultural resources. However, previously undocumented cultural resources may be identified during ground-disturbing activities at the Modified Project site. This is a potentially significant impact.

Modified Project Mitigation Measures: To address potentially significant impacts to previously-undocumented cultural resources, the Modified Project shall implement Certified EIR Mitigation Measures 5-2, 5-3, 5-4. No additional measures are required or proposed for the Modified Project.

With implementation of mitigation, the potential for the Modified Project to result in cause a substantial adverse change in the significance of an archaeological resource would be less-than-significant. When compared to the Certified EIR findings, no new or substantially increased impacts to archaeological resources would result from the Modified Project.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that compliance with existing regulations would ensure that the potential for The Ontario Plan to disturb any human remains, including those interred outside of formal cemeteries was less-than-significant (Certified EIR, p. 5.5-21).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would be required to comply with all existing regulations, including the California Public Resources Code Section 5097.98, which would afford protection for any human remains discovered during development activities. On this basis, the potential for the Modified Project to result in disturbance of any human remains, including those interred outside of formal cemeteries would be less-than-significant. When compared to the Certified EIR findings, no new or substantially increased impacts related to potential disturbance of human remains would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Cultural Resources Assessment, The Hamner Avenue/Riverside Drive/Mill Creek Avenue [Ontario Commerce Center] Project City of Ontario, San Bernardino County, California* (BCR Consulting, LLC) April 20, 2020; Modified Project Design Concepts.

6. ENERGY

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | | | | | X | |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | | | | | X | |

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: This environmental topical concern has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR, and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The Modified Project in total would be required to comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards). The Modified Project would be required to conform to applicable CALGreen provisions (CCR, Title 24, Part 11 – CALGreen). CALGreen was implemented in 2007 to support the goals of the State’s greenhouse gas reduction and building energy efficiency programs. The Project would also implement applicable efficiency/conservation measures provisions of the City of Ontario Community Climate Action Plan (CAP) and updates.

Additionally, developers and owners/tenants generally have vested financial incentives to avoid imprudent energy consumption practices. In this regard, there is growing recognition among developers and owners/tenants that energy-efficient and sustainable practices yield both environmental and economic benefits.

Based on the preceding, the Modified Project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy; and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. When compared to impacts addressed in the Certified EIR, no new or substantially increased energy impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

7. GEOLOGY AND SOILS

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | | | |
| (i) rupture of a known earthquake fault; | | | | | X | |
| (ii) strong seismic ground shaking; | | | | | X | |
| (iii) seismic-related ground failure, including liquefaction; or | | | | | X | |
| (iv) landslides? | | | | | X | |
| b) Result in substantial soil erosion or the loss of topsoil? | | | | | X | |

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | | | | X | |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | | | | | X | |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | | | | X |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | | | | | X | |

Substantiation:

a – d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR recognizes existing geological conditions and location of the City within a seismically active area. The Certified EIR concludes that compliance with California Building Code (CBC) regulations and standard City Conditions of Approval would preclude significant geology/soils impacts (Certified EIR, pp. 5.7-16 – 5.7-19).

Certified EIR Mitigation Measures: None.

Modified Project: Geology and soils conditions affecting the Modified Project site are preliminarily evaluated in: *Preliminary Geotechnical Investigation, Proposed Industrial Building Development, SWC Hamner Avenue and E. Riverside Drive Ontario, California (GPI)*

January 31, 2018 (2018 Geotechnical Investigation, Addendum Appendix D). The 2018 Geotechnical investigation identifies the following geology/soils conditions affecting the subject site.

- Undocumented fill and upper disturbed natural soils are not considered to be suitable for uniform support of new foundations or floor slabs.
- There are approximately 25 small to medium sized stockpiles located onsite along Hamner Avenue. A few stockpiles contain soils consisting of clays and sands with varying amounts of gravel. The remaining stockpiles consist of concrete, brick, metal, and plastic debris. The stockpile materials were likely generated from offsite sources. Existing stockpiled materials are not considered suitable for use as compacted fill.
- Current moisture contents of the upper soils are generally slightly moist to moist and likely near or below the optimum moisture content. Moisture conditions (wetting) will likely be required during subgrade processing and placement and compaction of fill.
- The upper on-site soils are predominantly dry to slightly moist, loose to medium dense silty sands. As such, these soils are considered to be susceptible to caving in open cuts and excavations. Care should be taken to maintain support of the soils and structures left in-place adjacent to planned excavations.
- Due to the presence of loose to medium dense sands and silty sands and high peak ground acceleration, potential total dry seismic settlements of ¼- to ½-inch and differential seismic settlement of less than ¼-inch over a span of 60 feet were computed. These settlements are based on values obtained using the 2016 California Building Code (CBC) and should be considered in addition to the static settlement when evaluating the design of the proposed structures.

- Although not tested, the upper onsite soils (silty sands and sandy silts) are anticipated to have a low potential for expansion. Expansion index testing will need to be performed as part of subsequent comprehensive geotechnical investigation(s).
- Corrosivity soils testing indicates a negligible level of soluble sulfate content with respect to concrete. The soils are considered to be moderately corrosive to corrosive to buried ferrous metals. Testing also indicates negligible levels of chloride by most standards. However, the building footings will be exposed to moisture in the adjacent soil and could be susceptible to corrosion. Final designs should be evaluated for potential corrosion effects and incorporate corrosion protection if/as required.

[2018 Geotechnical Investigation, pp. 6 – 7]

The 2018 Geotechnical Investigation at Sections 4.2 – 4.11 provides preliminary recommendations addressing the above issues and development of the site generally. Issues and design considerations addressed include: seismic design, earthwork, foundations, concrete slabs, retaining structures, pavements, corrosion, drainage, surface infiltration, and geotechnical observation and testing.

As part of the City's standard review and approval of development projects, the Modified Project would be required to comply with recommendations of the 2018 Geotechnical Investigation as incorporated in a Final City-approved geotechnical report. Design of the Modified Project would also be required to comply with applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with recommendations of the final City-approved geotechnical report and provisions of the UBC and CBC would reduce potential geology and soils impacts to levels that would be less-than-significant. The Modified Project would therefore not result in new, additional, or different geological/soils impacts not considered and addressed in the Certified EIR.

Modified Project Mitigation Measures: None.

e) *No Impact.*

Certified EIR Conclusions: Wastewater generated by new development pursuant to the Ontario Plan would be conveyed to and treated at wastewater treatment facilities owned and operated by the Inland Empire Utilities Agency (Regional Plant No. 1 in the City of Ontario and Regional Plant No. 5 in the City of Chino). The use of septic tanks for new commercial/industrial development such as that evaluated herein is not envisioned. (Certified EIR, p. 5.7-18).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would connect to the City sanitary sewer system. No septic tanks or other alternative wastewater disposal systems are proposed. On this basis, the Modified Project would not result in any impacts related to on-site or alternative wastewater disposal systems. The Modified Project would therefore not result in new, additional, or different impacts regarding use of alternative wastewater treatment systems not considered and addressed in the Certified EIR.

Modified Project Mitigation Measures: None.

f) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Adoption of The Ontario Plan in itself would not directly affect paleontological resources. However, implementation of the Ontario Plan Land Use Plan could allow development and redevelopment of potentially sensitive areas. The Certified EIR concluded this was a potentially significant impact (Certified EIR, p. 5.5-20).

Certified EIR Mitigation Measures: Please refer to previous Mitigation Measure 5-2. With the implementation of this Mitigation Measure, the Certified EIR concluded that impacts to paleontological resources would be less-than-significant.

Modified Project: The Cultural Resources Assessment at Appendix C concluded that ground-disturbing activities at the Modified Project site could result in potentially significant impacts to paleontological resources (Cultural Resources Assessment *Paleontological Overview*). Pursuant to recommendations presented in the *Paleontological Overview*, the Modified Project shall implement a paleontological resource mitigation program to monitor, salvage, and curate any recovered fossils associated with the current study area.

Modified Project Mitigation Measures: To address potentially significant impacts to paleontological resources, a paleontological resource mitigation program shall be implemented as recommended under the Cultural Resources Assessment *Paleontological Overview*, and required under Certified EIR Mitigation Measure 5-2. With implementation of Certified EIR Mitigation Measure 5-2, the potential for the Project to directly or indirectly destroy a unique paleontological resource or site or unique geological feature would be less-than-significant. No additional mitigation is required under the Modified Project.

With implementation of mitigation, the Modified Project would not result in new, additional, or different paleontological resource impacts not considered and addressed in the Certified EIR.

Sources: *Preliminary Geotechnical Investigation, Proposed Industrial Building Development, SWC Hamner Avenue and E. Riverside Drive Ontario, California* (GPI) January 31, 2018; *Cultural Resources Assessment, The Hamner Avenue/Riverside Drive/Mill Creek Avenue Project, City of Ontario, San Bernardino County, California* (BCR Consulting, LLC) April 20, 2020; Modified Project Design Concepts.

8. GREENHOUSE GAS EMISSIONS

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | | | X | |
| b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | | | | | X | |

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that buildout of The Ontario Plan would contribute to global climate change through direct emissions of GHG from onsite area sources, offsite energy production required for onsite activities, and indirect emissions from water use and vehicle trips. As such, the potential for implementation of The Ontario Plan to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases was deemed significant and unavoidable, even with the implementation of the following mitigation measures (Re-Circulated Portions of The Ontario Plan Draft Environmental Impact Report, p. 2-118).

Certified EIR Mitigation Measures:

6-1 *The City of Ontario shall prepare a Climate Action Plan within 18 months after adopting The Ontario Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB 32*

and to mitigate the impact of climate change on the City, State, and world. Once completed, the City shall update The Ontario Plan and associated policies, as necessary, to be consistent with the Climate Action Plan and prepare a subsequent or supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:

- *Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP.*
 - *The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.*
 - *The City shall define a “business as usual” scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario.*
- *Emission Targets: The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City:*
 - *A Municipal Climate Action Plan which shall include measures to reduce GHG emissions from municipal activities by at least 30 percent by 2020 compared to the “business as usual” municipal emissions (including any reductions required by the California Air Resource Board under AB 32.*
 - *A Business Climate Action Plan in collaboration with the business community, which shall include measures to reduce GHG emissions from business activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to “business as usual” business emissions.*

- *A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" community emissions.*

6-2 *The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified in Mitigation Measure 6-1. The Climate Action Plan shall quantify the approximate greenhouse gas emissions reductions of each measure and measures shall be enforceable. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):*

- *Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria.*
- *Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency.*
- *Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris.*
- *Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.*
- *Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate.*
- *Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City.*

- *Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.*
- *Install energy efficient lighting and lighting control systems in all municipal buildings.*
- *Require all new traffic lights installed be energy efficient traffic signals. Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system.*
- *Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization.*
- *Ensure that its local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions.*
- *Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.*
- *Reduce heat gain from pavement and other similar hardscaping.*
- *Work with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking.*
 - *Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.*
- *Facilitate employment opportunities that minimize the need for private vehicle trips, by:*

- *Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.*
- *Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.*
- *Establish policies and programs to reduce onsite parking demand and promote ridesharing and public transit at large events.*
- *Support and promote the use of low-and zero-emission vehicles, by:*
 - *Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.*
 - *Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).*
 - *Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes.*
 - *Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.*
- *Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.*
- *Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by Airport Land Use Compatibility Plan (ALUCP)/Federal Aviation Administration (FAA).*

- *Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.*

- *Support the use of green building practices by:*
 - *Providing information, marketing, training, and technical assistance about green building practices.*

 - *Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development.*

- *Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including:*
 - *Standards for the installation of “cool roofs”.*

 - *Standards for improved overall efficiency of lighting systems.*

 - *Requirements for the use of Energy Star appliances and fixtures in discretionary new development.*

- *Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.*

- *Establish policies and programs that facilitate the siting of new renewable energy generation.*

- *Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.*

- *Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:*
 - *Conducting energy audits.*
 - *Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.*
 - *Implementing an energy tracking and management system for its municipal facilities.*
 - *Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.*
 - *Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations.*
 - *Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).*
 - *Installing Energy Star® appliances and energy-efficient vending machines.*
 - *Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).*
 - *Installing irrigation control systems which maximize water use efficiency and minimize off-peak use.*
 - *Adopting an accelerated replacement schedule for energy inefficient systems and components.*

- *Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including:*
 - *Providing energy efficiency training to design, engineering, building operations, and maintenance staff.*
 - *Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use.*
 - *Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards.*
- *Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.*
- *Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.*
- *Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.*
- *Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.*
- *Conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices.*

- *Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and will install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects.*
- *Implement enhanced programs to divert solid waste from landfill operations, by:*
 - *Establishing a diversion target which meets or exceeds AB 939 requirements.*
 - *Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.*
- *Reduce per capita water consumption consistent with state law by 2020.*
- *Establish a water conservation plan that may include such policies and actions as:*
 - *Maintaining and refining the City's tiered rate structure for water use.*
 - *Establishing restrictions on time of use for landscape watering, or other demand management strategies.*
 - *Establishing performance standards for irrigation equipment and water fixtures, consistent with state law.*
- *Establish programs and policies to increase the use of recycled water, including:*
 - *Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.*
- *Ensure that building standards and permit approval processes promote and support water conservation, by:*

- *Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).*
- *Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.*
- *Organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and shall schedule recycling dropoff events and neighborhood chipping/mulching days.*
- *Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.*

6-3 *The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts:*

- *Increase densities in urban core areas to support public transit, by, among other means:*
 - *Removing barriers to the development of accessory dwelling units in existing residential neighborhoods.*
- *Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.*
- *Add bicycle facilities to city streets and public spaces, where feasible.*
- *Promote infill, mixed-use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones.*

- *Plan for and create incentives for mixed-use development.*
- *Identify sites suitable for mixed-use development and establish appropriate site-specific standards to accommodate mixed uses which could include:*
 - *Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so.*
 - *Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development.*
 - *Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops.*
 - *Allowing for tandem parking, shared parking and off-site parking leases.*
- *Enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling.*
- *Identify and facilitate the inclusion of complementary land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and promote bicycling and walking to these uses.*
- *Revise zoning ordinance(s) to allow local-serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use.*
- *Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.*
- *Implement a Housing Overlay Zone for residential properties at transit centers and along transit corridors. This may include average minimum residential densities of 25 units per acre*

within one quarter miles of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for non-residential uses within a quarter mile of transit centers or corridors.

- *Identify transit centers appropriate for mixed-use development, and promote transit oriented, mixed-use development within these targeted areas, by:*
 - *Providing maximum parking standards and flexible building height limitations.*
 - *Providing density bonus programs.*
 - *Establishing guidelines for private and public spaces for transit-oriented and mixed-use development.*
 - *Discouraging auto-oriented development.*
- *Ensure new development is designed to make public transit a viable choice for residents, including:*
 - *Locating medium to high density development near activity centers that can be served efficiently by public transit and alternative transportation modes.*
 - *Locating medium to high density development near streets served by public transit whenever feasible.*
 - *Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths.*
- *Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.*
- *Create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed-use and transit-oriented development areas, by:*

- *Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking.*
- *Encouraging pedestrian-only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling.*
- *Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape.*
- *Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic.*
- *Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage nonmotorized travel.*
- *Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas, by:*
 - *Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares.*
 - *Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures.*
 - *Locating schools in neighborhoods, within safe and easy walking distances of residences served.*
 - *Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear.*
 - *Supporting development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access.*

- *Utilizing street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway.*
- *Prioritizing the physical development of pedestrian connectors for existing areas that do not meet established connectivity standards.*
- *Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.*
- *Reduce heat gain from pavement and other similar hardscaping, by:*
 - *Including low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas.*
 - *Establishing standards that provide for pervious pavement options.*
 - *Removing obstacles to natural, drought tolerant landscaping and low-water landscaping.*
- *Coordinate with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking, including, but not limited to:*
 - *Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.*
- *Upgrade and maintain the following transit system infrastructure to enhance public use, including:*
 - *Ensuring transit stops and bus lanes are safe, convenient, clean and efficient.*
 - *Ensuring transit stops have clearly marked street-level designation, and are accessible.*
 - *Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate.*

- *Working with transit providers to place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals appropriate for the mode of transit.*
- *Facilitate employment opportunities that minimize the need for private vehicle trips, by:*
 - *Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.*
 - *Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.*
- *Establish standards for new development and redevelopment projects to support bicycle use, including:*
 - *Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including:*
 - *Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where feasible.*
 - *Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including:*
 - *Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances.*
- *Establish a network of multi-use trails to facilitate direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.*
- *Establish policies and programs to reduce onsite parking demand and promote and public transit at large events.*

- *Require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.*
- *Support and promote the use of low-and zero-emission vehicles (NEV), by:*
 - *Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.*
 - *Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).*
 - *Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes.*
 - *Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.*
- *Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.*
- *Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by ALUCP/FAA.*
- *Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.*
- *Support the use of green building practices by:*

- *Establishing guidelines for green building practices in residential and commercial development.*
- *Providing incentives, which may include reduction in development fees, administrative fees, and/or expedited permit processing for projects that use green building practices.*
- *Adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise required by current state law, including:*
 - *Standards for the installation of “cool roofs”.*
 - *Standards for improved overall efficiency of lighting systems.*
 - *Requirements for the use of Energy Star appliances and fixtures in discretionary new development.*
 - *Requirements for new residential lots and/or structures to be arranged and oriented to maximize effective use of passive solar energy.*
- *Require that affordable housing development incorporate energy efficient design and features to the maximum extent feasible.*
- *Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas).*
- *Identify and remove or otherwise address barriers to renewable energy production, including:*
 - *Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers.*
 - *Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies.*

- *Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air.*
- *Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values.*
- *Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate.*
- *Require that, where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future, using such “solar-ready” features as:*
 - *Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south-sloped roof surface, where such buildings architecture and construction are designed for sloped roofs.*
 - *Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south sloped roof.*
 - *Roof framing that will support the addition of solar panels.*
 - *Installation of electrical conduit to accept solar electric system wiring.*
 - *Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank.*
- *Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.*
- *Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:*
 - *Conducting energy audits.*

- *Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.*
- *Implementing an energy tracking and management system for its municipal facilities.*
- *Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.*
- *Installing energy-efficient lighting retrofits and occupancy sensors, and institute a “lights out at night” policy, subject to life/safety considerations.*
- *Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).*
- *Installing Energy Star® appliances and energy-efficient vending machines.*
- *Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).*
- *Installing irrigation control systems maximizing water use efficiency and minimizing off-peak use.*
- *Adopting an accelerated replacement schedule for energy inefficient systems and components.*
- *Require that any newly constructed, purchased, or leased municipal space meet minimum standards, such as:*
 - *The Energy Star® New Homes Program established by U.S. EPA.*
 - *The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating.*

- *Reduce per capita water consumption consistent with state law by 2020.*
- *Establish a water conservation plan that may include such policies and actions as:*
 - *Maintaining and refining the City's tiered rate structure for water use.*
 - *Establishing restrictions on time of use for landscape watering, or other demand management strategies.*
 - *Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law.*
- *The City will establish programs and policies to increase the use of recycled water, including:*
 - *Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.*
- *Ensure that building standards and permit approval processes promote and support water conservation, by:*
 - *Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).*
 - *Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.*
- *Install water-efficient landscapes and irrigation, including:*
 - *Requiring planting drought-tolerant and native species, and covering exposed dirt with moisture-retaining mulch or other materials such as decomposed granite.*

- *Requiring the installation of water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls.*
- *Promote the planting of shade trees and establish shade tree guidelines and specifications, including:*
 - *Establishing guidelines for tree planting based on the land use (residential, commercial, parking lots, etc.).*
 - *Establishing guidelines for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc.*
 - *Establishing tree guidelines for placement, including distance from structures, density of planting, and orientation relative to structures and the sun.*
- *Develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal, including:*
 - *Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low-VOC-producing trees, and emphasizing the use of drought-tolerant native trees and vegetation.*

6-4 *Measures listed in Mitigation Measure 6-2 and 6-3 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan (CAP).*

6-5 *Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of Ontario shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.*

6-6 *The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.*

Modified Project: The Modified Project proposes development comparable in design and intensity to development entitled under the Original Project. The Modified Project does not propose or require uses or operations that would substantially increase GHG emissions when compared to the Original Project. Further, based on decreased trip generation and related decreases in vehicular-source energy consumption that would result from the Modified Project, the Modified Project would likely reduce GHG emissions impacts when compared to GHG emissions impacts of the Original Project.

When compared to the Certified EIR analysis, no new or substantially increased GHG emissions impacts would occur under the Modified Project. Moreover, in comparison to the Original Project, GHG emissions impacts would be diminished under the Modified Project.

Further, the Modified Project would implement applicable provisions of the City CAP. The City CAP supports and complies with state and regional plans, policies, and regulations adopted for the purpose of reducing GHGs. On this basis, the Modified Project would not conflict with plans, policies, and regulations adopted for the purpose of reducing GHGs. The Modified Project would therefore not result in new, additional, or different impacts regarding consistency with applicable GHG emissions reduction plans, policies, and regulations not considered and addressed in the Certified EIR.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

9. HAZARDS AND HAZARDOUS MATERIALS

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | | | X | |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | | | X | |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school? | | | | | X | |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | | X | |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | | | | | X | |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | | X | |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | | | | | X | |

Substantiation:

a-c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that buildout in accordance with The Ontario Plan would involve the transport, use, and/or disposal of hazardous materials; however, these activities would be in compliance with federal, state, and local regulations thus precluding significant impacts in this regard (Certified EIR, p. 5.8-24).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would not result in or cause exposure(s) to hazards or potentially hazardous conditions. That is, uses proposed by the Modified Project are not considered hazardous. Nor does the Project propose or require facilities or operations involving inherent substantial hazards.

During the normal course of construction and operation activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Modified Project site. However, as presented within the Certified EIR, the Project would be required to comply with all City and County Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials. The Modified Project does not propose or require uses or activities that would result in atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies.

Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (*California Health & Safety Code*, Division 20, Chapter 6.95) The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. The HMBP

also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities.

The Modified Project does not propose or require uses that would handle hazardous or acutely hazardous materials, substances, or waste. Heavy duty truck traffic accessing the Modified Project would generate diesel particulate matter (DPM). DPM is a known carcinogen. The Modified Project Health Risk Assessment (HRA, Addendum Appendix A) substantiates that the DPM emissions generated by the Modified Project would not result in potentially significant hazardous impacts at vicinity schools.

Based on the preceding, when compared to impacts identified in the Certified EIR, the Modified Project, would not result in new or substantially increased impacts or substantially different impacts related to use, transport, or potential upset of hazardous materials. Nor, when compared to impacts identified in the Certified EIR, would the Modified Project result in new or substantially increased impacts or substantially different impacts related to potentially hazardous emissions or hazardous materials impacts at vicinity schools.

Modified Project Mitigation Measures: None.

d) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: Many properties within the City of Ontario are included on State and federal lists of registered hazardous materials sites. The Certified EIR concluded that compliance with federal, state, and local regulations would ensure these properties would not cause significant impacts (Certified EIR, p. 5.8-25).

Certified EIR Mitigation Measures: None.

Modified Project: A Phase I ESA and Phase II ESI have been prepared for the Modified Project site.⁴ The Phase I Assessment indicates that the subject site is not listed on any of the researched hazards/hazardous materials databases (Phase I ESA, Appendix E, *EDR Database Report*, Executive Summary, p. 3). On this basis, there is no potential for the Modified Project to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The Phase I ESA concluded further that the diesel fuel above ground storage tank (AST) associated with the Sunshine Growers Nursery (located in the southerly portion of the Modified Project site) constituted a recognized environmental condition (REC). The Phase I ESA recommended additional investigation of shallow soils in the area of the diesel fuel AST to screen for possible hydrocarbon releases. The Modified Project site is not otherwise considered to be substantially affected by potential hazards or potentially hazardous conditions (Phase I ESA, pp. iv-v).

Consistent with recommendations of the Project Phase I ESA, a Phase II ESI has been prepared to screen for possible hydrocarbon releases associated with the diesel fuel AST located on the Sunshine Growers Nursery property. The Phase II ESI concluded that “no obvious indications of contamination were noted in the soil samples recovered for analysis. Laboratory analysis did not detect VOCs [volatile organic compounds] or TPH [total petroleum hydrocarbons] in the four soil samples. In conclusion, the results of this investigation did not identify any fuel-related impacts in shallow soils in the area of the AST. Additional investigation is not warranted or recommended” (Phase II ESI, p. 3).

Based on the preceding, the Modified Project would result in less-than-significant impacts related to hazards/hazardous materials. Further, the Modified Project would not result in substantially increased or substantially different hazards/hazardous materials impacts than were considered and addressed in the Certified EIR.

⁴ See Addendum Appendix E: *Phase I Environmental Site Assessment 47.38-Acre Property, 13130 Hamner Avenue And Undeveloped Parcel At Southwest Corner Of East Riverside Drive And South Hamner Avenue, Ontario, California 91761 (Assessor's Parcel Number: 0218 - 171- 21 - 0000 & - 27)* (SCS Engineers) February 7, 2018; *Phase II Soil Investigation Report, Sunshine Growers Nursery Inc., 13130 Hamner Avenue Ontario, California 91761 (Assessor's Parcel Number: 0218-171-21-0000)* (SCS Engineers) March 12, 2018.

Modified Project Mitigation Measures: None.

e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Ontario International Airport (ONT), as well as a small portion of the Chino Airport property, is located within the City of Ontario. The Certified EIR determined that consistency reviews of new development with the appropriate Airport Land Use Compatibility Plan (ALUCP) would be sufficient to prevent significant impacts (Certified EIR, p. 5.8-27).

Certified EIR Mitigation Measures: None.

Modified Project: Location of area airports relative to the Original Project site [inclusive of the proposed Modified Project site] has not changed since preparation of the Certified EIR – the site remains more than two miles distant from the nearest airport; the nearest airport is ONT, located approximately 2.5 miles northwesterly of the site.

The Modified Project site is located within the area subject to provisions of The ONT Airport Land Use Compatibility Plan, ALUCP (July 2018). The ALUCP defines the ONT Airport Influence Area (AIA) as an area in which current and future airport-related noise, overflight, safety, and airspace protection factors may significantly affect land uses or necessitate restriction on those uses. The Modified Project site is located outside the ONT safety zones⁵. As with the development anticipated under the Original Project and evaluated in the Certified EIR, development implemented pursuant to the Modified Project would comply with all requirements set forth within the ALUCP. Based on the preceding, no new or substantially increased impacts related to airport hazards/airport compatibility would result from the Modified Project.

Modified Project Mitigation Measures: None.

⁵ See: ONT Compatibility Policy Map: Safety Zones

<http://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/policy-map-2-2.pdf>

f) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The City manages disaster preparedness through the Technical Services Bureau of the Ontario Fire Department, which is responsible for the preparation of the community for disasters and the organization of recovery efforts. The Fire Department also works with other local public departments, such as the San Bernardino County Fire Department Hazardous Materials Division and, if necessary, the Countywide HazMat Team of the County Environmental Health Department, to enact these principles and to protect the community in the event of a disaster. Additionally, the City maintains a Local Hazard Mitigation Plan and participates in the Standardized Emergency Management System (SEMS) as required under Government Code Section 8607(a).

The Certified EIR concluded that buildout in accordance with The Ontario Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan (Certified EIR, p. 5.8-28).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project does not propose or require permanent alteration to vehicle circulation routes, and would not interfere with any identified emergency response or emergency evacuation plan. In accordance with existing City policies, coordination with the local fire and police departments during pre-construction review of the Project's plans would ensure that potential interference with emergency response plans and evacuation plans are avoided. When compared to impacts identified in the Certified EIR, no new or substantially increased impacts regarding emergency response plans or emergency evacuation plans would result from the Modified Project.

Modified Project Mitigation Measures: None.

g) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that adherence to existing regulations and review of building plans by the Ontario Fire Department would reduce risks from urban and wildland fire threats to the City. No significant impacts were identified (Certified EIR, p. 5.8-32).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project site is located in an urbanized area, and no wildlands are located in the vicinity of the site. Fire protection services are provided to the City and the Modified Project site by the Ontario Fire Department. Pre-construction coordination with Ontario Fire Department staff and adherence to local fire department regulations during construction and operation of the Modified Project would be required. As such, no new or substantially increased impacts related to wildland fire impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

10. HYDROLOGY AND WATER QUALITY

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | | | | | X | |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | | | | | X | |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | | X | |
| (i) result in substantial erosion or siltation on- or off-site? | | | | | X | |
| (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? | | | | | X | |
| (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | | | | | X | |
| (iv) impede or redirect flood flows? | | | | | X | |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | | | | | X | |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | | | | X |

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR recognizes that buildout of The Ontario Plan would increase concentrations of pollutants during construction and post-construction activities. To address potential water quality impacts resulting from project construction and operations, projects are required to comply with provisions of the City's National Pollutant Discharge Elimination System (NPDES) permit. NPDES permit requirements include, but are not limited to, mandated preparation of a Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). Mandated SWPPPs and WQMPs are required to develop and implement Best Management Practices (BMPs) to reduce construction-source and operational-source stormwater pollutant discharges. Based on compliance with the City NPDES Permit and implementation of required SWPPPs and WQMPs, the Certified EIR did not identify any significant water quality impacts (Certified EIR, p. 5.9-23).

Certified EIR Mitigation Measures: None.

Modified Project: Consistent with City requirements, a WQMP and SWPPP would be prepared for the Modified Project.⁶ City review and approval of these documents is required prior to issuance of Grading Permits. As with the Original Project, implementation of an approved SWPPP and WQMP would reduce the potential for the Modified Project to violate water quality standards or otherwise adversely affect water quality to levels that would be less-than-significant.

Based on the preceding, the Modified Project's potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality is considered less-than-significant. When compared to the Certified EIR findings, no new or substantially increased water quality impacts would result from the Modified Project.

⁶ A Preliminary WQMP has been prepared for the Modified Project (see: *Preliminary Water Quality Management Plan For: Crow Holdings Industrial Project*, January 9, 2020 [Modified Project WQMP] Addendum Appendix G).

Modified Project Mitigation Measures: None.

b) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: The Certified EIR recognizes that development pursuant to The Ontario Plan would increase the amount of impervious surface within the City. However, groundwater recharge efforts would not be hindered. All development projects would be required to prepare project-specific hydrology studies, implement BMPs for compliance with NPDES regulations, and comply with City policies promoting infiltration of runoff and groundwater recharge (Certified EIR, pp. 5.9-19 – 5.9-20).

Certified EIR Mitigation Measures: None.

Modified Project: Direct additions or withdrawals of groundwater are not proposed or required by the Modified Project. Construction proposed by the Project would not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. The Modified Project does not propose or require uses or facilities that would affect designated groundwater recharge areas.

Based on the preceding, the Modified Project would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. When compared to impacts identified in the Certified EIR, no new or substantially increased groundwater impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

c) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: Consistent with NPDES requirements, post-development runoff quantities would not be permitted to substantially increase as a result of a development project considered for approval under The Ontario Plan. In this regard, projects would be required to prepare project-specific hydrology studies. Further, existing City policies encourage the use of low impact development strategies to intercept

runoff, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

The Certified EIR notes that while the amount of impervious surfaces would be increased under The Ontario Plan (and thus surface water flows into drainage systems), existing City and County requirements would ensure significant impacts related to alteration of drainage patterns do not occur (Certified EIR, p. 5.9-19).

Certified EIR Mitigation Measures: None.

Modified Project: Existing drainage patterns within the subject site would be maintained. The Modified Project would implement on-site stormwater management systems to detain and treat stormwater discharges. Per the Preliminary WQMP, the entire design capacity volume (DCV) would be retained and treated on-site (Preliminary WQMP, p. 10). Treated stormwaters would be discharged southerly to the Master Plan of Drainage (MPD) storm drain to be located in East Chino Avenue.

The Final WQMP as approved by the City would ensure that the Modified Project stormwater management systems have been designed to convey and treat stormwater discharges and limit the post-development peak flows consistent with available storm drain capacities. Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased impacts related to alteration of drainage patterns would result from the Modified Project.

Modified Project Mitigation Measures: None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that, although inundation within the City is possible, the gently sloping terrain and emergency procedures in place would preclude significant hazards in this regard (Certified EIR, pp. 5.9-23 – 5.9-24).

Certified EIR Mitigation Measures: None.

Modified Project: Conditions at the subject site have not changed since preparation of the Certified EIR – the site remains unaffected by potential flood hazards, tsunami hazards, or seiche hazards. No new or substantially increased flood hazard impacts, tsunami hazard impacts, or seiche hazard impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

e) *No Impact.*

Certified EIR Conclusions: This checklist item was not specifically addressed within the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The Modified Project does not propose or require uses or facilities that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project would have no impact in these regards.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; Preliminary Water Quality Management Plan For: Crow Holdings Industrial Project, January 9, 2020; Modified Project Design Concepts.*

11. LAND USE AND PLANNING

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Physically divide an established community? | | | | | X | |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | | | | | X | |

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concludes that implementation of The Ontario Plan would not result in significant land use impacts (Certified EIR, p. 5.10-31).

Certified EIR Mitigation Measures: None.

Modified Project: No established community is located within the Modified Project site. The Modified Project would not otherwise result in potential division of an established community.

The Modified Project site designated as “General Commercial” and “Business Park” under the Policy Plan (General Plan) Land Use Element. The Modified Project site is currently zoned “Specific Plan” (Edenglen Specific Plan). To accommodate the Modified Project, the site’s land use designations would be amended. Amended Policy Plan designations of the site would be “Industrial” and “General Commercial.” Additionally, the Edenglen Specific Plan Land Use Plan would be amended to reflect the industrial and commercial land uses proposed by the Modified Project. The Specific Plan Development Standards and Design Regulations would be amended to guide development of industrial and commercial uses that would be implemented under the Modified Project.

Tables 11-1 and 11-2 detail land use designations that would be amended under the Modified Project.

Table 11-1
Existing and Proposed Policy Plan Land Use Designations

| Existing | | Proposed | |
|----------------------------------|---------------------|----------------------------------|---------------------|
| Policy Plan Land Use Designation | Approximate Acreage | Policy Plan Land Use Designation | Approximate Acreage |
| General Commercial | 20.0 | Neighborhood Commercial | 4.0 |
| Business Park | 44.3 | Business Park | 4.0 |
| --- | --- | Industrial | 56.3 |
| Total | 64.3 | Total | 64.3 |

Sources: Edenglen Specific Plan, May 2009; Edenglen Specific Plan Amendment, April 2020.

Table 11-2
Existing and Proposed Specific Plan Land Use Designations

| Existing | | Proposed | |
|------------------------------------|---------------------------|------------------------------------|-------------------------|
| Specific Plan Land Use Designation | Approximate Gross Acreage | Specific Plan Land Use Designation | Approximate Net Acreage |
| Community Commercial | 20.0 | Business Park | 3.51 |
| Commercial/Business Park Flex Zone | 10 | Neighborhood Commercial | 4.13 |
| Business Park/Light Industrial | 34.3 | General Industrial | 39.4 |
| | | Light Industrial | 16.9 |
| Total | 64.3 | Total | 63.94 |

Sources: Edenglen Specific Plan, May 2009; Edenglen Specific Plan Amendment, April 2020.

The Modified Project would be required to comply with applicable Policy Plan Policies, applicable requirements of the Edenglen Specific Plan (as amended), and provisions of the City Development Code. Collectively, the Policy Plan Policies, the amended Specific Plan, and the City Development Code act to minimize potential environmental effects that may result from the land uses implemented under the Modified Project. On this basis, the potential for the Modified Project to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect is considered less-than-significant.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Edenglen Specific Plan Amendment, April 2020*; Modified Project Design Concepts.

12. MINERAL RESOURCES

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | | | | | X | |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | | | | | X | |

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concludes that implementation of The Ontario Plan would have no potential to result in the loss of a known mineral resource of value to the region or the state; or result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (Certified EIR, p. 5.11-7).

Certified EIR Mitigation Measures: None.

Modified Project: Underlying conditions at the subject site have not changed since preparation of the Certified EIR, and the site remains devoid of any potentially valuable or locally-important mineral resources. On this basis, the Modified Project would have no potential to result in the loss of a known mineral resource of value to the region or the state; or result in the loss of availability of a locally-important mineral resource recovery

site delineated on a local general plan, specific plan, or other land use plan. No new or substantially increased mineral resources impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

13. NOISE

| Would the project result in: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | | | | X | |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | | | | | X | |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | | X | |

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that new development implemented pursuant to The Ontario Plan would result in an increase in traffic on local

roadways, and substantially increase the existing noise environment (Certified EIR, p. 5.12-27). The Certified EIR determined that “[n]o mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes” (Certified EIR, p. 5.12-40). The Certified EIR also concluded that new development could be exposed to excessive transportation-source noise levels. Mitigation Measure 12-1, below, would reduce but would not avoid this impact or reduce the impact to levels that would be less-than-significant.

Additionally, because construction activities associated with new development may occur near noise-sensitive receptors and noise disturbances may occur for prolonged periods of time, construction noise impacts were considered potentially significant (Certified EIR, p. 5.12-37). Mitigation Measure 12-4, below, would reduce but would not avoid this impact or reduce the impact to levels that would be less-than-significant.

Certified EIR Mitigation Measures:

- 12-1 *Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, or the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City’s Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).*
- 12-4 *Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.*

Even with the implementation of Mitigation Measures 12-1 and 12-4, the Certified EIR concluded that development pursuant to The Policy Plan would result in a substantial temporary and/or permanent increase in ambient noise levels (Certified EIR, pp. 5.12-41 – 5.12-42).

Modified Project: Potential noise impacts of the Modified Project are evaluated in *Ontario Commerce Center, Noise Impact Analysis* (Urban Crossroads, Inc.) July 9, 2020 (Noise Impact Analysis, Addendum Appendix F). Analysis and conclusions of the Noise Impact Analysis are summarized below. As substantiated in the Noise Impact Analysis, when compared to findings of the Certified EIR, the Modified Project would not result in any new or substantially increased noise impacts.

Noise Standards⁷

Construction

The City of Ontario has set restrictions to control noise impacts associated with construction. Construction noise would be considered significant if construction activities occurring outside of the hours specified (7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays) or if construction activities substantially elevate the ambient noise environment at noise-sensitive uses for a substantial period. The Modified Project construction activities would comply with the City approved hour of activity restrictions, thereby precluding construction activities during noise-sensitive time periods. To present a conservative approach, this analysis nonetheless evaluates construction noise based on the 65 dBA Leq exterior noise level limit for the neighboring residential land uses (Noise Zone I).

Operational

The City of Ontario requires that noise from new stationary sources in the City comply with the City's Noise Ordinance, which limits the acceptable noise at the property line of

⁷ Although the Project site is located within the City of Ontario, potentially affected receivers in the adjacent City of Eastvale were also considered. A review of the area indicates that existing land uses east of Milliken Avenue in the City of Eastvale consist mostly of developed industrial land uses. Proximate City of Eastvale land uses are not noise/vibration sensitive. Noise and/or vibration generated by the Modified Project and that may be received at these City of Eastvale land uses would not comprise potentially significant impacts.

the impacted property, to reduce nuisances to sensitive land uses. For Manufacturing and Industrial land uses (Noise Zone V), such as the Modified Project, ambient exterior noise levels may not exceed 70 dBA Leq. For residential land uses (Noise Zone I), ambient exterior noise levels may not exceed 65 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.).

Ambient Conditions

To assess the existing noise level environment, five 24-hour noise level measurements were taken at noise sensitive receiver locations in the Modified Project study area. Table 13-1 presents the ambient noise measurements. Please also refer to Noise Impact Analysis Exhibit 5-A, *Noise Measurement Locations*.

Table 13-1
Ambient Noise Measurements

| Location | Description | Energy Average Noise Level (dBA Leq) | | CNEL |
|----------|---|--------------------------------------|-----------|------|
| | | Daytime | Nighttime | |
| L1 | Located northwest of the Project site on Riverside Drive near the existing single-family residence at 2965 McCloud River Lane. | 58.3 | 56.1 | 63.2 |
| L2 | Located west of the Project site and south of Riverside drive near existing single-family residential home at 4097 East Auburn Way. | 53.8 | 52.3 | 59.3 |
| L3 | Located west of the Project site near existing single-family residential home at 4088 East Heritage Lane. | 51.0 | 47.7 | 55.1 |
| L4 | Located west of the Project site on East Cottage Way near existing single-family residential home at 4096 East Cottage Way. | 48.8 | 48.1 | 54.8 |
| L5 | Located southwest of the Project site on East Emory Lane near existing single-family residential home at 4099 East Emory Lane. | 57.2 | 53.4 | 60.6 |

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Sensitive Receivers

The following receiver locations, shown at Noise Impact Analysis Exhibit 6-A, *Sensitive Receiver Locations*, were identified as representative noise impact analysis locations.

R1: Located approximately 312 feet northwest of the Modified Project site, R1 represents the private residential outdoor living area at 2965 McCloud River Lane.

R2: Location R2 represents the residence located at 4097 E. Auburn Way, approximately 209 feet west of the Modified Project site. There are no private outdoor living areas (backyards) facing the Modified Project site at this location. R2 is established at the residential building façade.

R3: Location R3 represents the residence at 4087 E. Groveland Drive, located approximately 218 feet west of the Modified Project site. As above, R3 is established at the building façade.

R4: Location R4 represents the existing noise sensitive residence at 4088 E. Heritage Lane located approximately 208 feet west from the Project site. Location R4 describes the exterior noise levels at the building façade.

R5: Location R5 represents the existing noise sensitive residence at 4097 E. Springfield Paseo located roughly 259 feet west of the Project site. Since there are no private outdoor living areas, Location R5 describes the exterior noise levels at building façade.

R6: Location R6 represents the multi-family attached residence location at 4098 E. Emory Lane located west of the Project site at roughly 229 feet. Location R6 describes the exterior noise levels at the building façade.

Construction-Source Noise Impacts

In the evaluation of construction-source noise impacts, the Noise Impact Analysis employs empirical reference noise measurements obtained from similar construction activities. Based on the reference construction noise levels, maximum received noise levels attributable to the Modified Project construction activities were calculated, and are summarized at Table 13-2. Compliance with applicable significance thresholds is also presented.

Table 13-2
Maximum Received Construction-Source Noise Levels

| Receiver Location | Maximum Received Noise Level (dBA Leq) | Threshold (dBA Leq) | Threshold Exceeded? |
|-------------------|--|---------------------|---------------------|
| R1 | 59.2 | 65 | No |
| R2 | 58.8 | 65 | No |
| R3 | 62.0 | 65 | No |
| R4 | 59.5 | 65 | No |
| R5 | 62.9 | 65 | No |
| R6 | 63.2 | 65 | No |

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

As shown at Table 13-2, received construction-source noise levels would satisfy the City of Ontario exterior noise level limit of 65 dBA Leq at potentially affected receivers.

Incremental effects of construction-source noise were also considered. For the purposes of this analysis, when considering temporary construction-source noise contributions to ambient conditions, relevant State-level guidance was reviewed. More specifically, Caltrans' May 2011 Traffic Noise Analysis Protocol identifies a relative noise increase of 12 dBA Leq as substantial. While the Caltrans 12.0 dBA Leq threshold was not created specifically to address construction-source noise, it is applied in this analysis as a reasonable threshold to assess temporary noise level increases during Project construction. Received construction-source noise levels in the context of ambient conditions are summarized at Table 13-3. Compliance with applicable significance thresholds is also presented.

Table 13-3
Maximum Construction-Source Noise Contributions to Ambient Conditions

| Receiver Location | Maximum Received Noise Level (dBA Leq) | Ambient Noise Levels (dBA Leq) | Combined Project and Ambient | Maximum Project Incremental Contribution* (dBA Leq) | Incremental Threshold (dBA Leq) | Incremental Threshold Exceeded? |
|-------------------|--|--------------------------------|------------------------------|---|---------------------------------|---------------------------------|
| R1 | 59.2 | 58.3 | 61.8 | 3.5 | 12.0 | No |
| R2 | 58.8 | 53.8 | 60.0 | 6.2 | 12.0 | No |
| R3 | 62.0 | 51.0 | 62.3 | 11.3 | 12.0 | No |
| R4 | 59.5 | 51.0 | 60.1 | 9.1 | 12.0 | No |

Table 13-3
Maximum Construction-Source Noise Contributions to Ambient Conditions

| Receiver Location | Maximum Received Noise Level (dBA Leq) | Ambient Noise Levels (dBA Leq) | Combined Project and Ambient | Maximum Project Incremental Contribution* (dBA Leq) | Incremental Threshold (dBA Leq) | Incremental Threshold Exceeded? |
|-------------------|--|--------------------------------|------------------------------|---|---------------------------------|---------------------------------|
| R5 | 62.9 | 48.8 | 63.1 | 14.3 | 12.0 | Yes |
| R6 | 63.2 | 57.2 | 64.2 | 7.0 | 12.0 | No |

Sources: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020; Applied Planning, Inc.

Notes: *Decibels (dBA) is a logarithmic scale – noise levels are not arithmetically calculated. For example, 59.3 dBA received construction-source noise + 55.1 dBA ambient noise level= 60.6 dBA. The incremental contribution to ambient conditions in this case is 5.5 dBA.

As summarized in the preceding discussions, received construction-source noise levels would comply with applicable City standards. With the exception of the temporary incremental increase in ambient noise at Receptor R5, construction-source noise would not represent a substantial temporary or periodic increase in ambient noise levels. The Certified EIR has previously acknowledged and disclosed that construction-source noise was a significant and unavoidable impact. The received noise levels generated by the Modified Project construction activities would not result in construction-source noise impacts not already considered and addressed in the Certified EIR. Moreover, Certified EIR Mitigation Measure 12-4 and Project Conditions of Approval would be imposed to reduce all received construction-source noise levels to the extent practical.

Operational-Source Noise Impacts

The Noise Impact Analysis assumes the Modified Project would be operational 24 hours per day, seven days per week. The Modified Project operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading/unloading of trucks at designated loading bays. Operational noise sources are expected to include: short term truck idling, delivery truck activities, backup alarms, loading/unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements. In the evaluation of operational-source noise impacts, the Noise Impact Analysis employs empirical reference noise measurements obtained from existing similar uses. Maximum received noise levels attributable to the Modified Project operational activities were calculated, and are summarized at Table 13-4. Compliance with applicable significance thresholds is also presented.

Table 13-4
Maximum Received Operational-Source Noise Levels

| Receiver Location | Received Operational-Source Operational Noise Levels (dBA Leq) | | Noise Level Standards (dBA Leq) | | Noise Level Standards Exceeded? | |
|-------------------|--|-----------|---------------------------------|------------|---------------------------------|-----------|
| | Daytime | Nighttime | Daytime | Nighttime* | Daytime | Nighttime |
| R1 | 39.9 | 38.1 | 65.0 | 56.1 | No | No |
| R2 | 39.6 | 38.1 | 65.0 | 52.3 | No | No |
| R3 | 45.3 | 44.5 | 65.0 | 47.7 | No | No |
| R4 | 45.2 | 44.7 | 65.0 | 47.7 | No | No |
| R5 | 42.3 | 40.7 | 65.0 | 48.1 | No | No |
| R6 | 49.2 | 49.0 | 65.0 | 53.4 | No | No |

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Notes: Per City of Ontario Municipal Code 5-29.04 (a), "If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard." In this case, the ambient condition exceeds the City's baseline 45 dBA standard.

As shown at Table 13-4, received operational-source noise levels would satisfy the City of Ontario daytime and nighttime exterior noise standards.

Incremental operational-source noise impacts in the context of existing conditions were also evaluated. For the purposes of evaluating long-term operational noise increases, Federal Interagency Committee on Noise (FICON) guidance has been employed in this analysis. FICON guidance is based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON guidance was specifically developed to assess aircraft noise impacts, this guidance is often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (L_{eq}). FICON guidance is employed in this analysis when considering the significance of incremental operational-source noise increases attributable to the Modified Project in the context of ambient conditions. Applicable significance criteria are summarized at Table 13-5.

Table 13-5
Incremental Noise Contribution Significance Criteria

| Significance Criteria | |
|-------------------------------------|------------------------|
| Contributions to Ambient Conditions | |
| if ambient is < 60 dBA Leq | ≥ 5 dBA Leq increase |
| if ambient is 60 - 65 dBA Leq | ≥ 3 dBA Leq increase |
| if ambient is > 65 dBA Leq | ≥ 1.5 dBA Leq increase |

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Incremental operational-source noise impacts of the Modified Project under daytime and nighttime conditions are summarized at Tables 13-6 and 13-7, respectively.

Table 13-6
Maximum Operational-Source Noise Contributions to Ambient Conditions (Daytime)

| Receiver Location | Maximum Received Noise Level (dBA Leq) | Ambient Noise Levels (dBA Leq) | Combined Project and Ambient | Maximum Project Incremental Contribution* (dBA Leq) | Incremental Threshold (dBA Leq) | Incremental Threshold Exceeded? |
|-------------------|--|--------------------------------|------------------------------|---|---------------------------------|---------------------------------|
| R1 | 39.9 | 58.3 | 58.4 | 0.1 | 5.0 | No |
| R2 | 39.6 | 53.8 | 54.0 | 0.2 | 5.0 | No |
| R3 | 45.3 | 51.0 | 52.0 | 1.0 | 5.0 | No |
| R4 | 45.2 | 51.0 | 52.0 | 1.0 | 5.0 | No |
| R5 | 42.3 | 48.8 | 49.7 | 0.9 | 5.0 | No |
| R6 | 49.2 | 57.2 | 57.8 | 0.6 | 5.0 | No |

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Table 13-7
Maximum Operational-Source Noise Contributions to Ambient Conditions (Nighttime)

| Receiver Location | Maximum Received Noise Level (dBA Leq) | Ambient Noise Levels (dBA Leq) | Combined Project and Ambient | Maximum Project Incremental Contribution (dBA Leq) | Incremental Threshold (dBA Leq) | Incremental Threshold Exceeded? |
|-------------------|--|--------------------------------|------------------------------|--|---------------------------------|---------------------------------|
| R1 | 38.1 | 56.1 | 56.2 | 0.1 | 5.0 | No |
| R2 | 38.1 | 52.3 | 52.5 | 0.2 | 5.0 | No |
| R3 | 44.5 | 47.7 | 49.4 | 1.7 | 5.0 | No |
| R4 | 44.7 | 47.7 | 49.5 | 1.8 | 5.0 | No |
| R5 | 40.7 | 48.1 | 48.8 | 0.7 | 5.0 | No |
| R6 | 49.0 | 53.4 | 54.8 | 1.4 | 5.0 | No |

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

As summarized in the preceding discussions, received operational-source noise levels would comply with applicable City standards. Moreover, operational-source noise would not represent a substantial temporary or periodic increase in ambient noise levels.

Vehicular-Source Noise Impacts

Trip generation for the Modified Project was compared to trip generation that would occur under the development of the subject site envisioned under the Original Project. When compared to the Original Project land uses, total daily trip generation (passenger car equivalents, PCE) under the Modified Project would be reduced by at least 50 percent (see: Checklist Item 17., *Transportation*). Reduced trip generation under the Modified Project would translate to diminished vehicular-source noise impacts when compared to impacts resulting from the Original Project and reflected in the Certified EIR. On this basis, when compared to the Certified EIR findings, no new or substantially increased vehicular-source noise impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that mobile-source and stationary/area-source vibration impacts associated with buildout of The Ontario Plan would be less-than-significant. However, construction activities associated with buildout of the individual land uses could expose sensitive uses to strong levels of groundborne vibration. Additionally, sensitive land uses along the Union Pacific railroad corridor would be exposed to strong levels of groundborne vibration. These are potentially significant impacts.

Certified EIR Mitigation Measures:

12-2 Individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, occurring near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration

intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).

12-3 *Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad or Southern California Regional Rail Authority main lines shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, or steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration-annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.*

The Certified EIR concluded even with the implementation of Mitigation Measures 12-2, construction-source groundborne vibration would be a significant and unavoidable impact. The Certified EIR concluded further that Mitigation Measure 12-3 would reduce vibration impacts along the Union Pacific railroad corridor to levels that would be less-than-significant (Certified EIR, pp. 5.12-40 – 5.12-42).

Modified Project:

Construction-Source Vibration

Construction activities can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from construction activities would cause only intermittent, localized intrusion. Construction activities most likely to cause vibration impacts include:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.

- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

In the evaluation of construction-source vibration impacts, the Noise Impact Analysis employs reference construction-source vibration data published by the Federal Transit Administration (FTA). Maximum received construction-source vibration levels are summarized at Table 13-8.

Table 13-8
Maximum Received Construction-Source Vibration Levels

| Receiver Location | Maximum Received Vibration Level (VdB) | Threshold (VdB) | Threshold Exceeded? |
|-------------------|--|-----------------|---------------------|
| R1 | 54.1 | 78 | No |
| R2 | 59.3 | 78 | No |
| R3 | 58.8 | 78 | No |
| R4 | 59.4 | 78 | No |
| R5 | 56.5 | 78 | No |
| R6 | 58.1 | 78 | No |

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Table 13-8 shows the maximum received construction-source vibration levels are expected to range from 54.1 to 59.1 VdB. These vibration levels would not exceed the acceptable 78 VdB criteria for residential uses established by the FTA. Moreover, received vibration levels are unlikely to be sustained during the entire construction period. Rather, maximum vibration levels would be received only during times that heavy construction equipment is operating at the site perimeter. Based on the preceding, construction-source vibration impacts would be less-than-significant.

Operational-Source Vibration

Operations within the subject site would include heavy trucks moving on-site, to and from loading dock areas. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for heavy trucks operating at

normal traffic speeds do not exceed 65 VdB at 25 feet. Therefore, given that delivery trucks would be traveling on-site at lower speeds, unmitigated operational-source vibration levels at potentially affected receiver locations are anticipated to remain below 65 VdB. As such, received operational-source vibration levels would not exceed the acceptable 78 VdB criteria for residential uses identified by the FTA. On this basis, the operational-source vibration impacts resulting from transiting heavy trucks would be less-than-significant.

Based on the preceding, the potential for the Modified Project to result in the generation of excessive groundborne vibration or groundborne noise levels is considered less-than-significant. When compared to findings of the Certified EIR, no new or substantially increased vibration impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

c) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: Aircraft overflights, takeoffs, and landings in the City of Ontario contribute to the ambient noise environment. The Certified EIR concluded that Chino Airport does not significantly affect sensitive receptors within the City of Ontario. However, sensitive land uses within the 65 dba CNEL noise contour of the Ontario International Airport would be exposed to substantial levels of airport-related noise. Even with the implementation of mitigation, airport-related noise was deemed a significant and unavoidable impact of The Ontario Plan (Certified EIR, pp. 5.12-40 – 5.12-42).

Certified EIR Mitigation Measures: Please Refer to Mitigation Measure 12-1, above.

Modified Project: The Modified Project site is located approximately 2.7 miles southeasterly of the Ontario International Airport (ONT). The Ontario International Airport Land Use Compatibility Plan was adopted by Ontario City Council on April 19, 2018 to promote compatibility between the airport and the land uses that surround it. The Modified Project site is located within the airport influence area, and is located outside of the Noise Impact Zones.

Based on the preceding, the Modified Project would not be adversely affected by airport/airfield noise, nor would the Modified Project contribute to or result in adverse airport/airfield noise impacts. When compared to the Certified EIR findings, no new or substantially increased airport/airfield noise impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Ontario Commerce Center Noise Impact Analysis* (Urban Crossroads, Inc.) July 9, 2020; Modified Project Design Concepts.

14. POPULATION AND HOUSING

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | | | X | |

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | | X | |

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that, while development of the City pursuant to The Ontario Plan would increase both population and employment, impacts would be less-than-significant (Certified EIR, pp. 5.13-12 – 5.13-20).

Certified EIR Mitigation Measures: None.

Modified Project:

Direct Population Growth Inducement

No housing would be implemented under the Modified Project. The Modified Project would not otherwise affect existing housing or residential land uses. No direct population growth would result from the Modified Project.

Indirect Growth Inducement

Indirect population growth inducement could result from creation of additional jobs and the extension of infrastructure and services to areas not currently served, or substantial capacity/capability upgrades to existing systems and services.

In general terms, job creation furthers growth via wages, salaries and general fiscal benefits; increased demands for housing; and increased demand for consumer goods and services. Jobs created by or resulting from the Modified Project would be typical of area

employment opportunities, and would be filled by the local residents with no substantial increase in population.

The Modified Project would implement infrastructure improvements that are consistent with the City and purveyor master plans. Growth that may result from or be facilitated by the Modified Project infrastructure improvements would not result in growth and growth-related impacts not previously considered and addressed in the Certified EIR.

Consistency with Population Growth Projections

SCAG population growth projections reflect assumptions and development scenarios incorporated in local plans including City general plans. As demonstrated in the preceding discussions, the Project would not induce or generate growth beyond that reflected in The Ontario Plan and evaluated in the Certified EIR. Accordingly, the Project would not result in growth not already anticipated within SCAG population growth projections for the region.

As supported by the preceding discussions, the Modified Project would not induce substantial population growth; displace substantial numbers of existing housing; or displace substantial numbers of people. When compared to the Certified EIR findings, no new or substantially increased population and housing impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

15. PUBLIC SERVICES

| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any public service: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Fire protection? | | | | | X | |
| b) Police protection? | | | | | X | |
| c) Schools? | | | | | X | |
| d) Parks? | | | | | X | |
| e) Other public facilities? | | | | | X | |

Substantiation:

a – e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Certified EIR Section 5.14, *Public Services*, concluded that implementation of The Ontario Plan would not result in potentially significant public services impacts (Certified EIR, pp. 5.14-1 – 5.14-24).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would be constructed within an already-developed urban environment. Fire protection and police protection services are currently available to the subject site via existing facilities. Further, the industrial and commercial uses proposed by the Project would not create substantive additional demands for school or park facilities. Development impact fees and sales tax revenues generated by the Modified Project would provide funding sources available for support and enhancement of public services commensurate with incremental demands of the development. By law, the Modified Project would be required to remit school impact fees.

When compared to the Certified EIR findings, no new or substantially increased public service impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

16. RECREATION

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | | | X | |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | | | | | X | |

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that because new development would be required to provide sufficient public parkland or pay in-lieu fees, impacts to recreational facilities would be less-than-significant (Certified EIR, pp. 5.15-12 – 5.15-15).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project does not propose residential uses or recreational facilities. Proposed industrial and commercial uses implemented under the Modified

Project would not generate resident populations that would require or use recreational facilities. The Modified Project would therefore have no potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or to include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. When compared to the Certified EIR findings, no new or substantially increased recreation impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

17. TRANSPORTATION

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | | | | | X | |
| b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | | | | | X | |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | | | X | |
| d) Result in inadequate emergency access? | | | | | X | |

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that with the implementation of regulatory requirements, all transportation impacts would be less-than-significant, with the exception of the following:

“Trips generated as a result of buildout of the proposed land use plan would cause a deficient level of service for the existing area intersections without implementation of the recommended lane geometry improvements. In addition, buildout of the proposed land use plan would also cumulatively contribute to the cumulatively significant freeway level of service impact that is already projected to occur in the future.”

The Certified EIR concluded that cumulative impacts in this regard would be significant and unavoidable. More specifically, the Certified EIR states:

Mitigation Measure 16-1 includes development of more enhanced intersections throughout the City, as identified in Table 5.16-6, and construction of additional turn and through lanes. Implementation of these improvements would result in LOS E or above at all intersections during both AM and PM peak hours. These improvements would occur through the entitlement process. Under the City’s development impact fee program, project applicants for new developments can either contribute their fair share toward traffic improvements or make the improvements as part of the project. Additionally, the City of Ontario has a Capitol [sic] Improvement Program that details the implementation of regional improvements. With implementation of the mitigation measure, impacts to local roadways would be less than significant. However, buildout of the Proposed Land Use Plan would result in additional traffic volume that would significantly cumulatively contribute to mainline freeway segment impacts. The City’s development impact fees cannot be used for improvements to roadway facilities under Caltrans’ sole jurisdiction, such

as freeway mainline segments, and the City cannot widen the freeway itself. Indeed, the widening of a freeway would require the acquisition of additional right-of-way, often at the expense of residential uses, and the high cost financially and socially of such a disruption would render such cumulative mitigation infeasible, even if it were within the City's jurisdiction. Consequently, impacts to freeway segments within the City under Impact 5.16-1 would be significant and unavoidable (Certified EIR, p. 5.16-47).

Certified EIR Mitigation Measure:

16-1 *The Mobility Element of the Ontario Plan shall be consistent with the traffic study prepared by Kimley-Horn and Associates. [Certified EIR] Table 5.16-6 shows the recommended lane geometry for the Proposed Land Use Plan.*

Modified Project: Relative traffic impacts of the Modified Project can be inferred by comparing the estimated trip generation of land uses that were assumed for the Original Project to trip generation of the Modified Project land uses. To this end, a Focused Traffic Assessment⁸ has been prepared for the Modified Project.

Based on the Specific Plan entitlements for Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial Land Uses, the Focused Traffic Assessment trip generation analysis assumed the following alternative tenant mixes for the Original Project:

Original Project Alternative 1

- Retail: 217,520 SF
- Business Park: 550,000 SF

Original Project Alternative 2

- Retail: 217,520 SF
- Industrial Park: 550,000 SF

⁸ Revised Focused Traffic Assessment for Edenglen Business Park Project, Ontario, California (Linscott Law & Greenspan) April 21, 2020 (Addendum Appendix H).

Based on the Modified Project land uses, the Focused Traffic Assessment trip generation analysis assumed the following Alternative tenant mixes for the Modified Project.

Modified Project Alternative 1:

- General Light Industrial: 59,585 SF
- Warehousing: 908,507 SF
- Retail: 40,000 SF

Modified Project Alternative 2:

- General Light Industrial: 59,585 SF
- Warehousing: 522,058 SF
- Manufacturing: 386,449 SF
- Retail: 40,000 SF

The Focused Traffic Assessment notes: “the proposed [Modified] Project will likely be developed based on Alternative 1. However, the other alternative [Alternative 2] was included to provide flexibility in development options” (Focused Traffic Assessment, p. 3). Trip generation of the Original Project Alternatives 1 and 2, and trip generation of the Modified Project Alternatives 1 and 2 are summarized and compared at Table 17-1. Trips identified at Table 17-1 are presented in terms of Passenger Car Equivalents (PCE). In this regard, the Focused Traffic Assessment recognizes the relative transportation impacts of passenger cars vs. trucks that would access the Project, and converts truck traffic to passenger car equivalents as follows: All 2-axle, 3-axle and 4+-axle trucks are converted to Passenger Car Equivalents using a factor of 1.5 PCE per truck, 2.0 PCE per truck, and 3.0 PCE per truck, respectively.

**Table 17-1
Trip Generation Comparison Summary (PCE)**

| Scenario | Total Daily Trips | AM Peak Hour Total | PM Peak Hour Total |
|---|--------------------------|---------------------------|---------------------------|
| Modified Project Alternative 1 (General Light Industrial + Warehouse + Retail) | 5,358 | 442 | 500 |
| Modified Project Alternative 2 (General Light Industrial + Warehousing + Manufacturing + Retail) | 6,459 | 693 | 789 |
| Original Project Alternative 1 (Retail + Business Park) | 16,020 | 455 | 869 |

**Table 17-1
Trip Generation Comparison Summary (PCE)**

| Scenario | Total Daily Trips | AM Peak Hour Total | PM Peak Hour Total |
|--|-------------------|--------------------|--------------------|
| Original Project Alternative 2 (Retail + Industrial Park) | 12,613 | 617 | 1,057 |
| Net Trip Generation: Modified Project Alternative 1 Trips – Original Project Alternative 1 Trips | -10,662 | -13 | -369 |
| Net Trip Generation: Modified Project Alternative 1 Trips – Original Project Alternative 2 Trips | -7,255 | -175 | -557 |
| Net Trip Generation: Modified Project Alternative 2 Trips – Original Project Alternative 1 Trips | -9,561 | 238 | -80 |
| Net Trip Generation: Modified Project Alternative 2 Trips – Original Project Alternative 2 Trips | -6,154 | 76 | -268 |

Source: Revised Focused Traffic Assessment for Edenglen Business Park Project, Ontario, California (Linscott Law & Greenspan) April 21, 2020.

As indicated at Table 17-1, the Modified Project under all scenarios would result in reduced total daily trips when compared to the Original Project. In this regard, under all comparative scenarios, total PCE trips generated by the Modified Project would be reduced by at least 50 percent when compared to the Original Project.⁹

Modified Project Alternative 1 – the likely development scenario – would generate fewer total daily trips and fewer AM and PM peak hour trips than would result from the Original Project (Alternatives 1 and 2). Total reduced trip generation and total peak hour trip generation under the Modified Project Alternative 1 would result in reduced traffic impacts when compared to the Original Project.

Modified Project Alternative 2 would generate fewer total daily trips and fewer PM peak hour trips than would result from the Original Project (Alternatives 1 and 2). However, AM peak hour trip generation would increase. Based on the reduction in total daily trips and reduction in PM peak hour traffic, it is likely that the Modified Project Alternative 2 would result in reduced traffic impacts when compared to the Original Project. However,

⁹ A subsequent traffic study (*Edenglen Business Park Project Alternative Trip Generation Assessment Ontario, California* [Linscott Law & Greenspan] June 15, 2020, Addendum Appendix H) addressed potential traffic impacts of the Modified Project assuming development of the site with refrigerated warehouse uses. The Alternative Trip Generation Assessment substantiates that peak hour trip generation and potential LOS impacts resulting from refrigerated warehouse uses would be further reduced when compared to both the Original Project and the Modified Project as evaluated in the April 21, 2020 Revised Focused Traffic Assessment.

based on the projected increase in AM peak hour traffic, the City may require additional focused analysis should the Modified Project Alternative 2 be implemented.

Based on the preceding, the Modified Project would not result in new or substantially increased transportation (Level of Service, LOS) impacts not identified in the Certified EIR.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: *CEQA Guidelines* Section 15064.3, subdivision (b) was added to the *CEQA Guidelines* in 2019. The Vehicle Miles Traveled (VMT) metric established under Section 15064.3 is recognized. The VMT metric is effective as of July 2020. The VMT metric and related provisions were therefore not considered in the Certified EIR.

Certified EIR Mitigation Measures: None.

Modified Project: Consistent with *CEQA Guidelines* Section 15064.3, subdivision (b), potential VMT impacts of the Modified Project have been evaluated in Technical Memorandum *Vehicle Miles Traveled (VMT) Analysis for the Ontario Commerce Center, Ontario* (Linscott Law & Greenspan, Engineers) June 4, 2020 (Modified Project VMT Impact Analysis, Addendum Appendix H).

Per the City VMT thresholds, to avoid a potentially significant VMT impact, the Modified Project VMT/employee is required to be a minimum of 15% below the existing City Average VMT/employee. As presented in the Modified Project VMT Impact Analysis, the existing (2020) City Average VMT/employee is estimated at 16.38 VMT/employee. The Modified Project Average VMT/employee is estimated at 5.89 VMT/employee (Modified Project VMT Impact Analysis, pp. 9, 10). On this basis, The Modified Project Average VMT/employee is reduced by approximately 64% when compared to the existing City Average VMT/employee. The Modified Project VMT impact is therefore considered less-than-significant.

Modified Project Mitigation Measures: None.

c, d) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: The Certified EIR concluded that buildout of the City pursuant to The Ontario Plan would result in changes to the circulation network. Such changes would however be implemented consistent with City roadway classification and roadway design standards, acting to preclude potential design hazards. Additionally, City Design Review processes ensure that adequate emergency access is provided for all new development projects. On this basis, there would be no impacts related to hazardous design features, or emergency access provisions (Certified EIR, pp. 5.16-36).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project does not propose elements or aspects that would substantially increase transportation/traffic hazards. Moreover, all improvements would be designed and implemented consistent with recommendations of the Focused Traffic Assessment (see: Focused Traffic Assessment, pp. 9 – 11) and City traffic engineering and safety standards, thereby minimizing the potential to result in or cause hazardous traffic/transportation conditions.

The Modified Project would generate urban traffic comparable to and compatible with the vehicle mix and vehicle categories present within the area roadway system. The Project uses would therefore not cause or result in incompatible vehicle movements or traffic that would substantively increase hazards. Further, based on the projected net decrease in trip generation under the Modified Project, the potential for the Project to result in potential traffic hazards would likely be reduced when compared to the uses assumed within the Certified EIR.

Additionally, pursuant to the Project Construction Traffic Management Plan (please refer to Addendum Section 2, *Project Description, 2.4.6 Construction Traffic Management Plan*), the Modified Project would be required to maintain appropriate access during construction activities.

Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased design hazards or emergency access impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; Revised Focused Traffic Assessment for Edenglen Business Park Project, Ontario, California (Linscott Law & Greenspan) April 21, 2020; Modified Project Design Concepts.*

18. TRIBAL CULTURAL RESOURCES

| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | | | | | | X |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | | | | | | X |

Substantiation:

a, b) *No Impact*

Certified EIR Conclusions: This environmental topical concern has recently been added to the *CEQA Guidelines* Appendix G, Environmental Checklist Form and was therefore not specifically addressed in the Certified EIR. Impacts to archaeological and tribal resources generally are addressed at Certified EIR Section 5.5, *Cultural Resources*. With the implementation of mitigation, the Certified EIR concluded that impacts to archaeological resources would be less-than-significant (Certified EIR, p. 5.5-24).

Certified EIR Mitigation Measures:

5-3 *Upon receipt of an application for a Specific Plan or a project that requires a General Plan amendment subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, then a cultural resources assessment prepared by an archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.*

5-4 *Prior to the issuance of grading permits for a Specific Plan or project that requires a General Plan amendment for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources,*

sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.

Modified Project: As discussed previously at Checklist Item 5, *Cultural Resources*, with incorporation of mitigation, neither the Original Project or the Modified Project would potentially adversely affect historic, archaeological, or paleontological resources. Neither the Original Project nor the Modified Project would potentially adversely affect human remains.

Additionally, evaluation of impacts to tribal cultural resources pursuant to AB 52, Gatto. Native Americans: California Environmental Quality Act applies only to CEQA projects that are required to file a Notice of Preparation for an Environmental Impact Report, or Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration. Because the Modified Project would not be required to file any of the mentioned documents, AB 52 requirements addressing potential impacts to tribal resources are not applicable within the context of this Addendum analysis.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Cultural Resources Assessment, The Hamner Avenue/Riverside Drive/Mill Creek Avenue [Ontario Commerce Center] Project City of Ontario, San Bernardino County, California* (BCR Consulting, LLC) April 20, 2020; Modified Project Design Concepts.

19. UTILITIES AND SERVICE SYSTEMS

| Would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? | | | | | X | |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | | | | | X | |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | | | X | |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | | | X | |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | | | X | |

Substantiation:

a – c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that, although buildout of The Ontario Plan would generate additional wastewater, it would be adequately treated in accordance with Regional Water Quality Control Board and California Department of Public Health requirements. Additionally, storm drainage systems would be expanded

to accommodate growth associated with the buildout of The Ontario Plan. Compliance with regulatory requirements and standard conditions of approval would reduce impacts to water treatment, wastewater treatment, and storm water management to levels that would be less-than-significant (Certified EIR, pp. 5.17-25, 5.17-28).

The Certified EIR also determined that buildout of The Ontario Plan would create a four percent greater need for water supply than previously assessed in the 2005 City of Ontario Urban Water Management Plan. Mitigation Measures 17-1 through 17-3 were included to preclude significant water supply impacts (Certified EIR, p. 5.17-20).

Certified EIR Mitigation Measures:

17-1 *The City shall include a policy in the Policy Plan that requires water conservation measures for development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand, through conservation measures, including but not limited to:*

- a) *Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council).*
- b) *Continue to develop and implement drought contingency plans to assist citizens and businesses reduce water use during water shortages and emergencies.*
- c) *Revise the City Code to include a Water-Efficient Landscape Ordinance to encourage or, as appropriate, require the use of water-efficient landscaping consistent with AB 325.*

17-2 *The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (nonpotable) source for landscaping, parks, and other irrigation opportunities in all areas of the City and requires use of recycled water in dual-system office and industrial uses in selected urban areas of the City, where available and feasible.*

17-3 *The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge, such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long-term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.*

Modified Project: Necessary infrastructure systems are locally available to the Modified Project. The Modified Project does not propose or require construction of major infrastructure systems that could result in potentially significant environmental impacts. All proposed connections to and any necessary modification of serving infrastructure systems would conform to City and purveyor requirements. The potential for the Modified Project to result in significant environmental impacts attributable to the construction or relocation of serving infrastructure systems would be less-than-significant.

Water demands of the Original Project land uses are reflected in the *2015 City of Ontario Urban Water Management Plan (OMUC) July 2016 (2015 UWMP)*. The 2015 UWMP concluded that all projected water demands of the City can met under normal conditions, single-year drought conditions, and multiple year drought conditions through 2040 (2015 UWMP, pp. 7-5 – 7-7).

Comparative water demands of the Original Project and Modified Project are summarized at Table 19-1. As indicated at Table 19-1, the Modified Project's annual demand of 172 af/yr is approximately 24 percent less than water demands of the Original Project (226 af/yr) assumed for the site within the 2015 UWMP. The Modified Project would result in a net water demand reduction when compared to the Original Project and would not result in water supply impacts not already considered and addressed in the 2015 UWMP.

**Table 19-1
Comparative Water Demand
Original Project vs. Modified Project**

| | Land Use | Approx. Acreage | Water Demand Factor (gpd/acre) ¹ | Total Water Demand (gal/day) | Total Water Demand (acre feet (af)/year) |
|-------------------------|-------------------------|-----------------|---|------------------------------|--|
| Original Project | | | | | |
| | General Commercial | 20.0 | 3,140 | 62,800 | 70 |
| | Business Park | 44.3 | 3,140 | 139,102 | 156 |
| Subtotal | | | | 201,902 gal/day | 226 af/year |
| Modified Project | | | | | |
| | Neighborhood Commercial | 4.0 | 3,140 | 12,560 | 14 |
| | Business Park | 4.0 | 3,140 | 12,560 | 14 |
| | Industrial | 56.3 | 2,290 | 128,927 | 144 |
| Subtotal | | | | 154,047 | 172 |
| Difference (24%) | | | | (47,855 gal/day) | (54 af/year) |

¹ Water Demand Factors from: 2015 City of Ontario Urban Water Management Plan, Appendix B Technical Memorandum – *Ultimate Citywide Water Demand Estimate*, Table 2, *Future Domestic Water Unit Demand Factors* (AKM Consulting Engineering) May 2016.

As discussed above, water demands of the Modified Project would be reduced when compared to demands of the Original Project. Because wastewater generation is directly related to water consumption, wastewater generation of the Modified Project would also be reduced when compared to the Original Project. Related wastewater conveyance and wastewater treatment demands of the Modified Project would be comparably reduced when compared to the Original Project. As with the Original Project, the potential for the Modified Project to exceed available wastewater treatment capacities or capabilities would be less-than-significant.

Modified Project Mitigation Measures: None.

d, e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that buildout of The Ontario Plan would be served by landfills with sufficient permitted capacities to accommodate all solid waste disposal needs. Additionally, no conflicts with federal, state, and local management and reduction statutes and regulations related to solid waste were

identified. The Certified EIR determined that impacts related to solid waste would be less-than-significant (Certified EIR, p. 5.17-31).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would result in comparable uses and development intensities when compared to the Original Project. Related solid waste management demands of the Modified Project would be comparable to those of the Original Project. Moreover, the Modified Project would comply with applicable solid waste management and reduction statutes and regulations (summarized below), acting to further reduce solid waste management impacts of the Modified Project.

City of Ontario Construction & Demolition Recycling Plan (CDRP)

Pursuant to Ontario Municipal Ordinance (OMC) Sec. 6-3.602 *Construction & Demolition Recycling Plan* and the 2016 California Green Building Standards Code (CALGreen), all building and demolition permit applicants are required to prepare and submit a Construction & Demolition Recycling Plan (CDRP) and a Construction & Demolition Recycling Plan (CDRP) Summary Report. OMC Sec. 6-3.602 and CALGreen require all construction and qualifying renovation and demolition projects to divert at least 65% of all generated waste materials. The Modified Project would be subject to (OMC) Sec. 6-3.602 and CALGreen construction waste diversion mandates. The City oversees compliance with OMC Sec. 6-3.602 and CALGreen construction waste diversion mandates.

AB 939 - California Integrated Waste Management Act of 1989

Solid waste management is guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE), providing for a minimum 50 percent reduction in waste sent to landfills. Diversion rates are calculated and tracked by the California Integrated Waste Management Board (Board). Alternatively, the Board can determine that a jurisdiction's "good faith efforts" to

implement comprehensive diversion programs have satisfied the requirement even if diversion levels are below 50 percent.

To reduce waste disposal, AB 939 requires every California city and county to divert 50 percent of its waste from landfills. Residential, commercial and governmental waste recycling programs in support of the SRRE have been implemented by the City.

The City is currently meeting or exceeding all AB 939 solid waste diversion targets. The Modified Project would be required to comply with AB 939 as implemented by the City.

AB 341 - Commercial Recycling

Assembly Bill 341 mandates recycling for businesses producing four or more cubic yards of solid waste per week, and multifamily dwellings of five units or more. Under the law, business must separate recyclables from trash and then either subscribe to City of Ontario recycling services, self-haul their recyclables, or contract with a permitted private recycler. The Modified Project would be subject to Assembly Bill 341 mandates.

AB 1826 - Commercial Organics Recycling

Under Assembly Bill 1826, businesses are required to arrange for organic recycling services. The Project would be subject to Assembly Bill 1826 mandates.

The California Department of Resources Recycling and Recovery (CalRecycle) oversees both the mandatory commercial recycling program and the mandatory commercial organics recycling program. The City of Ontario supports both bills through public outreach, monitoring of recycling efforts, providing notification to non-compliant businesses, and periodic State reporting.

The Project would be required to comply with the above solid waste management statutes and regulations. The City and CalRecycle would oversee and monitor compliance with applicable solid waste management statutes and regulations.

SB 1383 - Organic Waste Management Requirements

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

The City is currently developing programs and strategies to address the requirements of SB 1383, the Modified Project would be required to ultimately abide by those requirements.

As stated in the Certified EIR, impacts to solid waste services and facilities from new development are addressed through the payment of development impact fees as outlined in the City of Ontario Development Impact Fee Calculation and Nexus Fee Schedules. With the payment of required development impact fees and compliance with existing solid waste regulations, the Modified Project would not result in any new or substantially increased solid waste impacts not previously identified within the Certified EIR.

Based on the preceding, the Modified Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals would be less-than-significant. Additionally, the Modified Project would comply with applicable solid waste management and reduction statutes and regulations. On this basis, the Modified Project would result in less-than-significant solid waste management impacts. The Modified Project would not result in solid waste management impacts substantially greater than or substantially than solid waste management impacts considered and addressed in the Certified EIR.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

20. WILDFIRE

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | | | | | | X |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | | | | X |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | | | | X |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | | | | X |

Substantiation:

a – d) *No Impact.*

Certified EIR Conclusions: This environmental topical concern has been recently added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The City of Ontario as a whole is an urbanized area. Per the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Maps,

the City and the Modified Project site are not located within or near a state responsibility area, or within an area classified as a very high fire hazard severity zone.

Fire protection services for the Modified Project site and vicinity are currently provided by the Ontario Fire Department (Fire Department). Adherence to Fire Department building and site design requirements, and compliance with codified fire protection and prevention measures during construction and operation of the Modified Project are required. On this basis, when compared to the Certified EIR findings, no new or substantially increased wildfire impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *SW San Bernardino County, Fire Hazard Severity Zones in SRA* (November 7, 2007); https://osfm.fire.ca.gov/media/6781/fhszs_map62.pdf; Modified Project Design Concepts.

21. MANDATORY FINDINGS OF SIGNIFICANCE

| | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|--|---|---|---|---|--|-----------|
| Does the project: a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | | | | X | |

| Does the project: | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR | No Changes or New Information Requiring Preparation of an MND or EIR | No Impact |
|---|---|---|---|---|--|-----------|
| b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.) | | | | | X | |
| c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | | | X | |

Substantiation:

a – c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

This Addendum defines, describes, compares, and contrasts potential environmental impacts of the Modified Project in the context of the environmental impacts assessed in the Certified EIR. In so doing, this Addendum substantiates consistency with applicable *CEQA Guidelines* provisions addressing preparation of an Addendum to a previously-Certified EIR.

As supported by the discussions presented herein, the Modified Project would not result in or cause any new significant impacts, substantively increased impacts, or substantively different environmental impacts than those previously considered and addressed in the Certified EIR. Analysis beyond that presented in this Addendum is not required or warranted.

4.0 DETERMINATION

4.0 DETERMINATION

As supported by the analysis presented herein, the potential environmental effects of the development allowed by the Modified Project, and associated required discretionary actions, have been adequately addressed in the Certified EIR. This Addendum provides minor technical changes to the Certified EIR analysis. As such, the development of any further information and analysis is not warranted. Pursuant to the requirements of *CEQA Guidelines* Section 15162 and 15164, the following determinations have been made.

Major Revisions to the Certified EIR Not Required

Based on the preceding analysis and information, there is no evidence that major changes to the Certified EIR are required. This Addendum indicates that there is no new significant or more severe environmental impact, and that the development of the Modified Project described herein would essentially have the same, or reduced, impacts as those described in the Certified EIR.

No Substantial Change in Circumstances Requiring Major Revisions to the Certified EIR

No information exists in the record, or is otherwise available that indicates that there are substantial changes in circumstances that would require major changes to the Certified EIR.

No New Information Showing Greater Significant Effects than Identified in the Certified EIR

This Addendum has considered all available relevant information to determine whether there is new information, which was not available at the time the Certified EIR was prepared, that may indicate that a new significant effect may occur that was not reported in the Certified EIR. As supported by the analysis presented in this Addendum, there is no substantial new information that was not available at the time of

the Certified EIR, indicating that there would be a new, significant impact requiring major revisions of the Certified EIR.

No New Information Showing Ability to Reduce Significant Effects Identified in the Certified EIR

The Addendum analysis substantiates that there are no significant impacts requiring identification of new or additional alternatives to the Modified Project. The continued implementation of applicable Certified EIR mitigation measures and Mitigation Measures propose under the Modified Project reduce the Modified Project's potentially significant impacts to levels that are less-than-significant.

Summary

The analysis presented in this document substantiates that the analysis presented in the Certified EIR is sufficient to satisfy CEQA requirements for the proposed Modified Project. That is, with incorporation of mitigation, implementation of the Modified Project described and evaluated herein would not result in any significant new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the Certified EIR. As such, environmental assessment of the Modified Project does not require any major revision of the previously-approved Certified EIR, nor would development allowed by the Modified Project result in conditions that would require preparation of further analysis as described in the *CEQA Guidelines*.

5.0 MITIGATION SUMMARY

5.0 MITIGATION SUMMARY

5.1 OVERVIEW

The following Table 5.1-1, *Mitigation Summary Matrix*, comprehensively presents mitigation measures incorporated in the Certified EIR, and mitigation measures proposed by the Modified Project described herein.

Within the Table 5.1-1 “Mitigation Measures” column, applicable Certified EIR Mitigation Measures, and Mitigation Measures proposed under the Modified Project are presented. Certified EIR Mitigation Measures that are no longer required are indicated by ~~strikeout font~~. New or modified Mitigation Measures to be implemented under the Modified Project are indicated by ***bold italic text***. The “Remarks” column identifies status and applicability of all Mitigation Measures. Retained or new mitigation measures presented at Table 5.1-1 will be implemented through the Modified Project Conditions of Approval or as otherwise deemed appropriate by the City.

At the discretion of the City Community Development Director, any of the mitigation measures identified at Table 5.1-1 may be modified to respond to conditions and context as they may apply to development proposed by the Modified Project. Any such discretionary modifications shall not result in any new significant environmental impacts. Rather, modifications (if any) would ensure compliance and consistency with current City goals, policies, regulations, and development programs/plans.

| Table 5.1-1 Mitigation Summary Matrix | |
|---|--|
| Mitigation Measures | Remarks |
| Aesthetics | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Agriculture and Forestry Resources | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Air Quality | |
| <p>3.1 The City of Ontario Building Department shall require that all new construction projects incorporate all feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:</p> <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: <ul style="list-style-type: none"> ○ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ○ Applying water every four hours to active soil disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ○ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. ○ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ○ Limiting nonessential idling of construction equipment to no more than five consecutive minutes. ○ Using Super Compliant VOC paints for coating of architectural | Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. It is noted that the Modified Project would not result in air quality impacts not previously addressed in the Certified EIR. |

| Table 5.1-1 Mitigation Summary Matrix | |
|--|---|
| Mitigation Measures | Remarks |
| <p>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.</p> | |
| <p>3-2 The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).</p> | <p>Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. It is noted that the Modified Project would not result in air quality impacts not previously addressed in the Certified EIR.</p> |
| <p>3-3 The City of Ontario shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if all feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.</p> | <p>Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. It is noted that the Modified Project would not result in air quality impacts not previously addressed in the Certified EIR.</p> |
| Biological Resources | |
| <p><i>4-1 Avoidance of Nesting Migratory Birds: If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Project Biologist). The Project Biologist shall be approved by the City and retained by the Applicant. The survey results shall be submitted by the Project Applicant to the City</i></p> | <p>Applicable. This Measure shall be implemented by the Modified Project.</p> |

| Table 5.1-1 Mitigation Summary Matrix | |
|--|---|
| Mitigation Measures | Remarks |
| <p><i>Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Project Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Project Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.</i></p> | |
| <p>4-2 Avoidance of Nesting Burrowing Owls: <i>No more than 72 hours prior to any site disturbances, focused surveys for the burrowing owl shall be conducted. If absence of this species is confirmed, project work can proceed. If however, burrowing owl is located on site, the appropriate resource agencies (CDFW and USFWS) shall be contacted. The Project Applicant shall consult with the wildlife agencies regarding the most appropriate methods and timing for removal of owls. As necessary, owls will be actively evicted following agency approved protocols (i.e., placing a one-way door at the burrow entrance to ensure that owls cannot access the burrow once they leave). Any such active eviction shall occur outside of the breeding/nesting season. That is, active eviction shall be accomplished between September 1 and February 15. If more than 30 days has elapsed between owl eviction and completion of clearing and grubbing activities, a subsequent survey for the burrowing owl shall be conducted to ensure that owls have not re-populated the site. Any reoccupation by owls will require subsequent protocol active eviction.</i></p> | <p>Applicable. This Measure shall be implemented by the Modified Project.</p> |

| Table 5.1-1 Mitigation Summary Matrix | |
|---|--|
| Mitigation Measures | Remarks |
| Cultural Resources | |
| 5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of development approvals in the Focus Areas. | Not Applicable. No historic or potentially historic resources exist within the Modified Project site. It is noted that the Modified Project would not result in historic resources impacts not previously considered and addressed in the Certified EIR. |
| 5-2 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b) Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director is satisfied that adequate provisions are in place to protect these resources. c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers. | Applicable. This Measure shall be implemented by the Modified Project. |

| Table 5.1-1 Mitigation Summary Matrix | |
|---|---|
| Mitigation Measures | Remarks |
| 5-3 Upon receipt of an application for a Specific Plan or a project that requires a General Plan amendment subject to CEQA and is within the City’s jurisdiction, the City’s representative shall consult with the relevant tribe(s)’ representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, then a cultural resources assessment prepared by an archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed. | Applicable. This Measure shall be implemented by the Modified Project. |
| 5-4 Prior to the issuance of grading permits for a Specific Plan or project that requires a General Plan amendment for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City’s jurisdiction. | Applicable. This Measure shall be implemented by the Modified Project. |
| Energy | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |

| Table 5.1-1 Mitigation Summary Matrix | |
|---|---|
| Mitigation Measures | Remarks |
| Geology and Soils | |
| Please refer to Certified EIR Mitigation Measure 5-2, presented previously. | Applicable. This Measure shall be implemented by the Modified Project. |
| Greenhouse Gas Emissions | |
| <p>6-1 The City of Ontario shall prepare a Climate Action Plan within 18 months after adopting The Ontario Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB 32 and to mitigate the impact of climate change on the City, State, and world. Once completed, the City shall update The Ontario Plan and associated policies, as necessary, to be consistent with the Climate Action Plan and prepare a subsequent or supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:</p> <ul style="list-style-type: none"> • Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP. • The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business | <p>Not Applicable. This is a City staff directive to prepare a Climate Action Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in greenhouse gas (GHG) emission impacts or climate change impacts not previously considered and addressed in the Certified EIR. The Modified Project would implement applicable provisions of the Climate Action Plan.</p> |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|--|---|
| <p>sectors and the community.</p> <ul style="list-style-type: none"> • The City shall define a “business as usual” scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario. • Emission Targets: The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City: • A Municipal Climate Action Plan which shall include measures to reduce GHG emissions from municipal activities by at least 30 percent by 2020 compared to the “business as usual” municipal emissions (including any reductions required by the California Air Resource Board under AB 32. • A Business Climate Action Plan in collaboration with the business community, which shall include measures to reduce GHG emissions from business activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to “business as usual” business emissions. • A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to “business as usual” community emissions. | |
| <p>6-2 The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified in Mitigation Measure 6-1. The Climate Action Plan shall quantify the</p> | <p>Not Applicable. This is a City staff directive guiding preparation of, and content of, the Climate Action Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project</p> |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---|
| <p>approximate greenhouse gas emissions reductions of each measure and measures shall be enforceable. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):</p> <ul style="list-style-type: none"> • Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria. • Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency. • Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris. • Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. • Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate. • Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City. | <p>would not result in greenhouse gas (GHG) emission impacts or climate change impacts not previously considered and addressed in the Certified EIR. The Modified Project would implement applicable provisions of the Climate Action Plan.</p> |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City. • Install energy efficient lighting and lighting control systems in all municipal buildings. • Require all new traffic lights installed be energy efficient traffic signals. Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system. • Require all new landscaping irrigation systems installed within the City to be automated, high efficient irrigation systems to reduce water use and require use of bubbler irrigation; low angle, low flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization. • Ensure that its local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions. • Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure. | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Reduce heat gain from pavement and other similar hardscaping. • Work with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking. • Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. • Facilitate employment opportunities that minimize the need for private vehicle trips, by: • Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. • Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Establish policies and programs to reduce onsite parking demand and promote ridesharing and public transit at large events. • Support and promote the use of low and zero emission vehicles, by: • Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. • Encouraging new construction to include vehicle access to properly | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <p>wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).</p> <ul style="list-style-type: none"> • Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes. • Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas electric hybrid vehicles. • Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. • Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by Airport Land Use Compatibility Plan (ALUCP)/Federal Aviation Administration (FAA). • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. • Support the use of green building practices by: • Providing information, marketing, training, and technical assistance about green building practices. | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development. • Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including: <ul style="list-style-type: none"> • Standards for the installation of "cool roofs". • Standards for improved overall efficiency of lighting systems. • Requirements for the use of Energy Star appliances and fixtures in discretionary new development. • Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer. • Establish policies and programs that facilitate the siting of new renewable energy generation. • Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. • Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including: | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Conducting energy audits. • Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low emissive window glass. • Implementing an energy tracking and management system for its municipal facilities. • Installing energy efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. • Installing energy efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. • Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.). • Installing Energy Star® appliances and energy efficient vending machines. • Improving water use efficiency, including a schedule to replace or retrofit system components with high efficiency units (i.e., ultra low flow toilets, fixtures, etc.). • Installing irrigation control systems which maximize water use efficiency and minimize off-peak use. | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Adopting an accelerated replacement schedule for energy inefficient systems and components. • Insure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including: • Providing energy efficiency training to design, engineering, building operations, and maintenance staff. • Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use. • Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards. • Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off peak demand schedules for heavy commercial and industrial users. • Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models. • Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|--|---------|
| <ul style="list-style-type: none"> • Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel. • Conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices. • Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and will install or replace vegetation with drought tolerant, low maintenance native species or edible landscaping that can also provide shade and reduce heat island effects. • Implement enhanced programs to divert solid waste from landfill operations, by: • Establishing a diversion target which meets or exceeds AB 939 requirements. • Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced. • Reduce per capita water consumption consistent with state law by 2020. • Establish a water conservation plan that may include such policies and actions as: | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|--|---------|
| <ul style="list-style-type: none"> • Maintaining and refining the City's tiered rate structure for water use. • Establishing restrictions on time of use for landscape watering, or other demand management strategies. • Establishing performance standards for irrigation equipment and water fixtures, consistent with state law. • Establish programs and policies to increase the use of recycled water, including: • Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: • Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). • Establishing menus and check lists for developers and contractors to ensure water efficient infrastructure and technology are used in new construction, including low flow toilets and shower heads, moisture sensing irrigation, and other such advances. • Organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling. | |

| Table 5.1-1 Mitigation Summary Matrix | |
|--|--|
| Mitigation Measures | Remarks |
| <p>and shall schedule recycling dropoff events and neighborhood chipping/mulching days.</p> <ul style="list-style-type: none"> • Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self audit for energy use and efficiency. | |
| <p>6.3 The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts:</p> <ul style="list-style-type: none"> • Increase densities in urban core areas to support public transit, by, among other means:- • Removing barriers to the development of accessory dwelling units in existing residential neighborhoods. • Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation. • Add bicycle facilities to city streets and public spaces, where feasible. • Promote infill, mixed use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones. • Plan for and create incentives for mixed use development. • Identify sites suitable for mixed use development and establish | <p>Not Applicable. This is a City staff directive to amend the Municipal Code to reflect certain GHG emission reduction concepts. The Project would implement applicable Municipal Code GHG emission reduction concepts.</p> |

| Table 5.1-1 Mitigation Summary Matrix | |
|--|----------------|
| Mitigation Measures | Remarks |
| <p>appropriate site specific standards to accommodate mixed uses which could include:</p> <ul style="list-style-type: none"> • Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so. • Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development. • Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops. • Allowing for tandem parking, shared parking and off site parking leases. • Enable prototype mixed use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling. • Identify and facilitate the inclusion of complementary land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and promote bicycling and walking to these uses. • Revise zoning ordinance(s) to allow local serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use. | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed use. • Implement a Housing Overlay Zone for residential properties at transit centers and along transit corridors. This may include average minimum residential densities of 25 units per acre within one quarter miles of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for non residential uses within a quarter mile of transit centers or corridors. • Identify transit centers appropriate for mixed use development, and promote transit oriented, mixed use development within these targeted areas, by:- • Providing maximum parking standards and flexible building height limitations. • Providing density bonus programs. • Establishing guidelines for private and public spaces for transit oriented and mixed use development. • Discouraging auto-oriented development. • Ensure new development is designed to make public transit a viable choice for residents, including: | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|--|---------|
| <ul style="list-style-type: none"> • Locating medium to high density development near activity centers that can be served efficiently by public transit and alternative transportation modes. • Locating medium to high density development near streets served by public transit whenever feasible. • Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths. • Develop form based community design standards to be applied to development projects and land use plans, for areas designated mixed use. • Create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed use and transit oriented development areas, by: • Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking. • Encouraging pedestrian only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling. • Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian oriented streetscape. • Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic. | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage nonmotorized travel. • Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas, by:- • Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares. • Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures. • Locating schools in neighborhoods, within safe and easy walking distances of residences served. • Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear. • Supporting development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access. • Utilizing street parking as a buffer between sidewalk pedestrian | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|--|---------|
| <p>traffic and the automobile portion of the roadway.</p> <ul style="list-style-type: none"> • Prioritizing the physical development of pedestrian connectors for existing areas that do not meet established connectivity standards. • Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure. • Reduce heat gain from pavement and other similar hardscaping, by: • Including low water landscaping in place of hardscaping around transportation infrastructure and in parking areas. • Establishing standards that provide for pervious pavement options. • Removing obstacles to natural, drought tolerant landscaping and low water landscaping. • Coordinate with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, including, but not limited to: • Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. • Upgrade and maintain the following transit system infrastructure to enhance public use, including: | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|--|---------|
| <ul style="list-style-type: none"> • Ensuring transit stops and bus lanes are safe, convenient, clean and efficient. • Ensuring transit stops have clearly marked street level designation, and are accessible. • Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate. • Working with transit providers to place transit stations along transit corridors within mixed use or transit oriented development areas at intervals appropriate for the mode of transit. • Facilitate employment opportunities that minimize the need for private vehicle trips, by: • Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. • Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Establish standards for new development and redevelopment projects to support bicycle use, including: • Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including: • Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where | |

| Table 5.1-1 Mitigation Summary Matrix | |
|--|----------------|
| Mitigation Measures | Remarks |
| <p>feasible.</p> <ul style="list-style-type: none"> • Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including: • Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances. • Establish a network of multi-use trails to facilitate direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. • Establish policies and programs to reduce onsite parking demand and promote and public transit at large events. • Require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels. • Support and promote the use of low and zero emission vehicles (NEV), by: • Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. • Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|--|---------|
| <p>electric hybrids (PHEV).</p> <ul style="list-style-type: none"> • Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes. • Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas electric hybrid vehicles. • Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. • Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by ALUCP/FAA. • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. • Support the use of green building practices by: • Establishing guidelines for green building practices in residential and commercial development. • Providing incentives, which may include reduction in development | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <p>fees, administrative fees, and/or expedited permit processing for projects that use green building practices.</p> <ul style="list-style-type: none"> • Adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise required by current state law, including: • Standards for the installation of "cool roofs". • Standards for improved overall efficiency of lighting systems. • Requirements for the use of Energy Star appliances and fixtures in discretionary new development. • Requirements for new residential lots and/or structures to be arranged and oriented to maximize effective use of passive solar energy. • Require that affordable housing development incorporate energy efficient design and features to the maximum extent feasible. • Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas). • Identify and remove or otherwise address barriers to renewable energy production, including: • Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers. | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies. • Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air. • Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values. • Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate. • Require that, where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future, using such "solar ready" features as: • Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south sloped roof surface, where such buildings architecture and construction are designed for sloped roofs. • Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south sloped roof. • Roof framing that will support the addition of solar panels. | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Installation of electrical conduit to accept solar electric system wiring. • Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank. • Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. • Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including: • Conducting energy audits. • Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low emissive window glass. • Implementing an energy tracking and management system for its municipal facilities. • Installing energy efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. • Installing energy efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.). • Installing Energy Star® appliances and energy efficient vending machines. • Improving water use efficiency, including a schedule to replace or retrofit system components with high efficiency units (i.e., ultra low flow toilets, fixtures, etc.). • Installing irrigation control systems maximizing water use efficiency and minimizing off-peak use. • Adopting an accelerated replacement schedule for energy inefficient systems and components. • Require that any newly constructed, purchased, or leased municipal space meet minimum standards, such as: • The Energy Star® New Homes Program established by U.S. EPA. • The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating. • Reduce per capita water consumption consistent with state law by 2020. • Establish a water conservation plan that may include such policies and actions as: | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Maintaining and refining the City's tiered rate structure for water use. • Establishing restrictions on time of use for landscape watering, or other demand management strategies. • Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law. • The City will establish programs and policies to increase the use of recycled water, including: • Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: • Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). • Establishing menus and check lists for developers and contractors to ensure water efficient infrastructure and technology are used in new construction, including low flow toilets and shower heads, moisture sensing irrigation, and other such advances. • Install water efficient landscapes and irrigation, including: | |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---------|
| <ul style="list-style-type: none"> • Requiring planting drought tolerant and native species, and covering exposed dirt with moisture retaining mulch or other materials such as decomposed granite. • Requiring the installation of water efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls. • Promote the planting of shade trees and establish shade tree guidelines and specifications, including: • Establishing guidelines for tree planting based on the land use (residential, commercial, parking lots, etc.). • Establishing guidelines for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc. • Establishing tree guidelines for placement, including distance from structures, density of planting, and orientation relative to structures and the sun. • Develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal, including: • Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low VOC producing trees, and emphasizing the use of drought tolerant native trees and vegetation. | |

| Table 5.1-1 Mitigation Summary Matrix | |
|--|--|
| Mitigation Measures | Remarks |
| 6-4 Measures listed in Mitigation Measure 6-2 and 6-3 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan (CAP). | Not Applicable. This is a City staff directive to consider Mitigation Measure 6-2 and 6-3 while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in GHG impacts not previously addressed as part of the Certified EIR analysis. The Modified Project would implement applicable provisions of the Climate Action Plan. |
| 6-5 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of Ontario shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments. | Not Applicable. This is a City staff directive to evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies (SCS) plan. This is not a mitigation measure for the Modified Project. The Modified Project would not conflict with the SCS plan as implemented by the City. |
| 6-6 The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative. | Not Applicable. This is a City staff directive to participate in the County of San Bernardino's Green Valley Initiative. This is not a mitigation measure for the Modified Project. The Modified Project would not interfere with or conflict with City participation in the County of San Bernardino's Green Valley Initiative. |
| Hazards and Hazardous Materials | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Hydrology and Water Quality | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Land Use and Planning | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |

| Table 5.1-1 Mitigation Summary Matrix | |
|---|--|
| Mitigation Measures | Remarks |
| Mineral Resources | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Noise | |
| 12-1 Prior to the issuance of building permits for any project that involves a noise sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, or the Los Angeles/Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations). | Not Applicable. This is a City staff directive requiring certain project applicants to retain an acoustical engineer to conduct acoustic analyses. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in noise impacts not previously considered and addressed in the Certified EIR. |
| 12-2 Individual projects that involve vibration intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, occurring near sensitive receptors shall be evaluated for potential vibration impacts. If construction related vibration is determined to be perceptible at vibration sensitive uses (i.e., exceed the Federal Transit Administration vibration annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration intensive pile driver). | Not Applicable. This is a City staff directive to requiring certain project applicants to evaluate vibration impacts at potentially affected vibration-sensitive use. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in vibration impacts not previously considered and addressed in the Certified EIR. |
| 12-3 Prior to the issuance of building permits for any project that involves a vibration sensitive use directly adjacent to the Union Pacific Railroad or Southern California Regional Rail Authority | Not Applicable. This is a City staff directive requiring certain project applicants to evaluate railroad-source vibration impacts at potentially affected vibration-sensitive uses. This is not a mitigation measure for |

**Table 5.1-1
Mitigation Summary Matrix**

| Mitigation Measures | Remarks |
|---|---|
| <p>main lines shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration related impacts are found, mitigation measures, such as use of concrete, iron, or steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.</p> | <p>the Modified Project. It is noted that the Modified Project would not result in vibration impacts not previously considered and addressed in the Certified EIR.</p> |
| <p>12.4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes shall be incorporated into the construction operations to reduce construction related noise to the extent feasible.</p> | <p>Not Applicable. This is a City staff directive requiring certain project applicants to evaluate construction-source noise impacts at potentially affected sensitive uses. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in construction-source noise impacts not previously considered and addressed in the Certified EIR.</p> |
| <p>Population and Housing</p> | |
| <p>N/A</p> | <p>No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.</p> |
| <p>Public Services</p> | |
| <p>N/A</p> | <p>No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.</p> |

| Table 5.1-1 Mitigation Summary Matrix | |
|---|--|
| Mitigation Measures | Remarks |
| Recreation | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Transportation | |
| 16-1 The Mobility Element of the Ontario Plan shall be consistent with the traffic study prepared by Kimley Horn and Associates. Table 5.16-6 shows the recommended lane geometry for the Proposed Land Use Plan. | Not Applicable. This is a City staff directive to assure that the Mobility Element of the Ontario Plan is consistent with the recommendations of the associated traffic study. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in transportation impacts not previously considered and addressed in the Certified EIR. |
| Tribal Cultural Resources | |
| Please refer to Mitigation Measures 5-3 and 5-4, presented under Cultural Resources. | See earlier remarks. |
| Utilities and Service Systems | |
| 17-1 The City shall include a policy in the Policy Plan that requires water conservation measures for development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand, through conservation measures, including but not limited to: a) Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council). b) Continue to develop and implement drought contingency plans | Not Applicable. This is a City staff directive to assure that a water use efficiency policy is included in the Policy Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in utilities or service systems impacts not previously considered and addressed in the Certified EIR. |

| Table 5.1-1 Mitigation Summary Matrix | |
|--|---|
| Mitigation Measures | Remarks |
| <p>to assist citizens and businesses reduce water use during water shortages and emergencies.</p> <p>e) Revise the City Code to include a Water Efficient Landscape Ordinance to encourage or, as appropriate, require the use of water-efficient landscaping consistent with AB 325.</p> | |
| <p>17-2 The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (nonpotable) source for landscaping, parks, and other irrigation opportunities in all areas of the City and requires use of recycled water in dual-system office and industrial uses in selected urban areas of the City, where available and feasible.</p> | <p>Not Applicable. This is a City staff directive to assure that a water use efficiency policy is included in the Policy Plan maximizing the use of recycled water. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in utilities or service systems impacts not previously considered and addressed in the Certified EIR.</p> |
| <p>17-3 The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge, such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.</p> | <p>Not Applicable. This is a City staff directive to assure that policy is included in the Policy Plan that requires the City to participate with regional water agency in the pursuit of additional water sources. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in utilities or service systems impacts not previously considered and addressed in the Certified EIR.</p> |
| Wildfire | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |



Ontario Commerce Center

MOBILE SOURCE HEALTH RISK ASSESSMENT

CITY OF ONTARIO

PREPARED BY:

Haseeb Qureshi
hqureshi@urbanxroads.com
(949) 336-5987

JULY 9, 2020

13214-04 HRA Report

TABLE OF CONTENTS

| | |
|---|------------|
| TABLE OF CONTENTS | I |
| APPENDICES | I |
| LIST OF EXHIBITS | II |
| LIST OF TABLES | II |
| LIST OF ABBREVIATED TERMS | III |
| EXECUTIVE SUMMARY | 1 |
| 1 INTRODUCTION | 3 |
| 1.1 Site Location..... | 4 |
| 1.2 Project Description..... | 4 |
| 2 BACKGROUND | 8 |
| 2.1 Background on Recommended Methodology | 8 |
| 2.2 Emissions Estimation | 8 |
| 2.3 Exposure Quantification | 14 |
| 2.4 Carcinogenic Chemical Risk..... | 18 |
| 2.5 Non-carcinogenic Exposures..... | 19 |
| 2.6 Potential Project-Related DPM Source Cancer and Non-Cancer Risks..... | 20 |
| 3 REFERENCES | 22 |
| 4 CERTIFICATION | 24 |

APPENDICES

- APPENDIX 2.1: AERMOD MODEL INPUT/OUTPUT**
- APPENDIX 2.2: RISK CALCULATIONS**

LIST OF EXHIBITS

EXHIBIT 1-A: LOCATION MAP5
EXHIBIT 1-B: SITE PLAN6
EXHIBIT 2-A: MODELED EMISSION SOURCES 11
EXHIBIT 2-B: PROJECT TRUCK TRIP DISTRIBUTION 12
EXHIBIT 2-C: WIND ROSE (SRA 33) 15
EXHIBIT 2-D: RECEPTOR LOCATIONS 17

LIST OF TABLES

TABLE ES-1: SUMMARY OF CANCER AND NON-CANCER RISKS2
TABLE 2-1: 2020 WEIGHTED AVERAGE DPM EMISSIONS FACTORS 10
TABLE 2-2: DPM EMISSIONS FROM PROJECT TRUCKS (2020 ANALYSIS YEAR) 13
TABLE 2-3: AERMOD MODEL PARAMETERS..... 14
TABLE 2-4: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (30 YEAR RESIDENTIAL) 16
TABLE 2-5: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (25 YEAR WORKER)..... 16
TABLE 2-6: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (9 YEAR SCHOOL CHILD) 16

LIST OF ABBREVIATED TERMS

| | |
|---------|--|
| (1) | Reference |
| µg | Microgram |
| AERMOD | American Meteorological Society/Environmental Protection Agency Regulatory Model |
| APS | Auxiliary Power System |
| AQMD | Air Quality Management District |
| ARB | Air Resources Board |
| CEQA | California Environmental Quality Act |
| CPF | Cancer Potency Factor |
| DPM | Diesel Particulate Matter |
| EMFAC | Emission Factor Model |
| EPA | Environmental Protection Agency |
| HHD | Heavy Heavy-Duty |
| HI | Hazard Index |
| HRA | Health Risk Assessment |
| LHD | Light Heavy-Duty |
| MATES | Multiple Air Toxics Exposure Study |
| MEIR | Maximally Exposed Individual Receptor |
| MEISC | Maximally Exposed Individual School Child |
| MEIW | Maximally Exposed Individual Worker |
| MHD | Medium Heavy-Duty |
| NAD | North American Datum |
| OEHHA | Office of Environmental Health Hazard |
| PCE | Passenger Car Equivalent |
| PM10 | Particulate Matter 10 microns in diameter or less |
| Project | Ontario Commerce Center |
| REL | Reference Exposure Level |
| RM | Recommended Measures |
| SCAQMD | South Coast Air Quality Management District |
| SRA | Source Receptor Area |
| TAC | Toxic Air Contaminant |
| TIA | Traffic Impact Analysis |
| URF | Unit Risk Factor |
| UTM | Universal Transverse Mercator |
| VMT | Vehicle Miles Traveled |

This page intentionally left blank

EXECUTIVE SUMMARY

This report evaluates the potential mobile source health risk impacts to sensitive receptors (residents) and adjacent workers associated with the development of the proposed Project, more specifically, health risk impacts as a result of exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks accessing the site. This section summarizes the significance criteria and Project mobile source health risks.

The results of the health risk assessment of lifetime cancer risk from Project-generated DPM emissions are provided on Table ES-1.

Residential Exposure Scenario:

The residential land use with the greatest potential exposure to Project DPM source emissions is located at 4088 E Heritage Lane located approximately 215 feet west from the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 6.15 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.002, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent residences. All other residential locations in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein.

Worker Exposure Scenario:

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is located approximately 170 feet east from the Project site at an existing industrial use. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact at this location is 2.00 in one million¹ which is less than the threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.007, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. All other modeled worker locations in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein.

School Child Exposure Scenario:

The school site land use with the greatest potential exposure to Project DPM source emissions is at the Colony High School located more than ¼ mile (1,320 feet) west of the Project site. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact attributable to the Project at this location is calculated to be an estimated 0.23 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer

1 SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

risks attributable to the Project were calculated to be 0.0004, which would not exceed the applicable significance threshold of 1.0. Any other schools near the Project site would be exposed to less emissions and consequently less impacts than what is disclosed for the MEISC². As such, the Project will not cause a significant human health or cancer risk to nearby school children.

TABLE ES-1: SUMMARY OF CANCER AND NON-CANCER RISKS

| Time Period | Location | Maximum Lifetime Cancer Risk (Risk per Million) | Significance Threshold (Risk per Million) | Exceeds Significance Threshold |
|------------------|---------------------------------------|---|---|--------------------------------|
| 30 Year Exposure | Maximum Exposed Sensitive Receptor | 6.15 | 10 | NO |
| 25 Year Exposure | Maximum Exposed Worker Receptor | 2.00 | 10 | NO |
| 9 Year Exposure | Maximum Exposed School Child Receptor | 0.23 | 10 | NO |
| Time Period | Location | Maximum Hazard Index | Significance Threshold | Exceeds Significance Threshold |
| Annual Average | Maximum Exposed Sensitive Receptor | 0.002 | 1.0 | NO |
| Annual Average | Maximum Exposed Worker Receptor | 0.007 | 1.0 | NO |
| Annual Average | Maximum Exposed School Child Receptor | 0.0004 | 1.0 | NO |

² In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on CARB and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center (1).

1 INTRODUCTION

The purpose of this Health Risk Assessment (HRA) is to evaluate Project-related impacts to sensitive receptors (residential, schools) and adjacent workers as a result of heavy-duty diesel trucks accessing the site.

The South Coast Air Quality Management District (SCAQMD) reviewed the conceptual site plan for the proposed project and provided input to the City on the scope of the air quality analysis. SCAQMD identifies that if a proposed Project is expected to generate/attract heavy-duty diesel trucks, which emit diesel particulate matter (DPM), preparation of a mobile source HRA is recommended. This document serves to meet the SCAQMD's request for preparation of a HRA. The mobile source HRA has been prepared in accordance with the document Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (1) and is comprised of all relevant and appropriate procedures presented by the U.S. EPA, California Environmental Protection Agency and SCAQMD. Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact.

The AQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2). In this report the AQMD clearly states (Page D-3):

"...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less-than-significant.

1.1 SITE LOCATION

The proposed Ontario Commerce Center site is located west of Hamner Avenue and south of Riverside Drive in the City of Ontario, as shown on Exhibit 1-A. The Project site is located within the Edenglen Specific Plan in the area east of the Southern California Edison (SCE) power transmission line corridor. The Project is mostly vacant with the Sunshine Growers Wholesale Nursery occupying the southern portion of the site. Existing land uses near the Project site consist of a mix of residential land uses to the west within the City of Ontario Edenglen Specific Plan (“Specific Plan”) and nearby industrial land uses located east of the Project Site within the City of Eastvale. California State Route 60 is located approximately 0.4 miles north of the Project site, Interstate 15 (I-15) Freeway is located approximately 0.46 miles east of the Project Site and the Ontario International Airport is located roughly 2.7 miles northwest of the Project site.

1.2 PROJECT DESCRIPTION

As shown on Exhibit 1-B the Project provides for up to 968,092 square feet (sf) of General Light Industrial/Warehousing/Manufacturing uses, and up to 40,000 sf of Commercial Retail. According to the Specific Plan, the site is entitled for commercial development consisting of a mixture of Community Commercial uses and Business Park/Light Industrial Uses. In place of the approved (entitled) uses, the Project is proposing to develop a Business Park consisting of general light industrial/warehousing/manufacturing uses, plus maintain the ability to develop a commercial retail center consistent with the Specific Plan.

Based on the *Edenglen Business Park Project Trip Generation Assessment (Trip Generation Assessment)* prepared by LLG Engineers (June 15, 2020) (3), Project Alternative 2B is considered in this assessment since it generates the most truck trips and also includes refrigerated warehousing which would generate additional emissions from transport refrigeration units (TRUs):

PROJECT ALTERNATIVE 2B INCLUDES:

- General Light Industrial: 59,585 sf (Building A)
- Cold Storage Warehousing: 522,058 sf (Buildings C and D combined)
- Manufacturing: 386,449 sf (Buildings E and F combined)
- Retail: 40,000 SF (Building B)

The *Trip Generation Assessment* summarizes the trips associated with the Project in terms of Passenger Car Equivalents (PCEs). For analytical purposes herein, the trips associated with the project are presented in terms of actual vehicles to more appropriately model the potential impacts from DPM. The trips in terms of actual vehicles have been provided by the traffic engineer (4) and are based on the actual vehicle trips evaluated in the *Traffic Assessment*. Project Alternative 2B is expected to generate a total of approximately 5,824 two-way vehicular trips per day (2,912 inbound and 2,912 outbound) which includes 598 two-way truck trips per day (299 inbound and 299 outbound) (4) .

EXHIBIT 1-A: LOCATION MAP

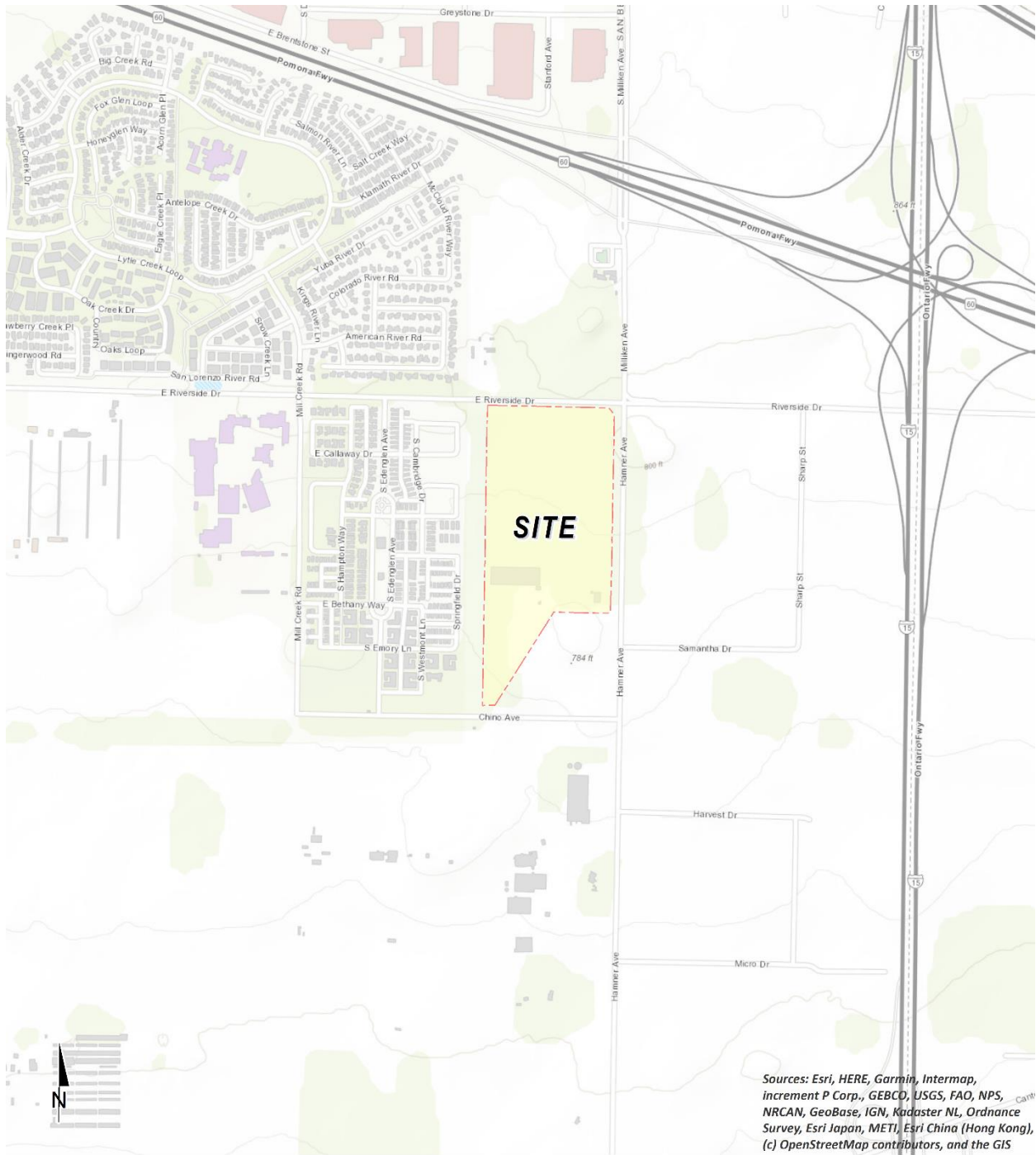
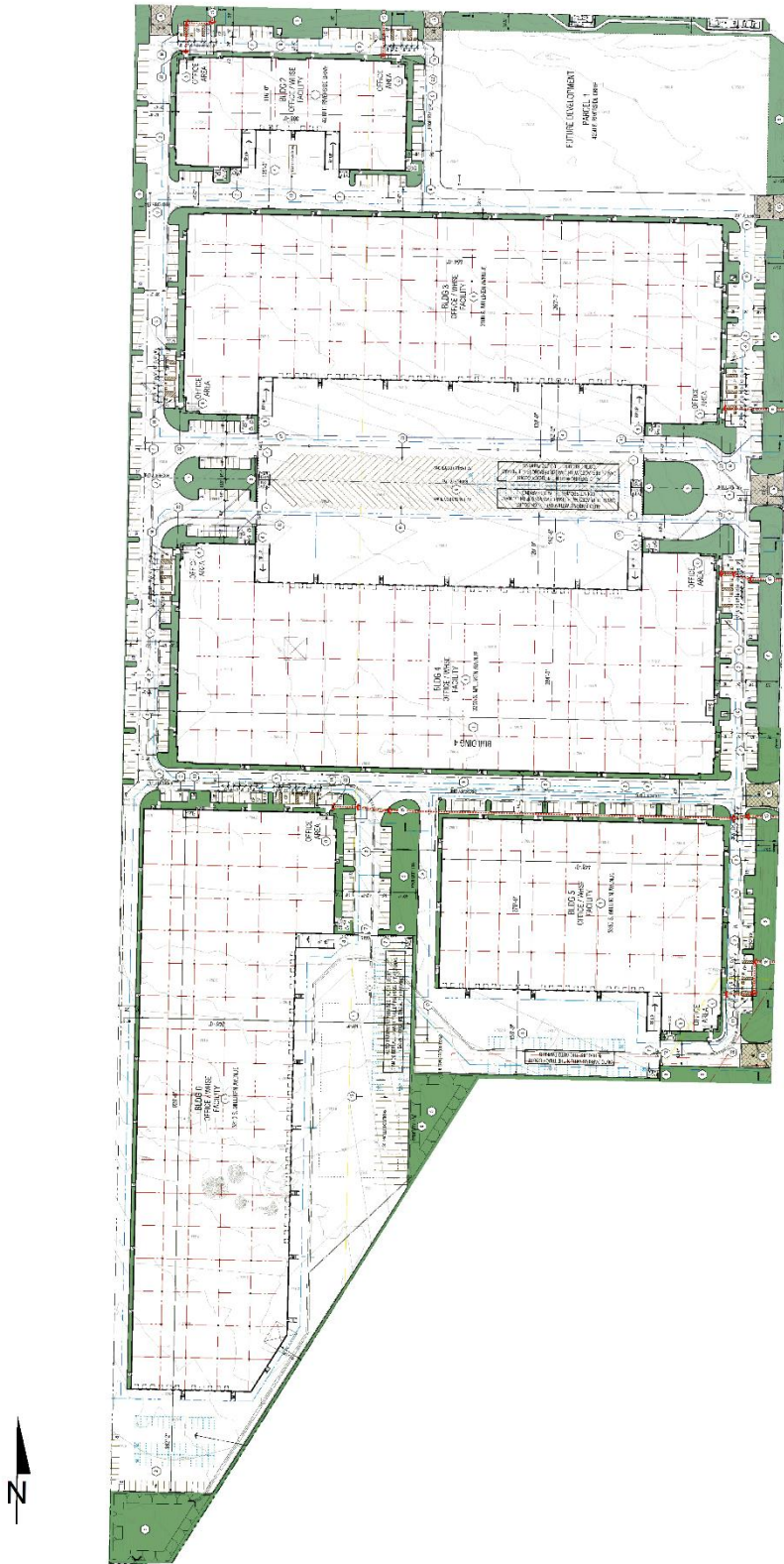


EXHIBIT 1-B: SITE PLAN



This page intentionally left blank

2 BACKGROUND

2.1 BACKGROUND ON RECOMMENDED METHODOLOGY

As noted above, this HRA is based on SCAQMD guidelines to produce conservative estimates of risk posed by exposure to DPM. The conservative nature of this analysis is due primarily to the following factors:

- The ARB-adopted diesel exhaust Unit Risk Factor (URF) of 300 in one million per $\mu\text{g}/\text{m}^3$ is based upon the upper 95 percentile of estimated risk for each of the epidemiological studies utilized to develop the URF. Using the 95th percentile URF represents a very conservative (health-protective) risk posed by DPM.
- The emissions derived assume that every truck accessing the project site will idle for 15 minutes under the unmitigated scenario, this is an overestimation of actual idling times and thus conservative.³ It should be noted that ARB's anti-idling requirements impose a 5-minute maximum idling time and therefore the analysis conservatively overestimates DPM emissions from idling by a factor of 3.

2.2 EMISSIONS ESTIMATION

2.2.1 ON-SITE AND OFF-SITE TRUCK ACTIVITY

Vehicle DPM emissions were estimated using emission factors for particulate matter less than $10\mu\text{m}$ in diameter (PM_{10}) generated with the 2017 version of the Emission FACTor model (EMFAC) developed by the ARB. EMFAC 2017 is a mathematical model that was developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the ARB to project changes in future emissions from on-road mobile sources (5). The most recent version of this model, EMFAC 2017, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day.

Several distinct emission processes are included in EMFAC 2017. Emission factors calculated using EMFAC 2017 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. The emission processes and corresponding emission factor units associated with diesel particulate exhaust for this Project are presented below.

For this Project, annual average PM_{10} emission factors were generated by running EMFAC 2017 in EMFAC Mode for vehicles in the San Bernardino County jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and

³ Although the Project is required to comply with ARB's idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling (personal communication, in person, with Jillian Wong, December 22, 2016), which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc.

vehicle speed. The model was run for speeds traveled in the vicinity of the Project. The vehicle travel speeds for each segment modeled are summarized below.

- Idling – on-site loading/unloading and truck gate
- 5 miles per hour – on-site vehicle movement including driving and maneuvering
- 25 miles per hour – off-site vehicle movement including driving and maneuvering.

Calculated emission factors are shown at Table 2-3. As a conservative measure, a 2020 EMFAC 2017 run was conducted and a static 2020 emissions factor data set was used for the entire duration of analysis herein (e.g., 30 years). Use of 2020 emission factors would overstate potential impacts since this approach assumes that emission factors remain “static” and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated after 2020. Additionally, based on EMFAC 2017, Light-Heavy-Duty Trucks comprise of 46.4% diesel, Medium-Heavy-Duty Trucks comprise of 88.1% diesel, and Heavy-Heavy-Duty Trucks comprise of 96.1% diesel trucks and have been accounted for accordingly in the emissions factor generation.

The vehicle DPM exhaust emissions were calculated for running exhaust emissions. The running exhaust emissions were calculated by applying the running exhaust PM₁₀ emission factor (g/VMT) from EMFAC over the total distance traveled. The following equation was used to estimate off-site emissions for each of the different vehicle classes comprising the mobile sources (5):

$$\text{Emissions}_{\text{SpeedA}} \text{ (g/s)} = \text{EF}_{\text{RunExhaust}} \text{ (g/VMT)} * \text{Distance (VMT/trip)} * \text{Number of Trips (trips/day)} / \text{seconds per day}$$

Where:

$\text{Emissions}_{\text{SpeedA}}$ (g/s): Vehicle emissions at a given speed A;

$\text{EF}_{\text{RunExhaust}}$ (g/VMT): EMFAC running exhaust PM₁₀ emission factor at speed A;

Distance (VMT/trip): Total distance traveled per trip.

Similar to off-site traffic, on-site vehicle running emissions were calculated by applying the running exhaust PM₁₀ emission factor (g/VMT) from EMFAC and the total vehicle trip number over the length of the driving path using the same formula presented above for on-site emissions. In addition, on-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM₁₀ emission factor (g/idle-hr) from EMFAC and the total truck trip over the total idle time (15 minutes). The following equation was used to estimate the on-site vehicle idling emissions for each of the different vehicle classes (5):

$$\text{Emissions}_{\text{idle}} \text{ (g/s)} = \text{EF}_{\text{idle}} \text{ (g/hr)} * \text{Number of Trips (trips/day)} * \text{Idling Time (min/trip)} * 60 \text{ minutes per hour} / \text{seconds per day}$$

Where:

$\text{Emissions}_{\text{idle}}$ (g/s): Vehicle emissions during idling;

EF_{idle}(g/s): EMFAC idle exhaust PM₁₀ emission factor.

TABLE 2-1: 2020 WEIGHTED AVERAGE DPM EMISSIONS FACTORS

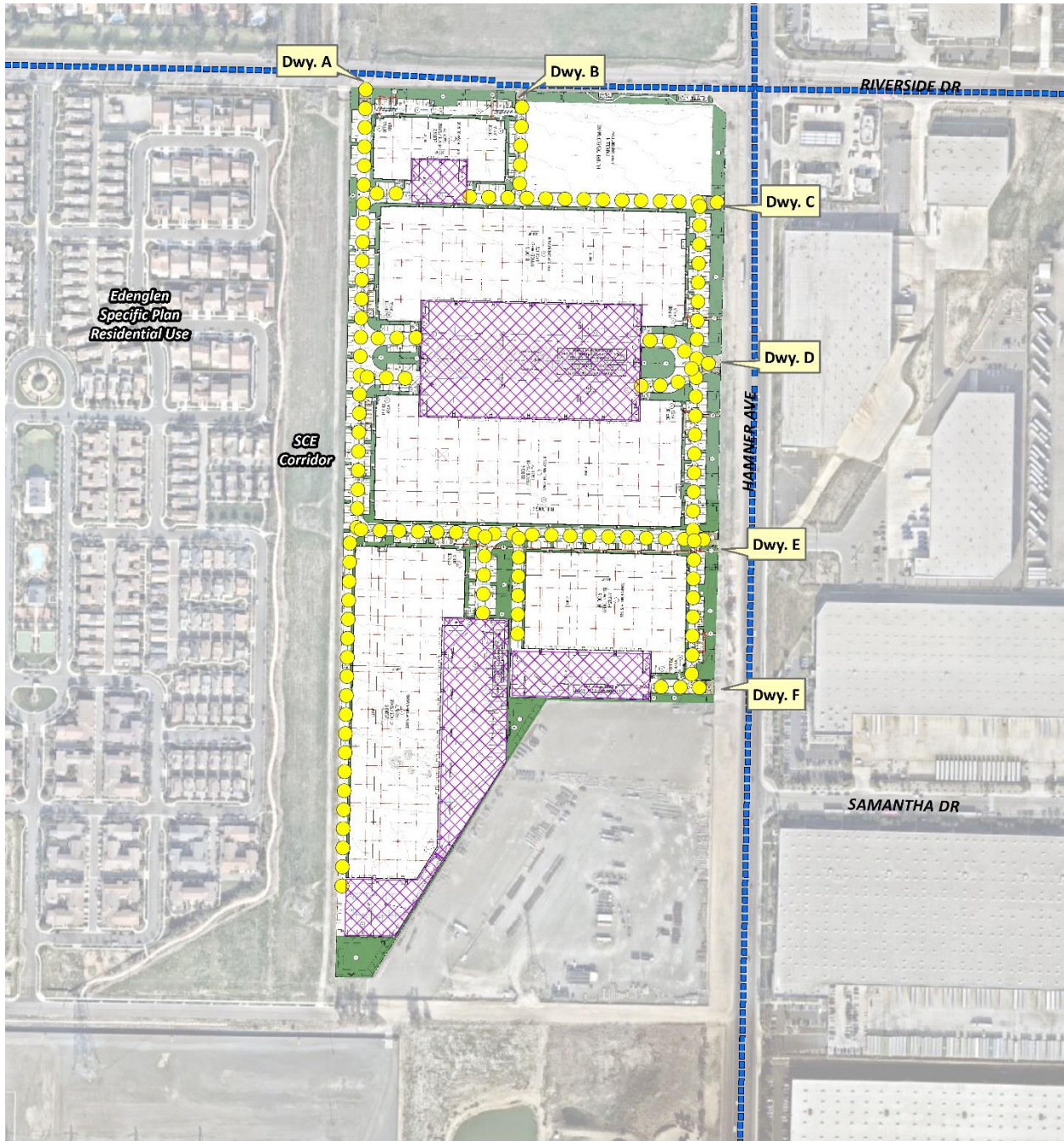
| General Light Industrial | |
|--|---------------------|
| Speed | Weighted Average |
| 0 (idling) | 0.19233 (g/idle-hr) |
| 5 | 0.10852 (g/s) |
| Cold Storage Warehousing | |
| Speed | Weighted Average |
| 0 (idling) | 0.12998 (g/idle-hr) |
| 5 | 0.13274 (g/s) |
| Manufacturing | |
| Speed | Weighted Average |
| 0 (idling) | 0.13258 (g/idle-hr) |
| 5 | 0.13145 (g/s) |
| Average of General Light Industrial, Cold Storage Warehousing, and Manufacturing | |
| Speed | Weighted Average |
| 25 | 0.04837 (g/s) |

Each roadway was modeled as a line source (made up of multiple adjacent volume sources). Due to the large number of volume sources modeled for this analysis, the corresponding coordinates of each volume source have not been included in this report but are included in Appendix “2.1”. The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway, as illustrated on Table 2-2. The modeled emission sources are illustrated on Exhibit 2-A. The modeled truck travel routes included in the HRA are based on the anticipated truck trip distribution (inbound and outbound) as identified in the *Traffic Assessment* (6), the anticipated truck trip distribution is illustrated on Exhibit 2-B. The modeling domain was extended along the Project’s primary truck route and includes off-site sources in the study area for more than 1 mile. This modeling domain is substantially more conservative than using only a ¼ mile modeling domain, which is supported by substantial evidence since several studies have shown that the greatest potential risks occur within a ¼ mile of the primary source of emissions (7) (in the case of the Project this is the on-site idling and on-site travel).

On-site truck idling was estimated to occur as trucks enter and travel through the facility. Although the Project is required to comply with CARB’s idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling (8), which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD’s recommendation.

As previously noted, Project Alternative 2B is expected to generate a total of approximately 5,824 two-way vehicular trips per day (2,912 inbound and 2,912 outbound) which includes 598 two-way truck trips per day (299 inbound and 299 outbound) (4).

EXHIBIT 2-A: MODELED EMISSION SOURCES







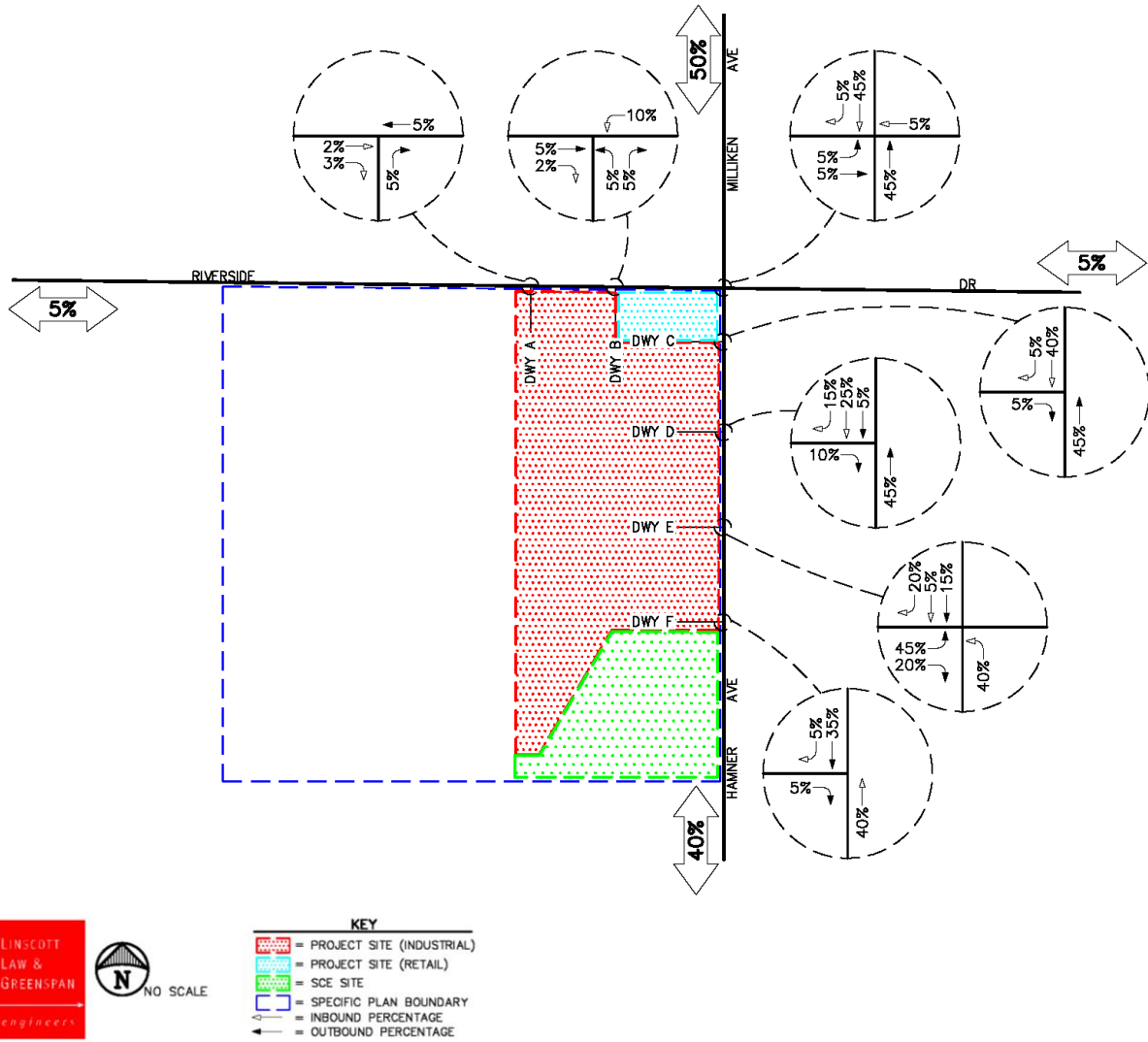
- LEGEND:**
-  On-Site Truck Idling
 -  On-Site Truck Travel
 -  Off-Site Truck Travel
- 

EXHIBIT 2-B: PROJECT TRUCK TRIP DISTRIBUTION



LINSCOTT
LAW &
GREENSPAN
engineers

N
NO SCALE

TABLE 2-2: DPM EMISSIONS FROM PROJECT TRUCKS (2020 ANALYSIS YEAR)

| Truck Emission Rates | | | | | | |
|---|----------------|---------------------------------|--|---|---|--------------------------------------|
| Source | Trucks Per Day | VMT ^a (miles/day) | Truck Emission Rate ^b (grams/mile) | Truck Emission Rate ^b (grams/idle-hour) | Daily Truck Emissions ^c (grams/day) | Modeled Emission Rates (g/second) |
| On-Site Idling Building A (Light Industrial) | 32 | | | 0.1923 | 1.51 | 1.753E-05 |
| On-Site Idling Buildings C (Cold Storage Warehousing) | 54 | | | 0.1300 | 18.39 | 2.128E-04 |
| On-Site Idling Buildings D (Cold Storage Warehousing) | 58 | | | 0.1300 | 19.76 | 2.287E-04 |
| On-Site Idling Buildings E (Manufacturing) | 100 | | | 0.1326 | 3.31 | 3.836E-05 |
| On-Site Idling Buildings F (Manufacturing) | 55 | | | 0.1326 | 1.81 | 2.091E-05 |
| On-Site Travel Building A (Light Industrial) | 63 | 11.56 | 0.1085 | | 1.25 | 1.452E-05 |
| On-Site Travel Buildings C (Cold Storage Warehousing) | 108 | 21.36 | 0.1327 | | 5.47 | 6.326E-05 |
| On-Site Travel Buildings D (Cold Storage Warehousing) | 117 | 23.63 | 0.1327 | | 6.05 | 7.001E-05 |
| On-Site Travel Buildings E (Manufacturing) | 200 | 51.83 | 0.1314 | | 6.81 | 7.886E-05 |
| On-Site Travel Buildings F (Manufacturing) | 109 | 10.82 | 0.1314 | | 1.42 | 1.646E-05 |
| Off-Site Travel 50% Miliken Ave | 299 | 177.30 | 0.0484 | | 12.67 | 1.467E-04 |
| Off-Site Travel 40% Hamner Ave | 239 | 258.56 | 0.0484 | | 13.71 | 1.586E-04 |
| Off-Site Travel 5% Riverside (to the west) | 30 | 54.80 | 0.0484 | | 2.92 | 3.382E-05 |
| Off-Site Travel 5% Riverside (to the east) | 30 | 16.24 | 0.0484 | | 0.87 | 1.002E-05 |

^a Vehicle miles traveled are for modeled truck route only.

^b Emission rates determined using EMFAC 2017. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

^c This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes. TRUs presumed to idle for 30 minutes.

2.2.2 TRANSPORT REFRIGERATION UNITS (TRUs)

In order to account for the possibility of refrigerated uses (cold storage) that would be accommodated by the up to 522,058 sf of High Cube Cold Storage Warehouse proposed, all trucks accessing this land use are presumed to also have transport refrigeration units (TRUs). Therefore, for modeling purposes 112 total daily trucks (one-way) are assumed to be trucks with TRUs. In addition to on-site truck idling, the analysis assumes that each TRU accessing the site will also idle for 30 minutes, even though the CARB’s anti-idling rules mandate a 5-minute idling time. Based on CARB’s *Draft Update to Inventory for Transportation Refrigeration Units* (9) 60% of TRUs are anticipated to be 25+ horsepower and 40% of TRUs are anticipated to be 23 horsepower, as such 60% of TRUs are assumed to be 34 horsepower with a load factor of 0.53 (0.01 grams of PM₁₀ per brake-horsepower-hour) and 40% of TRUs are assumed to be 23 horsepower with a load factor of 0.46 (0.12 grams of PM₁₀ per brake-horsepower-hour). TRUs are also accounted for during on-site and off-site travel. TRU emission rates were calculated based on CARB’s 2017 Off-Road Diesel Emission Factors for analysis year 2020.

2.3 EXPOSURE QUANTIFICATION

The analysis herein has been conducted in accordance with the guidelines in the Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (1). SCAQMD recommends using the Environmental Protection Agency’s (U.S. EPA’s) AERMOD model. For purposes of this analysis, the model was used to calculate annual average particulate concentrations associated with site operations.

The model offers additional flexibility by allowing the user to assign an initial release height and vertical dispersion parameters for mobile sources representative of a roadway. For this HRA, the roadways were modeled as adjacent volume sources. Roadways were modeled using the U.S. EPA’s haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in Lakes AERMOD View has been utilized to determine the release height parameters. Based on the US EPA methodology, the Project’s modeled sources would result in a release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters.

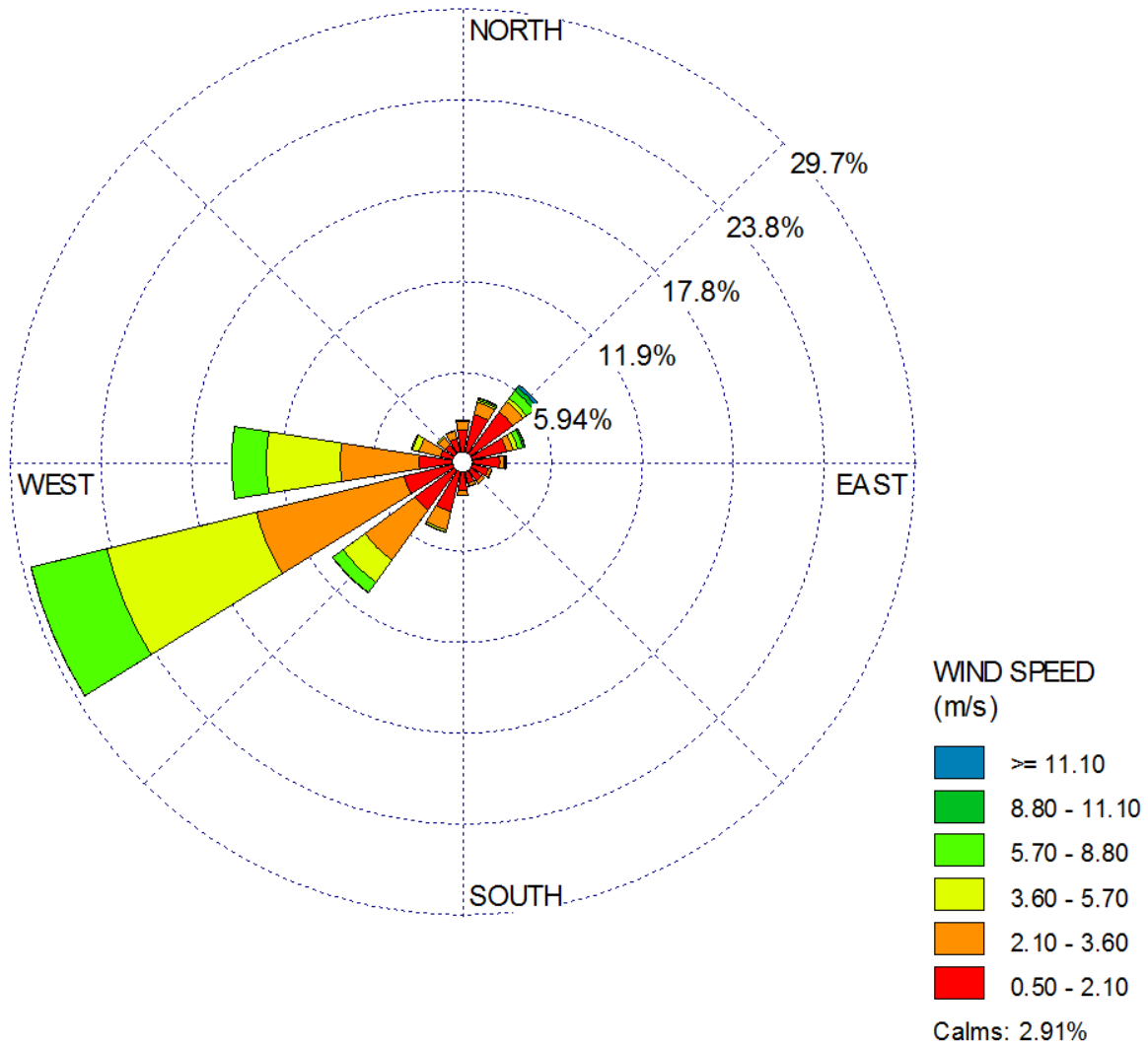
SCAQMD required model parameters are presented in Table 2-3 (10). The model requires additional input parameters including emission data and local meteorology. Meteorological data from the SCAQMD’s Ontario monitoring station (SRA 33) was used to represent local weather conditions and prevailing winds (11). A wind rose exhibit of the Fontana monitoring station is provided at Exhibit 2-C.

TABLE 2-3: AERMOD MODEL PARAMETERS

| | |
|------------------------|---|
| Dispersion Coefficient | Urban |
| Population | 2,035,210 |
| Terrain | Elevated (Regulatory Default) |
| Averaging Time | 1 year (5-year Meteorological Data Set) |
| Receptor Height | 0 meters (Regulatory Default) |

Universal Transverse Mercator (UTM) coordinates for North American Datum 1983 (NAD 83) were used to locate the project boundaries, each volume source location, and receptor locations in the project vicinity. The AERMOD dispersion model summary output files for the proposed facility are presented in Appendix 2.1.

EXHIBIT 2-C: WIND ROSE (SRA 33)



Receptors

Receptors in the Project study area include existing residential homes and industrial uses, as illustrated on Exhibit 2-D. Modeled receptors were placed at residential and non-residential locations. Receptors may be placed at applicable structure locations for residential and worker property and not necessarily the boundaries of these uses. It should be noted that the primary purpose of receptor placement is focused on long-term exposure. For example, the HRA evaluates the potential health risks to residential and worker over a period of 30 or 25 years of exposure, respectively. As such, even though it is unlikely to occur in practical terms (because the amount of time spent indoors), this study assumes that a resident or worker would be exposed over a long-period of time for 12 or 24-hours per day at the structure where they reside or work.

Sensitive receptors near the Project site include existing residential homes and Citrus High School. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this study will experience lower concentrations than those presented in this report due to particulate dispersion, additional attenuation from distance, and the shielding of intervening structures.

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the 2015 OEHHA Guidelines. Tables 2-4 through 2-6 summarize the Exposure Parameters for Residents, Offsite Worker, and School exposure scenarios based on 2015 OEHHA Guidelines. Appendix 2.2 includes the detailed risk calculation.

TABLE 2-4: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (30 YEAR RESIDENTIAL)

| Age | Daily Breathing Rate (L/kg-day) | Age Specific Factor | Exposure Duration (years) | Fraction of Time at Home | Exposure Frequency (days/year) | Exposure Time (hours/day) |
|------------|---------------------------------|---------------------|---------------------------|--------------------------|--------------------------------|---------------------------|
| -0.25 to 0 | 361 | 10 | 0.25 | 0.85 | 350 | 24 |
| 0 to 2 | 1,090 | 10 | 2 | 0.85 | 350 | 24 |
| 2 to 16 | 572 | 3 | 14 | 0.72 | 350 | 24 |
| 16 to 30 | 261 | 1 | 14 | 0.73 | 350 | 24 |

TABLE 2-5: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (25 YEAR WORKER)

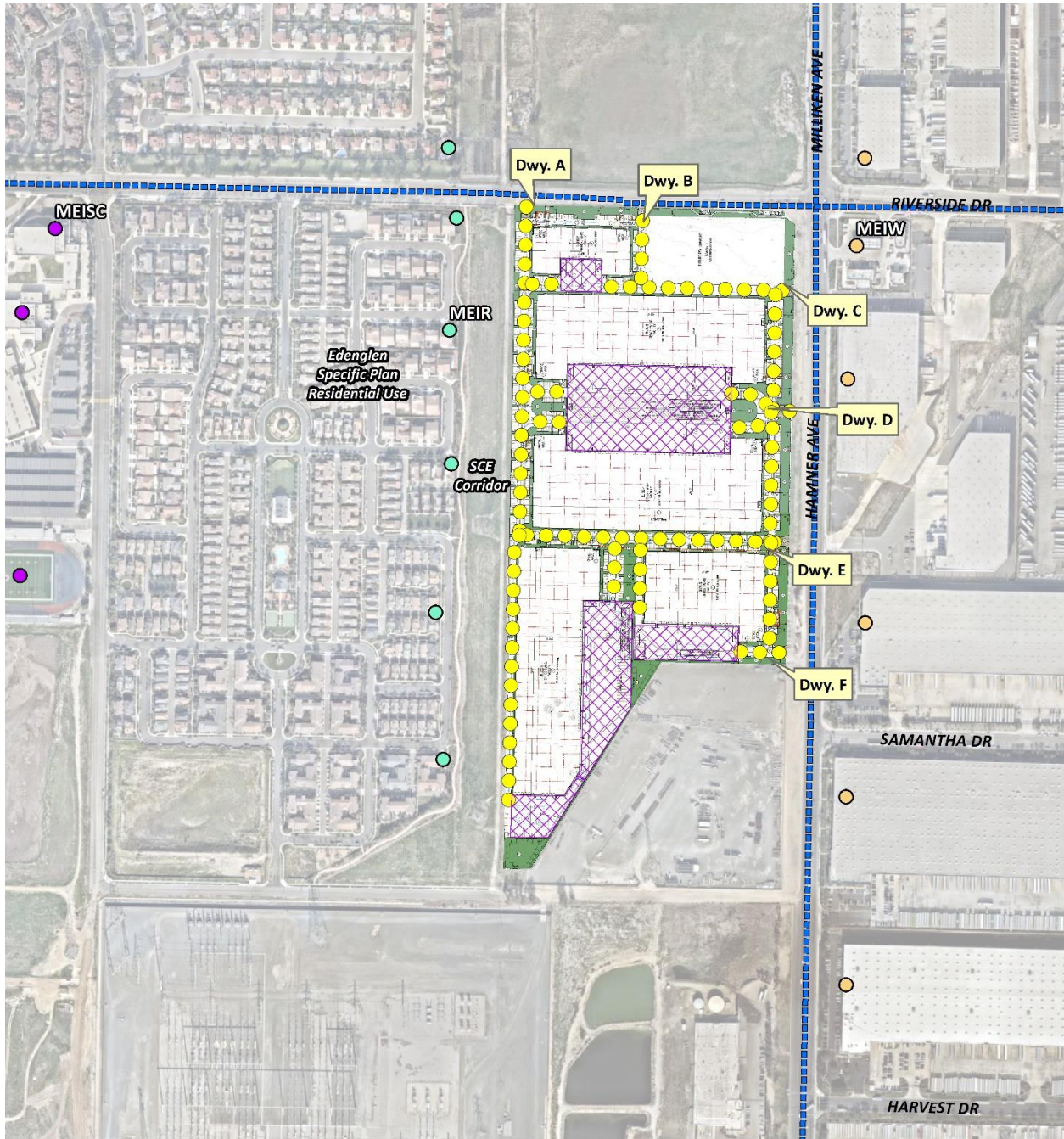
| Age | Daily Breathing Rate (L/kg-day) | Age Specific Factor | Exposure Duration (years) | Exposure Frequency (days/year) | Exposure Time (hours/day) |
|----------|---------------------------------|---------------------|---------------------------|--------------------------------|---------------------------|
| 16 to 41 | 230 | 1 | 25 | 250 | 12 |

TABLE 2-6: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (9 YEAR SCHOOL CHILD)







| Age | Daily Breathing Rate (L/kg-day) | Age Specific Factor | Exposure Duration (years) | Exposure Frequency (days/year) ^a | Exposure Time (hours/day) |
|-----------------|---------------------------------|---------------------|---------------------------|---|---------------------------|
| 9 year duration | 572 | 3 | 9 | 180 | 12 |

^a To represent the unique characteristics of the school-based population, the assessment employed the U.S. Environmental Protection Agency’s guidance to develop viable dose estimates based on reasonable maximum exposures (RME). RME’s are defined as the “highest exposure that is reasonably expected to occur” for a given receptor population. As a result, lifetime risk values for the student population were adjusted to account for an exposure duration of 180 days per year for nine (9) years. The 9 year exposure duration is also consistent with OEHHA Recommendations and consistent with the exposure duration utilized in school-based risk assessments for various schools within the Los Angeles County Unified School District (LAUSD) that have been accepted by the SCAQMD.

EXHIBIT 2-D: RECEPTOR LOCATIONS



LEGEND:

-  On-Site Truck Idling
-  On-Site Truck Travel
-  Off-Site Truck Travel
-  Resident
-  School
-  Worker



2.4 CARCINOGENIC CHEMICAL RISK

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if a HRA shows an increased risk of greater than 10 in one million. Based on guidance from the SCAQMD in the document Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (1), for purposes of this analysis, 10 in one million is used as the cancer risk threshold for the proposed Project.

Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. As an example, the risk of dying from accidental drowning is 1,000 in a million which is 100 times more than the SCAQMD's threshold of 10 in one million, the nearest comparison to 10 in one million is the 7 in one million lifetime chance that an individual would be struck by lightning.

Guidance from CARB and the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) recommends a refinement to the standard point estimate approach when alternate human body weights and breathing rates are utilized to assess risk for susceptible subpopulations such as children. For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose. Once determined, contaminant dose is multiplied by the cancer potency factor (CPF) in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day)⁻¹ to derive the cancer risk estimate. Therefore, to assess exposures, the following dose algorithm was utilized.

$$\text{DOSE}_{\text{air}} = (\text{C}_{\text{air}} \times [\text{BR}/\text{BW}] \times A \times \text{EF}) \times (1 \times 10^{-6})$$

Where:

| | | |
|----------------------|---|--|
| DOSE _{air} | = | chronic daily intake (mg/kg/day) |
| C _{air} | = | concentration of contaminant in air (ug/m ³) |
| [BR/BW] BW-day) | = | daily breathing rate normalized to body weight (L/kg) |
| A | = | inhalation absorption factor |
| EF | = | exposure frequency (days/365 days) |
| BW | = | body weight (kg) |
| 1 x 10 ⁻⁶ | = | conversion factors (ug to mg, L to m ³) |

$$\text{RISK}_{\text{air}} = \text{DOSE}_{\text{air}} \times \text{CPF} \times \text{ED}/\text{AT}$$

Where:

| | | |
|---------------------|---|---|
| DOSE _{air} | = | chronic daily intake (mg/kg/day) |
| CPF | = | cancer potency factor |
| ED | = | number of years within particular age group |
| AT | = | averaging time |

2.5 NON-CARCINOGENIC EXPOSURES

An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for this analysis. The chronic reference exposure level (REL) for DPM was established by OEHHA as 5 µg/m³ (OEHHA Toxicity Criteria Database, <http://www.oehha.org/risk/chemicaldb/index.asp>).

The non-cancer hazard index was calculated (consistent with SCAQMD methodology) as follows:

The relationship for the non-cancer health effects of DPM is given by the following equation:

$$\text{HI}_{\text{DPM}} = \text{C}_{\text{DPM}}/\text{REL}_{\text{DPM}}$$

Where:

| | | |
|--------------------|---|---|
| HI _{DPM} | = | Hazard Index; an expression of the potential for non-cancer health effects. |
| C _{DPM} | = | Annual average DPM concentration (µg/m ³). |
| REL _{DPM} | = | Reference exposure level (REL) for DPM; the DPM concentration at which no adverse health effects are anticipated. |

For purposes of this analysis the hazard index for the respiratory endpoint totaled less than one for all receptors in the project vicinity, and thus is less than significant.

2.6 POTENTIAL PROJECT-RELATED DPM SOURCE CANCER AND NON-CANCER RISKS

Residential Exposure Scenario:

The residential land use with the greatest potential exposure to Project DPM source emissions is located at 4088 E Heritage Lane located approximately 215 feet west from the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 6.15 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.002, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent residences. All other residential locations in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein.

Worker Exposure Scenario:

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is located approximately 170 feet east from the Project site at an existing industrial use. At the MEIW, the maximum incremental cancer risk impact at this location is 2.00 in one million⁴ which is less than the threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.007, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. All other modeled worker locations in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein.

School Child Exposure Scenario:

The school site land use with the greatest potential exposure to Project DPM source emissions is at the Colony High School located more than ¼ mile (1,320 feet) west of the Project site. At the MEISC, the maximum incremental cancer risk impact attributable to the Project at this location is calculated to be an estimated 0.23 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be 0.0004, which would not exceed the applicable significance threshold of 1.0. Any other schools near the Project site would be exposed to less emissions and consequently less impacts than what is disclosed for the MEISC⁵. As such, the Project will not cause a significant human health or cancer risk to nearby school children.

4 SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

5 In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on CARB and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center (1).

This page intentionally left blank

3 REFERENCES

1. **South Coast Air Quality Management District.** Mobile Source Toxics Analysis. [Online] 2003.
http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html.
2. **Goss, Tracy A and Kroeger, Amy.** White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. [Online] South Coast Air Quality Management District, 2003.
http://www.aqmd.gov/rules/ciwg/final_white_paper.pdf.
3. **LLG Engineers.** *Edenglen Business Park Project Alternative Trip Generation Assessment*. June 15, 2020.
4. —. *Non-PCE Trip Generation*. [E-Mail] June 23, 2020.
5. **California Department of Transportation.** EMFAC Software. [Online]
<http://www.dot.ca.gov/hq/env/air/pages/emfac.htm>.
6. **LLG Engineers.** *Revised Focused Traffic Assessment for Edenglen Business Park Project*. April 21, 2020.
7. **Air Resources Board.** *Air Quality and Land Use Handbook: A Community Health Perspective*. 2005.
8. **Wong, Jillian.** *Planning, Rule Development & Area Sources*. December 22, 2016.
9. **California Air Resources Board.** *Draft 2019 Update to Emissions Inventory for Transportation Refrigeration Units*. 2019.
10. **Environmental Protection Agency.** User's Guide for the AMS/EPA Regulatory Model - AERMOD. [Online] September 2004. <http://www.epa.gov/scram001/7thconf/aermod/aermodugb.pdf>.
11. **South Coast Air Quality Management District.** *Air Quality Reporting*. [pdf] Diamond Bar : Sierra Wade Associates, 1999.

This page intentionally left blank

4 CERTIFICATION

The contents of this health risk assessment represent an accurate depiction of the impacts to sensitive receptors associated with the proposed Ontario Commerce Center Project. The information contained in this health risk assessment report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 336-5987.

Haseeb Qureshi
Associate Principal
URBAN CROSSROADS, INC.
260 E. Baker, Suite 200
Costa Mesa, CA 92626
(949) 336-5987
hqureshi@urbanxroads.com

EDUCATION

Master of Science in Environmental Studies
California State University, Fullerton • May, 2010

Bachelor of Arts in Environmental Analysis and Design
University of California, Irvine • June, 2006

PROFESSIONAL AFFILIATIONS

AEP – Association of Environmental Planners
AWMA – Air and Waste Management Association
ASTM – American Society for Testing and Materials

PROFESSIONAL CERTIFICATIONS

Environmental Site Assessment – American Society for Testing and Materials • June, 2013
Planned Communities and Urban Infill – Urban Land Institute • June, 2011
Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April, 2008
Principles of Ambient Air Monitoring – California Air Resources Board • August, 2007
AB2588 Regulatory Standards – Trinity Consultants • November, 2006
Air Dispersion Modeling – Lakes Environmental • June, 2006

This page intentionally left blank

APPENDIX 2.1:
AERMOD MODEL INPUT/OUTPUT

This page intentionally left blank

```

** Lakes Environmental AERMOD MPI
**
*****
**
** AERMOD INPUT PRODUCED BY:
** AERMOD VIEW VER. 9.9.0
** LAKES ENVIRONMENTAL SOFTWARE INC.
** DATE: 7/9/2020
** FILE: C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214 HRA CSO.ADI
**
*****
**
**
*****
** AERMOD CONTROL PATHWAY
*****
**
**
CO STARTING
  TITLEONE C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214 HRA CSO.ISC
  MODELOPT DFAULT CONC
  AVERTIME ANNUAL
  URBANOPT 2035210
  POLLUTID DPM
  RUNORNOT RUN
  ERRORFIL "13214 HRA CSO.ERR"
CO FINISHED
**
*****
** AERMOD SOURCE PATHWAY
*****
**
**
SO STARTING
** SOURCE LOCATION **
** SOURCE ID - TYPE - X COORD. - Y COORD. **
** -----
** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES
** LINE VOLUME SOURCE ID = SLINE1
** DESCRSRC ON-SITE IDLING BUILDING A
** PREFIX
** LENGTH OF SIDE = 8.59
** CONFIGURATION = ADJACENT
** EMISSION RATE = 0.00001753
** VERTICAL DIMENSION = 6.99
** SZINIT = 3.25
** NODES = 2
** 448160.470, 3764312.252, 240.89, 3.49, 4.00
** 448204.341, 3764311.127, 241.12, 3.49, 4.00
** -----

```

| LOCATION | VOLUME | | | | |
|----------|------------|-------------|--------|--|--|
| L0004259 | 448164.763 | 3764312.142 | 242.13 | | |
| L0004260 | 448173.350 | 3764311.922 | 242.07 | | |
| L0004261 | 448181.938 | 3764311.702 | 242.06 | | |
| L0004262 | 448190.525 | 3764311.481 | 242.05 | | |
| L0004263 | 448199.112 | 3764311.261 | 242.04 | | |

** END OF LINE VOLUME SOURCE ID = SLINE1

** -----

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES

** LINE VOLUME SOURCE ID = SLINE2

** DESCRSRC ON-SITE IDLING BUILDING C

** PREFIX

** LENGTH OF SIDE = 8.59

** CONFIGURATION = ADJACENT

** EMISSION RATE = 0.0002128

** VERTICAL DIMENSION = 6.99

** SZINIT = 3.25

** NODES = 2

** 448168.906, 3764185.699, 240.16, 3.49, 4.00

** 448353.393, 3764182.324, 240.50, 3.49, 4.00

** -----

| LOCATION | VOLUME | | | | |
|----------|------------|-------------|--------|--|--|
| L0005276 | 448173.201 | 3764185.620 | 242.10 | | |
| L0005277 | 448181.789 | 3764185.463 | 241.98 | | |
| L0005278 | 448190.378 | 3764185.306 | 241.85 | | |
| L0005279 | 448198.966 | 3764185.149 | 241.72 | | |
| L0005280 | 448207.555 | 3764184.992 | 241.69 | | |
| L0005281 | 448216.144 | 3764184.835 | 241.68 | | |
| L0005282 | 448224.732 | 3764184.678 | 241.66 | | |
| L0005283 | 448233.321 | 3764184.521 | 241.65 | | |
| L0005284 | 448241.909 | 3764184.364 | 241.65 | | |
| L0005285 | 448250.498 | 3764184.207 | 241.65 | | |
| L0005286 | 448259.086 | 3764184.049 | 241.65 | | |
| L0005287 | 448267.675 | 3764183.892 | 241.72 | | |
| L0005288 | 448276.263 | 3764183.735 | 241.81 | | |
| L0005289 | 448284.852 | 3764183.578 | 241.89 | | |
| L0005290 | 448293.441 | 3764183.421 | 241.97 | | |
| L0005291 | 448302.029 | 3764183.264 | 242.04 | | |
| L0005292 | 448310.618 | 3764183.107 | 242.10 | | |
| L0005293 | 448319.206 | 3764182.950 | 242.17 | | |
| L0005294 | 448327.795 | 3764182.793 | 242.25 | | |
| L0005295 | 448336.383 | 3764182.635 | 242.33 | | |
| L0005296 | 448344.972 | 3764182.478 | 242.42 | | |

** END OF LINE VOLUME SOURCE ID = SLINE2

** -----

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES

** LINE VOLUME SOURCE ID = SLINE3

** DESCRSRC ON-SITE IDLING BUILDING D

** PREFIX

** LENGTH OF SIDE = 8.59

** CONFIGURATION = ADJACENT

** EMISSION RATE = 0.0002287

```

** VERTICAL DIMENSION = 6.99
** SZINIT = 3.25
** NODES = 2
** 448169.469, 3764114.267, 239.55, 3.49, 4.00
** 448355.080, 3764111.455, 240.17, 3.49, 4.00
** -----
LOCATION L0005297      VOLUME  448173.763 3764114.202 241.77
LOCATION L0005298      VOLUME  448182.352 3764114.072 241.60
LOCATION L0005299      VOLUME  448190.941 3764113.942 241.42
LOCATION L0005300      VOLUME  448199.530 3764113.811 241.25
LOCATION L0005301      VOLUME  448208.119 3764113.681 241.12
LOCATION L0005302      VOLUME  448216.708 3764113.551 240.99
LOCATION L0005303      VOLUME  448225.297 3764113.421 240.86
LOCATION L0005304      VOLUME  448233.886 3764113.291 240.81
LOCATION L0005305      VOLUME  448242.476 3764113.161 240.85
LOCATION L0005306      VOLUME  448251.065 3764113.031 240.88
LOCATION L0005307      VOLUME  448259.654 3764112.900 240.92
LOCATION L0005308      VOLUME  448268.243 3764112.770 240.97
LOCATION L0005309      VOLUME  448276.832 3764112.640 241.02
LOCATION L0005310      VOLUME  448285.421 3764112.510 241.07
LOCATION L0005311      VOLUME  448294.010 3764112.380 241.11
LOCATION L0005312      VOLUME  448302.599 3764112.250 241.15
LOCATION L0005313      VOLUME  448311.188 3764112.120 241.18
LOCATION L0005314      VOLUME  448319.777 3764111.990 241.22
LOCATION L0005315      VOLUME  448328.366 3764111.859 241.25
LOCATION L0005316      VOLUME  448336.955 3764111.729 241.28
LOCATION L0005317      VOLUME  448345.544 3764111.599 241.31
LOCATION L0005318      VOLUME  448354.133 3764111.469 241.36
** END OF LINE VOLUME SOURCE ID = SLINE3
** -----
** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES
** LINE VOLUME SOURCE ID = SLINE4
** DESCRSRC ON-SITE IDLING BUILDING E
** PREFIX
** LENGTH OF SIDE = 8.59
** CONFIGURATION = ADJACENT
** EMISSION RATE = 0.00003836
** VERTICAL DIMENSION = 6.99
** SZINIT = 3.25
** NODES = 2
** 448197.534, 3763930.643, 238.50, 3.49, 4.00
** 448194.225, 3763749.987, 237.85, 3.49, 4.00
** -----
LOCATION L0004307      VOLUME  448197.455 3763926.349 239.64
LOCATION L0004308      VOLUME  448197.298 3763917.760 239.55
LOCATION L0004309      VOLUME  448197.141 3763909.172 239.46
LOCATION L0004310      VOLUME  448196.983 3763900.583 239.38
LOCATION L0004311      VOLUME  448196.826 3763891.995 239.29
LOCATION L0004312      VOLUME  448196.669 3763883.406 239.13
LOCATION L0004313      VOLUME  448196.511 3763874.817 238.96

```

| LOCATION | VOLUME | | | | |
|----------|------------|-------------|--------|--|--|
| L0004314 | 448196.354 | 3763866.229 | 238.78 | | |
| L0004315 | 448196.197 | 3763857.640 | 238.63 | | |
| L0004316 | 448196.040 | 3763849.052 | 238.55 | | |
| L0004317 | 448195.882 | 3763840.463 | 238.46 | | |
| L0004318 | 448195.725 | 3763831.875 | 238.37 | | |
| L0004319 | 448195.568 | 3763823.286 | 238.29 | | |
| L0004320 | 448195.410 | 3763814.697 | 238.20 | | |
| L0004321 | 448195.253 | 3763806.109 | 238.11 | | |
| L0004322 | 448195.096 | 3763797.520 | 238.02 | | |
| L0004323 | 448194.938 | 3763788.932 | 237.94 | | |
| L0004324 | 448194.781 | 3763780.343 | 237.85 | | |
| L0004325 | 448194.624 | 3763771.755 | 237.76 | | |
| L0004326 | 448194.467 | 3763763.166 | 237.73 | | |
| L0004327 | 448194.309 | 3763754.578 | 237.71 | | |

** END OF LINE VOLUME SOURCE ID = SLINE4

** -----

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES

** LINE VOLUME SOURCE ID = SLINE5

** DESCRSRC ON-SITE IDLING BUILDING F

** PREFIX

** LENGTH OF SIDE = 8.59

** CONFIGURATION = ADJACENT

** EMISSION RATE = 0.00002091

** VERTICAL DIMENSION = 6.99

** SZINIT = 3.25

** NODES = 2

** 448362.308, 3763894.909, 239.66, 3.49, 4.00

** 448264.370, 3763896.232, 239.32, 3.49, 4.00

** -----

| LOCATION | VOLUME | | | | |
|----------|------------|-------------|--------|--|--|
| L0004328 | 448358.014 | 3763894.967 | 239.69 | | |
| L0004329 | 448349.425 | 3763895.083 | 239.62 | | |
| L0004330 | 448340.835 | 3763895.199 | 239.63 | | |
| L0004331 | 448332.246 | 3763895.315 | 239.63 | | |
| L0004332 | 448323.657 | 3763895.431 | 239.63 | | |
| L0004333 | 448315.068 | 3763895.547 | 239.62 | | |
| L0004334 | 448306.479 | 3763895.663 | 239.60 | | |
| L0004335 | 448297.889 | 3763895.779 | 239.59 | | |
| L0004336 | 448289.300 | 3763895.895 | 239.57 | | |
| L0004337 | 448280.711 | 3763896.011 | 239.50 | | |
| L0004338 | 448272.122 | 3763896.128 | 239.43 | | |

** END OF LINE VOLUME SOURCE ID = SLINE5

** -----

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES

** LINE VOLUME SOURCE ID = SLINE6

** DESCRSRC ON-SITE TRAVEL BUILDING A

** PREFIX

** LENGTH OF SIDE = 8.59

** CONFIGURATION = ADJACENT

** EMISSION RATE = 0.00001452

** VERTICAL DIMENSION = 6.99

** SZINIT = 3.25
 ** NODES = 4
 ** 448119.807, 3764376.223, 241.73, 3.49, 4.00
 ** 448116.574, 3764295.407, 241.10, 3.49, 4.00
 ** 448249.114, 3764291.096, 241.06, 3.49, 4.00
 ** 448251.269, 3764372.991, 242.15, 3.49, 4.00

** -----

| LOCATION | VOLUME | SOURCE ID | ADJACENT VOLUME | TRAVEL BUILDING C | EMISSION RATE |
|----------|------------|-------------|-----------------|-------------------|---------------|
| L0004339 | 448119.635 | 3764371.932 | 243.75 | | |
| L0004340 | 448119.292 | 3764363.349 | 243.65 | | |
| L0004341 | 448118.948 | 3764354.766 | 243.53 | | |
| L0004342 | 448118.605 | 3764346.183 | 243.41 | | |
| L0004343 | 448118.262 | 3764337.599 | 243.25 | | |
| L0004344 | 448117.918 | 3764329.016 | 243.03 | | |
| L0004345 | 448117.575 | 3764320.433 | 242.81 | | |
| L0004346 | 448117.232 | 3764311.850 | 242.59 | | |
| L0004347 | 448116.888 | 3764303.267 | 242.47 | | |
| L0004348 | 448117.297 | 3764295.383 | 242.36 | | |
| L0004349 | 448125.882 | 3764295.104 | 242.23 | | |
| L0004350 | 448134.468 | 3764294.825 | 242.09 | | |
| L0004351 | 448143.053 | 3764294.545 | 241.95 | | |
| L0004352 | 448151.639 | 3764294.266 | 241.82 | | |
| L0004353 | 448160.224 | 3764293.987 | 241.68 | | |
| L0004354 | 448168.810 | 3764293.708 | 241.53 | | |
| L0004355 | 448177.395 | 3764293.429 | 241.55 | | |
| L0004356 | 448185.981 | 3764293.149 | 241.59 | | |
| L0004357 | 448194.566 | 3764292.870 | 241.63 | | |
| L0004358 | 448203.152 | 3764292.591 | 241.67 | | |
| L0004359 | 448211.737 | 3764292.312 | 241.70 | | |
| L0004360 | 448220.323 | 3764292.033 | 241.73 | | |
| L0004361 | 448228.908 | 3764291.753 | 241.76 | | |
| L0004362 | 448237.493 | 3764291.474 | 241.92 | | |
| L0004363 | 448246.079 | 3764291.195 | 242.11 | | |
| L0004364 | 448249.260 | 3764296.648 | 242.28 | | |
| L0004365 | 448249.486 | 3764305.235 | 242.43 | | |
| L0004366 | 448249.712 | 3764313.822 | 242.57 | | |
| L0004367 | 448249.938 | 3764322.409 | 242.69 | | |
| L0004368 | 448250.164 | 3764330.996 | 242.80 | | |
| L0004369 | 448250.390 | 3764339.583 | 242.92 | | |
| L0004370 | 448250.616 | 3764348.170 | 243.01 | | |
| L0004371 | 448250.841 | 3764356.757 | 243.10 | | |
| L0004372 | 448251.067 | 3764365.344 | 243.18 | | |

** END OF LINE VOLUME SOURCE ID = SLINE6
 ** -----
 ** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES
 ** LINE VOLUME SOURCE ID = SLINE7
 ** DESCRSRC ON-SITE TRAVEL BUILDING C
 ** PREFIX
 ** LENGTH OF SIDE = 8.59
 ** CONFIGURATION = ADJACENT
 ** EMISSION RATE = 0.00006326

** VERTICAL DIMENSION = 6.99
 ** SZINIT = 3.25
 ** NODES = 5
 ** 448421.523, 3764152.091, 240.78, 3.49, 4.00
 ** 448392.429, 3764149.936, 240.49, 3.49, 4.00
 ** 448385.963, 3764167.177, 240.72, 3.49, 4.00
 ** 448376.265, 3764168.255, 240.62, 3.49, 4.00
 ** 448115.496, 3764170.410, 240.15, 3.49, 4.00

| LOCATION | VOLUME | 448417.240 | 3764151.774 | 242.23 |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005319 | VOLUME | 448417.240 | 3764151.774 | 242.23 |
| LOCATION L0005320 | VOLUME | 448408.673 | 3764151.140 | 242.21 |
| LOCATION L0005321 | VOLUME | 448400.107 | 3764150.505 | 242.12 |
| LOCATION L0005322 | VOLUME | 448392.116 | 3764150.771 | 242.04 |
| LOCATION L0005323 | VOLUME | 448389.100 | 3764158.814 | 242.09 |
| LOCATION L0005324 | VOLUME | 448386.084 | 3764166.857 | 242.20 |
| LOCATION L0005325 | VOLUME | 448377.766 | 3764168.088 | 242.18 |
| LOCATION L0005326 | VOLUME | 448369.185 | 3764168.313 | 242.18 |
| LOCATION L0005327 | VOLUME | 448360.596 | 3764168.384 | 242.18 |
| LOCATION L0005328 | VOLUME | 448352.006 | 3764168.455 | 242.18 |
| LOCATION L0005329 | VOLUME | 448343.416 | 3764168.526 | 242.12 |
| LOCATION L0005330 | VOLUME | 448334.827 | 3764168.597 | 242.03 |
| LOCATION L0005331 | VOLUME | 448326.237 | 3764168.668 | 241.95 |
| LOCATION L0005332 | VOLUME | 448317.647 | 3764168.739 | 241.88 |
| LOCATION L0005333 | VOLUME | 448309.058 | 3764168.810 | 241.85 |
| LOCATION L0005334 | VOLUME | 448300.468 | 3764168.881 | 241.83 |
| LOCATION L0005335 | VOLUME | 448291.878 | 3764168.952 | 241.80 |
| LOCATION L0005336 | VOLUME | 448283.288 | 3764169.023 | 241.73 |
| LOCATION L0005337 | VOLUME | 448274.699 | 3764169.094 | 241.64 |
| LOCATION L0005338 | VOLUME | 448266.109 | 3764169.165 | 241.56 |
| LOCATION L0005339 | VOLUME | 448257.519 | 3764169.236 | 241.50 |
| LOCATION L0005340 | VOLUME | 448248.930 | 3764169.307 | 241.50 |
| LOCATION L0005341 | VOLUME | 448240.340 | 3764169.378 | 241.50 |
| LOCATION L0005342 | VOLUME | 448231.750 | 3764169.449 | 241.50 |
| LOCATION L0005343 | VOLUME | 448223.160 | 3764169.520 | 241.55 |
| LOCATION L0005344 | VOLUME | 448214.571 | 3764169.591 | 241.61 |
| LOCATION L0005345 | VOLUME | 448205.981 | 3764169.662 | 241.67 |
| LOCATION L0005346 | VOLUME | 448197.391 | 3764169.733 | 241.79 |
| LOCATION L0005347 | VOLUME | 448188.802 | 3764169.804 | 242.05 |
| LOCATION L0005348 | VOLUME | 448180.212 | 3764169.875 | 242.31 |
| LOCATION L0005349 | VOLUME | 448171.622 | 3764169.946 | 242.57 |
| LOCATION L0005350 | VOLUME | 448163.033 | 3764170.017 | 242.74 |
| LOCATION L0005351 | VOLUME | 448154.443 | 3764170.088 | 242.88 |
| LOCATION L0005352 | VOLUME | 448145.853 | 3764170.159 | 243.02 |
| LOCATION L0005353 | VOLUME | 448137.263 | 3764170.230 | 243.17 |
| LOCATION L0005354 | VOLUME | 448128.674 | 3764170.301 | 243.31 |
| LOCATION L0005355 | VOLUME | 448120.084 | 3764170.372 | 243.46 |

** END OF LINE VOLUME SOURCE ID = SLINE7
 ** -----
 ** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES
 ** LINE VOLUME SOURCE ID = SLINE8

** DESCRSRC ON-SITE TRAVEL BUILDING D
 ** PREFIX
 ** LENGTH OF SIDE = 8.59
 ** CONFIGURATION = ADJACENT
 ** EMISSION RATE = 0.00007001
 ** VERTICAL DIMENSION = 6.99
 ** SZINIT = 3.25
 ** NODES = 7
 ** 448421.523, 3764148.859, 240.79, 3.49, 4.00
 ** 448393.506, 3764149.936, 240.49, 3.49, 4.00
 ** 448388.119, 3764137.006, 240.51, 3.49, 4.00
 ** 448378.421, 3764127.308, 240.34, 3.49, 4.00
 ** 448359.024, 3764129.463, 240.19, 3.49, 4.00
 ** 448331.008, 3764124.075, 240.16, 3.49, 4.00
 ** 448110.109, 3764139.161, 239.83, 3.49, 4.00

** -----

| LOCATION | VOLUME | LOCATION | VOLUME | LOCATION | VOLUME |
|----------|------------|-------------|--------|----------|--------|
| L0005356 | 448417.231 | 3764149.024 | 242.20 | | |
| L0005357 | 448408.647 | 3764149.354 | 242.19 | | |
| L0005358 | 448400.064 | 3764149.684 | 242.11 | | |
| L0005359 | 448392.726 | 3764148.064 | 242.02 | | |
| L0005360 | 448389.423 | 3764140.135 | 241.91 | | |
| L0005361 | 448384.442 | 3764133.329 | 241.79 | | |
| L0005362 | 448378.347 | 3764127.316 | 241.68 | | |
| L0005363 | 448369.809 | 3764128.264 | 241.68 | | |
| L0005364 | 448361.272 | 3764129.213 | 241.69 | | |
| L0005365 | 448352.809 | 3764128.267 | 241.67 | | |
| L0005366 | 448344.374 | 3764126.645 | 241.59 | | |
| L0005367 | 448335.938 | 3764125.023 | 241.49 | | |
| L0005368 | 448327.447 | 3764124.318 | 241.41 | | |
| L0005369 | 448318.877 | 3764124.903 | 241.34 | | |
| L0005370 | 448310.307 | 3764125.489 | 241.27 | | |
| L0005371 | 448301.737 | 3764126.074 | 241.20 | | |
| L0005372 | 448293.167 | 3764126.659 | 241.13 | | |
| L0005373 | 448284.597 | 3764127.244 | 241.09 | | |
| L0005374 | 448276.027 | 3764127.830 | 241.09 | | |
| L0005375 | 448267.457 | 3764128.415 | 241.08 | | |
| L0005376 | 448258.887 | 3764129.000 | 241.08 | | |
| L0005377 | 448250.317 | 3764129.585 | 241.00 | | |
| L0005378 | 448241.747 | 3764130.171 | 240.91 | | |
| L0005379 | 448233.177 | 3764130.756 | 240.84 | | |
| L0005380 | 448224.607 | 3764131.341 | 240.93 | | |
| L0005381 | 448216.037 | 3764131.927 | 241.11 | | |
| L0005382 | 448207.467 | 3764132.512 | 241.28 | | |
| L0005383 | 448198.897 | 3764133.097 | 241.46 | | |
| L0005384 | 448190.327 | 3764133.682 | 241.66 | | |
| L0005385 | 448181.756 | 3764134.268 | 241.87 | | |
| L0005386 | 448173.186 | 3764134.853 | 242.08 | | |
| L0005387 | 448164.616 | 3764135.438 | 242.24 | | |
| L0005388 | 448156.046 | 3764136.023 | 242.37 | | |
| L0005389 | 448147.476 | 3764136.609 | 242.49 | | |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005390 | VOLUME | 448138.906 | 3764137.194 | 242.64 |
| LOCATION L0005391 | VOLUME | 448130.336 | 3764137.779 | 242.88 |
| LOCATION L0005392 | VOLUME | 448121.766 | 3764138.365 | 243.11 |
| LOCATION L0005393 | VOLUME | 448113.196 | 3764138.950 | 243.33 |

** END OF LINE VOLUME SOURCE ID = SLINE8

**

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES

** LINE VOLUME SOURCE ID = SLINE9

** DESCRSRC ON-SITE TRAVEL BUILDING E

** PREFIX

** LENGTH OF SIDE = 8.59

** CONFIGURATION = ADJACENT

** EMISSION RATE = 0.00007886

** VERTICAL DIMENSION = 6.99

** SZINIT = 3.25

** NODES = 3

** 448215.435, 3763779.132, 238.36, 3.49, 4.00

** 448222.715, 3764004.133, 238.92, 3.49, 4.00

** 448414.627, 3764000.824, 239.54, 3.49, 4.00

**

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0004448 | VOLUME | 448215.574 | 3763783.425 | 237.97 |
| LOCATION L0004449 | VOLUME | 448215.852 | 3763792.011 | 238.01 |
| LOCATION L0004450 | VOLUME | 448216.130 | 3763800.596 | 238.05 |
| LOCATION L0004451 | VOLUME | 448216.407 | 3763809.182 | 238.14 |
| LOCATION L0004452 | VOLUME | 448216.685 | 3763817.767 | 238.23 |
| LOCATION L0004453 | VOLUME | 448216.963 | 3763826.353 | 238.32 |
| LOCATION L0004454 | VOLUME | 448217.241 | 3763834.938 | 238.43 |
| LOCATION L0004455 | VOLUME | 448217.518 | 3763843.524 | 238.57 |
| LOCATION L0004456 | VOLUME | 448217.796 | 3763852.109 | 238.71 |
| LOCATION L0004457 | VOLUME | 448218.074 | 3763860.695 | 238.85 |
| LOCATION L0004458 | VOLUME | 448218.352 | 3763869.280 | 238.98 |
| LOCATION L0004459 | VOLUME | 448218.629 | 3763877.866 | 239.10 |
| LOCATION L0004460 | VOLUME | 448218.907 | 3763886.451 | 239.22 |
| LOCATION L0004461 | VOLUME | 448219.185 | 3763895.037 | 239.32 |
| LOCATION L0004462 | VOLUME | 448219.463 | 3763903.622 | 239.41 |
| LOCATION L0004463 | VOLUME | 448219.740 | 3763912.208 | 239.49 |
| LOCATION L0004464 | VOLUME | 448220.018 | 3763920.793 | 239.58 |
| LOCATION L0004465 | VOLUME | 448220.296 | 3763929.379 | 239.67 |
| LOCATION L0004466 | VOLUME | 448220.574 | 3763937.964 | 239.76 |
| LOCATION L0004467 | VOLUME | 448220.852 | 3763946.550 | 239.84 |
| LOCATION L0004468 | VOLUME | 448221.129 | 3763955.135 | 239.93 |
| LOCATION L0004469 | VOLUME | 448221.407 | 3763963.721 | 240.02 |
| LOCATION L0004470 | VOLUME | 448221.685 | 3763972.306 | 240.10 |
| LOCATION L0004471 | VOLUME | 448221.963 | 3763980.892 | 240.18 |
| LOCATION L0004472 | VOLUME | 448222.240 | 3763989.477 | 240.21 |
| LOCATION L0004473 | VOLUME | 448222.518 | 3763998.063 | 240.23 |
| LOCATION L0004474 | VOLUME | 448225.231 | 3764004.089 | 240.22 |
| LOCATION L0004475 | VOLUME | 448233.820 | 3764003.941 | 240.18 |
| LOCATION L0004476 | VOLUME | 448242.409 | 3764003.793 | 240.18 |
| LOCATION L0004477 | VOLUME | 448250.997 | 3764003.645 | 240.18 |

| LOCATION | VOLUME | | | | |
|----------|------------|-------------|--------|--|--|
| L0004478 | 448259.586 | 3764003.497 | 240.18 | | |
| L0004479 | 448268.175 | 3764003.349 | 240.25 | | |
| L0004480 | 448276.763 | 3764003.201 | 240.31 | | |
| L0004481 | 448285.352 | 3764003.053 | 240.38 | | |
| L0004482 | 448293.941 | 3764002.905 | 240.42 | | |
| L0004483 | 448302.530 | 3764002.757 | 240.41 | | |
| L0004484 | 448311.118 | 3764002.608 | 240.41 | | |
| L0004485 | 448319.707 | 3764002.460 | 240.41 | | |
| L0004486 | 448328.296 | 3764002.312 | 240.41 | | |
| L0004487 | 448336.885 | 3764002.164 | 240.41 | | |
| L0004488 | 448345.473 | 3764002.016 | 240.41 | | |
| L0004489 | 448354.062 | 3764001.868 | 240.45 | | |
| L0004490 | 448362.651 | 3764001.720 | 240.53 | | |
| L0004491 | 448371.239 | 3764001.572 | 240.62 | | |
| L0004492 | 448379.828 | 3764001.424 | 240.70 | | |
| L0004493 | 448388.417 | 3764001.276 | 240.64 | | |
| L0004494 | 448397.006 | 3764001.128 | 240.58 | | |
| L0004495 | 448405.594 | 3764000.980 | 240.52 | | |
| L0004496 | 448414.183 | 3764000.831 | 240.52 | | |

** END OF LINE VOLUME SOURCE ID = SLINE9

**

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES

** LINE VOLUME SOURCE ID = SLINE10

** DESCRSRC ON-SITE TRAVEL BUILDING F

** PREFIX

** LENGTH OF SIDE = 8.59

** CONFIGURATION = ADJACENT

** EMISSION RATE = 0.00001646

** VERTICAL DIMENSION = 6.99

** SZINIT = 3.25

** NODES = 3

** 448407.347, 3763877.074, 239.73, 3.49, 4.00

** 448273.009, 3763879.059, 239.57, 3.49, 4.00

** 448253.817, 3763895.603, 239.04, 3.49, 4.00

**

| LOCATION | VOLUME | | | | |
|----------|------------|-------------|--------|--|--|
| L0004497 | 448403.053 | 3763877.137 | 239.75 | | |
| L0004498 | 448394.463 | 3763877.264 | 239.75 | | |
| L0004499 | 448385.874 | 3763877.391 | 239.75 | | |
| L0004500 | 448377.285 | 3763877.518 | 239.73 | | |
| L0004501 | 448368.696 | 3763877.645 | 239.68 | | |
| L0004502 | 448360.107 | 3763877.772 | 239.63 | | |
| L0004503 | 448351.518 | 3763877.899 | 239.58 | | |
| L0004504 | 448342.929 | 3763878.026 | 239.54 | | |
| L0004505 | 448334.340 | 3763878.153 | 239.51 | | |
| L0004506 | 448325.751 | 3763878.280 | 239.48 | | |
| L0004507 | 448317.162 | 3763878.406 | 239.46 | | |
| L0004508 | 448308.573 | 3763878.533 | 239.46 | | |
| L0004509 | 448299.984 | 3763878.660 | 239.46 | | |
| L0004510 | 448291.395 | 3763878.787 | 239.46 | | |
| L0004511 | 448282.806 | 3763878.914 | 239.39 | | |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0004512 | VOLUME | 448274.217 | 3763879.041 | 239.30 |
| LOCATION L0004513 | VOLUME | 448267.418 | 3763883.879 | 239.28 |
| LOCATION L0004514 | VOLUME | 448260.911 | 3763889.488 | 239.27 |
| LOCATION L0004515 | VOLUME | 448254.405 | 3763895.096 | 239.32 |

** END OF LINE VOLUME SOURCE ID = SLINE10

**

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES

** LINE VOLUME SOURCE ID = SLINE11

** DESCRSRC OFF-SITE TRAVEL 50% MILIKEN AVE

** PREFIX

** LENGTH OF SIDE = 8.59

** CONFIGURATION = ADJACENT

** EMISSION RATE = 0.0001467

** VERTICAL DIMENSION = 6.99

** SZINIT = 3.25

** NODES = 2

** 448454.878, 3764140.936, 240.76, 3.49, 4.00

** 448446.620, 3765096.768, 249.74, 3.49, 4.00

**

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005394 | VOLUME | 448454.840 | 3764145.231 | 242.24 |
| LOCATION L0005395 | VOLUME | 448454.766 | 3764153.821 | 242.28 |
| LOCATION L0005396 | VOLUME | 448454.692 | 3764162.410 | 242.34 |
| LOCATION L0005397 | VOLUME | 448454.618 | 3764171.000 | 242.43 |
| LOCATION L0005398 | VOLUME | 448454.544 | 3764179.590 | 242.52 |
| LOCATION L0005399 | VOLUME | 448454.469 | 3764188.179 | 242.60 |
| LOCATION L0005400 | VOLUME | 448454.395 | 3764196.769 | 242.69 |
| LOCATION L0005401 | VOLUME | 448454.321 | 3764205.359 | 242.78 |
| LOCATION L0005402 | VOLUME | 448454.247 | 3764213.948 | 242.86 |
| LOCATION L0005403 | VOLUME | 448454.173 | 3764222.538 | 242.95 |
| LOCATION L0005404 | VOLUME | 448454.098 | 3764231.128 | 243.04 |
| LOCATION L0005405 | VOLUME | 448454.024 | 3764239.718 | 243.13 |
| LOCATION L0005406 | VOLUME | 448453.950 | 3764248.307 | 243.21 |
| LOCATION L0005407 | VOLUME | 448453.876 | 3764256.897 | 243.30 |
| LOCATION L0005408 | VOLUME | 448453.802 | 3764265.487 | 243.39 |
| LOCATION L0005409 | VOLUME | 448453.727 | 3764274.076 | 243.48 |
| LOCATION L0005410 | VOLUME | 448453.653 | 3764282.666 | 243.55 |
| LOCATION L0005411 | VOLUME | 448453.579 | 3764291.256 | 243.60 |
| LOCATION L0005412 | VOLUME | 448453.505 | 3764299.845 | 243.65 |
| LOCATION L0005413 | VOLUME | 448453.431 | 3764308.435 | 243.69 |
| LOCATION L0005414 | VOLUME | 448453.356 | 3764317.025 | 243.78 |
| LOCATION L0005415 | VOLUME | 448453.282 | 3764325.614 | 243.86 |
| LOCATION L0005416 | VOLUME | 448453.208 | 3764334.204 | 243.95 |
| LOCATION L0005417 | VOLUME | 448453.134 | 3764342.794 | 244.16 |
| LOCATION L0005418 | VOLUME | 448453.059 | 3764351.383 | 244.62 |
| LOCATION L0005419 | VOLUME | 448452.985 | 3764359.973 | 245.08 |
| LOCATION L0005420 | VOLUME | 448452.911 | 3764368.563 | 245.55 |
| LOCATION L0005421 | VOLUME | 448452.837 | 3764377.152 | 245.93 |
| LOCATION L0005422 | VOLUME | 448452.763 | 3764385.742 | 246.29 |
| LOCATION L0005423 | VOLUME | 448452.688 | 3764394.332 | 246.65 |
| LOCATION L0005424 | VOLUME | 448452.614 | 3764402.921 | 246.80 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005425 | VOLUME | 448452.540 | 3764411.511 | 246.54 |
| LOCATION L0005426 | VOLUME | 448452.466 | 3764420.101 | 246.28 |
| LOCATION L0005427 | VOLUME | 448452.392 | 3764428.690 | 246.01 |
| LOCATION L0005428 | VOLUME | 448452.317 | 3764437.280 | 245.97 |
| LOCATION L0005429 | VOLUME | 448452.243 | 3764445.870 | 245.97 |
| LOCATION L0005430 | VOLUME | 448452.169 | 3764454.459 | 245.97 |
| LOCATION L0005431 | VOLUME | 448452.095 | 3764463.049 | 246.00 |
| LOCATION L0005432 | VOLUME | 448452.021 | 3764471.639 | 246.09 |
| LOCATION L0005433 | VOLUME | 448451.946 | 3764480.229 | 246.18 |
| LOCATION L0005434 | VOLUME | 448451.872 | 3764488.818 | 246.27 |
| LOCATION L0005435 | VOLUME | 448451.798 | 3764497.408 | 246.43 |
| LOCATION L0005436 | VOLUME | 448451.724 | 3764505.998 | 246.60 |
| LOCATION L0005437 | VOLUME | 448451.649 | 3764514.587 | 246.78 |
| LOCATION L0005438 | VOLUME | 448451.575 | 3764523.177 | 246.93 |
| LOCATION L0005439 | VOLUME | 448451.501 | 3764531.767 | 247.05 |
| LOCATION L0005440 | VOLUME | 448451.427 | 3764540.356 | 247.17 |
| LOCATION L0005441 | VOLUME | 448451.353 | 3764548.946 | 247.29 |
| LOCATION L0005442 | VOLUME | 448451.278 | 3764557.536 | 247.28 |
| LOCATION L0005443 | VOLUME | 448451.204 | 3764566.125 | 247.25 |
| LOCATION L0005444 | VOLUME | 448451.130 | 3764574.715 | 247.21 |
| LOCATION L0005445 | VOLUME | 448451.056 | 3764583.305 | 247.21 |
| LOCATION L0005446 | VOLUME | 448450.982 | 3764591.894 | 247.27 |
| LOCATION L0005447 | VOLUME | 448450.907 | 3764600.484 | 247.33 |
| LOCATION L0005448 | VOLUME | 448450.833 | 3764609.074 | 247.38 |
| LOCATION L0005449 | VOLUME | 448450.759 | 3764617.663 | 247.52 |
| LOCATION L0005450 | VOLUME | 448450.685 | 3764626.253 | 247.67 |
| LOCATION L0005451 | VOLUME | 448450.611 | 3764634.843 | 247.82 |
| LOCATION L0005452 | VOLUME | 448450.536 | 3764643.432 | 248.03 |
| LOCATION L0005453 | VOLUME | 448450.462 | 3764652.022 | 248.32 |
| LOCATION L0005454 | VOLUME | 448450.388 | 3764660.612 | 248.61 |
| LOCATION L0005455 | VOLUME | 448450.314 | 3764669.201 | 248.90 |
| LOCATION L0005456 | VOLUME | 448450.240 | 3764677.791 | 249.08 |
| LOCATION L0005457 | VOLUME | 448450.165 | 3764686.381 | 249.26 |
| LOCATION L0005458 | VOLUME | 448450.091 | 3764694.971 | 249.43 |
| LOCATION L0005459 | VOLUME | 448450.017 | 3764703.560 | 249.53 |
| LOCATION L0005460 | VOLUME | 448449.943 | 3764712.150 | 249.53 |
| LOCATION L0005461 | VOLUME | 448449.868 | 3764720.740 | 249.53 |
| LOCATION L0005462 | VOLUME | 448449.794 | 3764729.329 | 249.53 |
| LOCATION L0005463 | VOLUME | 448449.720 | 3764737.919 | 249.52 |
| LOCATION L0005464 | VOLUME | 448449.646 | 3764746.509 | 249.52 |
| LOCATION L0005465 | VOLUME | 448449.572 | 3764755.098 | 249.52 |
| LOCATION L0005466 | VOLUME | 448449.497 | 3764763.688 | 249.57 |
| LOCATION L0005467 | VOLUME | 448449.423 | 3764772.278 | 249.69 |
| LOCATION L0005468 | VOLUME | 448449.349 | 3764780.867 | 249.81 |
| LOCATION L0005469 | VOLUME | 448449.275 | 3764789.457 | 249.93 |
| LOCATION L0005470 | VOLUME | 448449.201 | 3764798.047 | 249.96 |
| LOCATION L0005471 | VOLUME | 448449.126 | 3764806.636 | 249.99 |
| LOCATION L0005472 | VOLUME | 448449.052 | 3764815.226 | 250.01 |
| LOCATION L0005473 | VOLUME | 448448.978 | 3764823.816 | 250.02 |
| LOCATION L0005474 | VOLUME | 448448.904 | 3764832.405 | 249.99 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005475 | VOLUME | 448448.830 | 3764840.995 | 249.96 |
| LOCATION L0005476 | VOLUME | 448448.755 | 3764849.585 | 249.94 |
| LOCATION L0005477 | VOLUME | 448448.681 | 3764858.174 | 249.94 |
| LOCATION L0005478 | VOLUME | 448448.607 | 3764866.764 | 249.94 |
| LOCATION L0005479 | VOLUME | 448448.533 | 3764875.354 | 249.94 |
| LOCATION L0005480 | VOLUME | 448448.459 | 3764883.943 | 249.94 |
| LOCATION L0005481 | VOLUME | 448448.384 | 3764892.533 | 249.94 |
| LOCATION L0005482 | VOLUME | 448448.310 | 3764901.123 | 249.94 |
| LOCATION L0005483 | VOLUME | 448448.236 | 3764909.713 | 249.94 |
| LOCATION L0005484 | VOLUME | 448448.162 | 3764918.302 | 249.94 |
| LOCATION L0005485 | VOLUME | 448448.087 | 3764926.892 | 249.94 |
| LOCATION L0005486 | VOLUME | 448448.013 | 3764935.482 | 249.94 |
| LOCATION L0005487 | VOLUME | 448447.939 | 3764944.071 | 249.94 |
| LOCATION L0005488 | VOLUME | 448447.865 | 3764952.661 | 249.94 |
| LOCATION L0005489 | VOLUME | 448447.791 | 3764961.251 | 249.94 |
| LOCATION L0005490 | VOLUME | 448447.716 | 3764969.840 | 249.94 |
| LOCATION L0005491 | VOLUME | 448447.642 | 3764978.430 | 249.94 |
| LOCATION L0005492 | VOLUME | 448447.568 | 3764987.020 | 249.94 |
| LOCATION L0005493 | VOLUME | 448447.494 | 3764995.609 | 249.94 |
| LOCATION L0005494 | VOLUME | 448447.420 | 3765004.199 | 249.94 |
| LOCATION L0005495 | VOLUME | 448447.345 | 3765012.789 | 249.94 |
| LOCATION L0005496 | VOLUME | 448447.271 | 3765021.378 | 249.94 |
| LOCATION L0005497 | VOLUME | 448447.197 | 3765029.968 | 249.94 |
| LOCATION L0005498 | VOLUME | 448447.123 | 3765038.558 | 250.00 |
| LOCATION L0005499 | VOLUME | 448447.049 | 3765047.147 | 250.07 |
| LOCATION L0005500 | VOLUME | 448446.974 | 3765055.737 | 250.14 |
| LOCATION L0005501 | VOLUME | 448446.900 | 3765064.327 | 250.18 |
| LOCATION L0005502 | VOLUME | 448446.826 | 3765072.916 | 250.20 |
| LOCATION L0005503 | VOLUME | 448446.752 | 3765081.506 | 250.22 |
| LOCATION L0005504 | VOLUME | 448446.677 | 3765090.096 | 250.24 |

** END OF LINE VOLUME SOURCE ID = SLINE11

** -----

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES

** LINE VOLUME SOURCE ID = SLINE12

** DESCRSRC OFF-SITE TRAVEL 40% HAMNER AVE

** PREFIX

** LENGTH OF SIDE = 8.59

** CONFIGURATION = ADJACENT

** EMISSION RATE = 0.0001586

** VERTICAL DIMENSION = 6.99

** SZINIT = 3.25

** NODES = 2

** 448454.878, 3764132.678, 240.67, 3.49, 4.00

** 448434.233, 3762390.299, 225.13, 3.49, 4.00

** -----

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005616 | VOLUME | 448454.827 | 3764128.384 | 242.15 |
| LOCATION L0005617 | VOLUME | 448454.725 | 3764119.794 | 242.11 |
| LOCATION L0005618 | VOLUME | 448454.623 | 3764111.205 | 242.06 |
| LOCATION L0005619 | VOLUME | 448454.521 | 3764102.616 | 242.02 |
| LOCATION L0005620 | VOLUME | 448454.420 | 3764094.026 | 241.91 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005621 | VOLUME | 448454.318 | 3764085.437 | 241.78 |
| LOCATION L0005622 | VOLUME | 448454.216 | 3764076.847 | 241.65 |
| LOCATION L0005623 | VOLUME | 448454.114 | 3764068.258 | 241.52 |
| LOCATION L0005624 | VOLUME | 448454.013 | 3764059.669 | 241.38 |
| LOCATION L0005625 | VOLUME | 448453.911 | 3764051.079 | 241.25 |
| LOCATION L0005626 | VOLUME | 448453.809 | 3764042.490 | 241.11 |
| LOCATION L0005627 | VOLUME | 448453.707 | 3764033.900 | 241.01 |
| LOCATION L0005628 | VOLUME | 448453.605 | 3764025.311 | 240.93 |
| LOCATION L0005629 | VOLUME | 448453.504 | 3764016.722 | 240.85 |
| LOCATION L0005630 | VOLUME | 448453.402 | 3764008.132 | 240.78 |
| LOCATION L0005631 | VOLUME | 448453.300 | 3763999.543 | 240.73 |
| LOCATION L0005632 | VOLUME | 448453.198 | 3763990.953 | 240.68 |
| LOCATION L0005633 | VOLUME | 448453.097 | 3763982.364 | 240.63 |
| LOCATION L0005634 | VOLUME | 448452.995 | 3763973.775 | 240.59 |
| LOCATION L0005635 | VOLUME | 448452.893 | 3763965.185 | 240.55 |
| LOCATION L0005636 | VOLUME | 448452.791 | 3763956.596 | 240.52 |
| LOCATION L0005637 | VOLUME | 448452.690 | 3763948.006 | 240.48 |
| LOCATION L0005638 | VOLUME | 448452.588 | 3763939.417 | 240.42 |
| LOCATION L0005639 | VOLUME | 448452.486 | 3763930.828 | 240.37 |
| LOCATION L0005640 | VOLUME | 448452.384 | 3763922.238 | 240.32 |
| LOCATION L0005641 | VOLUME | 448452.282 | 3763913.649 | 240.24 |
| LOCATION L0005642 | VOLUME | 448452.181 | 3763905.059 | 240.15 |
| LOCATION L0005643 | VOLUME | 448452.079 | 3763896.470 | 240.07 |
| LOCATION L0005644 | VOLUME | 448451.977 | 3763887.881 | 239.99 |
| LOCATION L0005645 | VOLUME | 448451.875 | 3763879.291 | 239.96 |
| LOCATION L0005646 | VOLUME | 448451.774 | 3763870.702 | 239.92 |
| LOCATION L0005647 | VOLUME | 448451.672 | 3763862.112 | 239.89 |
| LOCATION L0005648 | VOLUME | 448451.570 | 3763853.523 | 239.81 |
| LOCATION L0005649 | VOLUME | 448451.468 | 3763844.934 | 239.72 |
| LOCATION L0005650 | VOLUME | 448451.367 | 3763836.344 | 239.64 |
| LOCATION L0005651 | VOLUME | 448451.265 | 3763827.755 | 239.55 |
| LOCATION L0005652 | VOLUME | 448451.163 | 3763819.165 | 239.46 |
| LOCATION L0005653 | VOLUME | 448451.061 | 3763810.576 | 239.38 |
| LOCATION L0005654 | VOLUME | 448450.959 | 3763801.987 | 239.29 |
| LOCATION L0005655 | VOLUME | 448450.858 | 3763793.397 | 239.27 |
| LOCATION L0005656 | VOLUME | 448450.756 | 3763784.808 | 239.27 |
| LOCATION L0005657 | VOLUME | 448450.654 | 3763776.218 | 239.27 |
| LOCATION L0005658 | VOLUME | 448450.552 | 3763767.629 | 239.27 |
| LOCATION L0005659 | VOLUME | 448450.451 | 3763759.040 | 239.27 |
| LOCATION L0005660 | VOLUME | 448450.349 | 3763750.450 | 239.27 |
| LOCATION L0005661 | VOLUME | 448450.247 | 3763741.861 | 239.27 |
| LOCATION L0005662 | VOLUME | 448450.145 | 3763733.271 | 239.34 |
| LOCATION L0005663 | VOLUME | 448450.044 | 3763724.682 | 239.42 |
| LOCATION L0005664 | VOLUME | 448449.942 | 3763716.093 | 239.51 |
| LOCATION L0005665 | VOLUME | 448449.840 | 3763707.503 | 239.60 |
| LOCATION L0005666 | VOLUME | 448449.738 | 3763698.914 | 239.69 |
| LOCATION L0005667 | VOLUME | 448449.636 | 3763690.325 | 239.77 |
| LOCATION L0005668 | VOLUME | 448449.535 | 3763681.735 | 239.86 |
| LOCATION L0005669 | VOLUME | 448449.433 | 3763673.146 | 240.04 |
| LOCATION L0005670 | VOLUME | 448449.331 | 3763664.556 | 240.25 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005671 | VOLUME | 448449.229 | 3763655.967 | 240.46 |
| LOCATION L0005672 | VOLUME | 448449.128 | 3763647.378 | 240.61 |
| LOCATION L0005673 | VOLUME | 448449.026 | 3763638.788 | 240.61 |
| LOCATION L0005674 | VOLUME | 448448.924 | 3763630.199 | 240.61 |
| LOCATION L0005675 | VOLUME | 448448.822 | 3763621.609 | 240.61 |
| LOCATION L0005676 | VOLUME | 448448.720 | 3763613.020 | 240.61 |
| LOCATION L0005677 | VOLUME | 448448.619 | 3763604.431 | 240.62 |
| LOCATION L0005678 | VOLUME | 448448.517 | 3763595.841 | 240.62 |
| LOCATION L0005679 | VOLUME | 448448.415 | 3763587.252 | 240.57 |
| LOCATION L0005680 | VOLUME | 448448.313 | 3763578.662 | 240.42 |
| LOCATION L0005681 | VOLUME | 448448.212 | 3763570.073 | 240.28 |
| LOCATION L0005682 | VOLUME | 448448.110 | 3763561.484 | 240.13 |
| LOCATION L0005683 | VOLUME | 448448.008 | 3763552.894 | 239.83 |
| LOCATION L0005684 | VOLUME | 448447.906 | 3763544.305 | 239.51 |
| LOCATION L0005685 | VOLUME | 448447.805 | 3763535.715 | 239.18 |
| LOCATION L0005686 | VOLUME | 448447.703 | 3763527.126 | 238.90 |
| LOCATION L0005687 | VOLUME | 448447.601 | 3763518.537 | 238.73 |
| LOCATION L0005688 | VOLUME | 448447.499 | 3763509.947 | 238.56 |
| LOCATION L0005689 | VOLUME | 448447.397 | 3763501.358 | 238.38 |
| LOCATION L0005690 | VOLUME | 448447.296 | 3763492.768 | 238.28 |
| LOCATION L0005691 | VOLUME | 448447.194 | 3763484.179 | 238.19 |
| LOCATION L0005692 | VOLUME | 448447.092 | 3763475.590 | 238.11 |
| LOCATION L0005693 | VOLUME | 448446.990 | 3763467.000 | 238.04 |
| LOCATION L0005694 | VOLUME | 448446.889 | 3763458.411 | 238.02 |
| LOCATION L0005695 | VOLUME | 448446.787 | 3763449.821 | 238.00 |
| LOCATION L0005696 | VOLUME | 448446.685 | 3763441.232 | 237.98 |
| LOCATION L0005697 | VOLUME | 448446.583 | 3763432.643 | 237.92 |
| LOCATION L0005698 | VOLUME | 448446.482 | 3763424.053 | 237.86 |
| LOCATION L0005699 | VOLUME | 448446.380 | 3763415.464 | 237.79 |
| LOCATION L0005700 | VOLUME | 448446.278 | 3763406.874 | 237.72 |
| LOCATION L0005701 | VOLUME | 448446.176 | 3763398.285 | 237.65 |
| LOCATION L0005702 | VOLUME | 448446.074 | 3763389.696 | 237.58 |
| LOCATION L0005703 | VOLUME | 448445.973 | 3763381.106 | 237.51 |
| LOCATION L0005704 | VOLUME | 448445.871 | 3763372.517 | 237.35 |
| LOCATION L0005705 | VOLUME | 448445.769 | 3763363.927 | 237.17 |
| LOCATION L0005706 | VOLUME | 448445.667 | 3763355.338 | 237.00 |
| LOCATION L0005707 | VOLUME | 448445.566 | 3763346.749 | 236.79 |
| LOCATION L0005708 | VOLUME | 448445.464 | 3763338.159 | 236.52 |
| LOCATION L0005709 | VOLUME | 448445.362 | 3763329.570 | 236.26 |
| LOCATION L0005710 | VOLUME | 448445.260 | 3763320.980 | 236.00 |
| LOCATION L0005711 | VOLUME | 448445.159 | 3763312.391 | 235.81 |
| LOCATION L0005712 | VOLUME | 448445.057 | 3763303.802 | 235.64 |
| LOCATION L0005713 | VOLUME | 448444.955 | 3763295.212 | 235.46 |
| LOCATION L0005714 | VOLUME | 448444.853 | 3763286.623 | 235.32 |
| LOCATION L0005715 | VOLUME | 448444.751 | 3763278.033 | 235.23 |
| LOCATION L0005716 | VOLUME | 448444.650 | 3763269.444 | 235.14 |
| LOCATION L0005717 | VOLUME | 448444.548 | 3763260.855 | 235.06 |
| LOCATION L0005718 | VOLUME | 448444.446 | 3763252.265 | 235.03 |
| LOCATION L0005719 | VOLUME | 448444.344 | 3763243.676 | 235.02 |
| LOCATION L0005720 | VOLUME | 448444.243 | 3763235.086 | 235.01 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005721 | VOLUME | 448444.141 | 3763226.497 | 234.97 |
| LOCATION L0005722 | VOLUME | 448444.039 | 3763217.908 | 234.88 |
| LOCATION L0005723 | VOLUME | 448443.937 | 3763209.318 | 234.79 |
| LOCATION L0005724 | VOLUME | 448443.836 | 3763200.729 | 234.70 |
| LOCATION L0005725 | VOLUME | 448443.734 | 3763192.139 | 234.62 |
| LOCATION L0005726 | VOLUME | 448443.632 | 3763183.550 | 234.53 |
| LOCATION L0005727 | VOLUME | 448443.530 | 3763174.961 | 234.44 |
| LOCATION L0005728 | VOLUME | 448443.428 | 3763166.371 | 234.32 |
| LOCATION L0005729 | VOLUME | 448443.327 | 3763157.782 | 234.14 |
| LOCATION L0005730 | VOLUME | 448443.225 | 3763149.192 | 233.97 |
| LOCATION L0005731 | VOLUME | 448443.123 | 3763140.603 | 233.79 |
| LOCATION L0005732 | VOLUME | 448443.021 | 3763132.014 | 233.70 |
| LOCATION L0005733 | VOLUME | 448442.920 | 3763123.424 | 233.61 |
| LOCATION L0005734 | VOLUME | 448442.818 | 3763114.835 | 233.53 |
| LOCATION L0005735 | VOLUME | 448442.716 | 3763106.246 | 233.44 |
| LOCATION L0005736 | VOLUME | 448442.614 | 3763097.656 | 233.35 |
| LOCATION L0005737 | VOLUME | 448442.513 | 3763089.067 | 233.26 |
| LOCATION L0005738 | VOLUME | 448442.411 | 3763080.477 | 233.18 |
| LOCATION L0005739 | VOLUME | 448442.309 | 3763071.888 | 233.01 |
| LOCATION L0005740 | VOLUME | 448442.207 | 3763063.299 | 232.85 |
| LOCATION L0005741 | VOLUME | 448442.105 | 3763054.709 | 232.68 |
| LOCATION L0005742 | VOLUME | 448442.004 | 3763046.120 | 232.58 |
| LOCATION L0005743 | VOLUME | 448441.902 | 3763037.530 | 232.57 |
| LOCATION L0005744 | VOLUME | 448441.800 | 3763028.941 | 232.56 |
| LOCATION L0005745 | VOLUME | 448441.698 | 3763020.352 | 232.55 |
| LOCATION L0005746 | VOLUME | 448441.597 | 3763011.762 | 232.46 |
| LOCATION L0005747 | VOLUME | 448441.495 | 3763003.173 | 232.38 |
| LOCATION L0005748 | VOLUME | 448441.393 | 3762994.583 | 232.29 |
| LOCATION L0005749 | VOLUME | 448441.291 | 3762985.994 | 232.24 |
| LOCATION L0005750 | VOLUME | 448441.190 | 3762977.405 | 232.25 |
| LOCATION L0005751 | VOLUME | 448441.088 | 3762968.815 | 232.25 |
| LOCATION L0005752 | VOLUME | 448440.986 | 3762960.226 | 232.25 |
| LOCATION L0005753 | VOLUME | 448440.884 | 3762951.636 | 232.16 |
| LOCATION L0005754 | VOLUME | 448440.782 | 3762943.047 | 232.08 |
| LOCATION L0005755 | VOLUME | 448440.681 | 3762934.458 | 231.99 |
| LOCATION L0005756 | VOLUME | 448440.579 | 3762925.868 | 231.90 |
| LOCATION L0005757 | VOLUME | 448440.477 | 3762917.279 | 231.82 |
| LOCATION L0005758 | VOLUME | 448440.375 | 3762908.689 | 231.73 |
| LOCATION L0005759 | VOLUME | 448440.274 | 3762900.100 | 231.65 |
| LOCATION L0005760 | VOLUME | 448440.172 | 3762891.511 | 231.47 |
| LOCATION L0005761 | VOLUME | 448440.070 | 3762882.921 | 231.30 |
| LOCATION L0005762 | VOLUME | 448439.968 | 3762874.332 | 231.13 |
| LOCATION L0005763 | VOLUME | 448439.866 | 3762865.742 | 230.95 |
| LOCATION L0005764 | VOLUME | 448439.765 | 3762857.153 | 230.78 |
| LOCATION L0005765 | VOLUME | 448439.663 | 3762848.564 | 230.60 |
| LOCATION L0005766 | VOLUME | 448439.561 | 3762839.974 | 230.43 |
| LOCATION L0005767 | VOLUME | 448439.459 | 3762831.385 | 230.25 |
| LOCATION L0005768 | VOLUME | 448439.358 | 3762822.795 | 230.08 |
| LOCATION L0005769 | VOLUME | 448439.256 | 3762814.206 | 229.90 |
| LOCATION L0005770 | VOLUME | 448439.154 | 3762805.617 | 229.73 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005771 | VOLUME | 448439.052 | 3762797.027 | 229.56 |
| LOCATION L0005772 | VOLUME | 448438.951 | 3762788.438 | 229.38 |
| LOCATION L0005773 | VOLUME | 448438.849 | 3762779.848 | 229.21 |
| LOCATION L0005774 | VOLUME | 448438.747 | 3762771.259 | 229.03 |
| LOCATION L0005775 | VOLUME | 448438.645 | 3762762.670 | 228.86 |
| LOCATION L0005776 | VOLUME | 448438.543 | 3762754.080 | 228.68 |
| LOCATION L0005777 | VOLUME | 448438.442 | 3762745.491 | 228.60 |
| LOCATION L0005778 | VOLUME | 448438.340 | 3762736.901 | 228.60 |
| LOCATION L0005779 | VOLUME | 448438.238 | 3762728.312 | 228.60 |
| LOCATION L0005780 | VOLUME | 448438.136 | 3762719.723 | 228.60 |
| LOCATION L0005781 | VOLUME | 448438.035 | 3762711.133 | 228.51 |
| LOCATION L0005782 | VOLUME | 448437.933 | 3762702.544 | 228.42 |
| LOCATION L0005783 | VOLUME | 448437.831 | 3762693.954 | 228.34 |
| LOCATION L0005784 | VOLUME | 448437.729 | 3762685.365 | 228.30 |
| LOCATION L0005785 | VOLUME | 448437.628 | 3762676.776 | 228.30 |
| LOCATION L0005786 | VOLUME | 448437.526 | 3762668.186 | 228.30 |
| LOCATION L0005787 | VOLUME | 448437.424 | 3762659.597 | 228.29 |
| LOCATION L0005788 | VOLUME | 448437.322 | 3762651.007 | 228.29 |
| LOCATION L0005789 | VOLUME | 448437.220 | 3762642.418 | 228.28 |
| LOCATION L0005790 | VOLUME | 448437.119 | 3762633.829 | 228.27 |
| LOCATION L0005791 | VOLUME | 448437.017 | 3762625.239 | 228.22 |
| LOCATION L0005792 | VOLUME | 448436.915 | 3762616.650 | 228.14 |
| LOCATION L0005793 | VOLUME | 448436.813 | 3762608.060 | 228.06 |
| LOCATION L0005794 | VOLUME | 448436.712 | 3762599.471 | 227.99 |
| LOCATION L0005795 | VOLUME | 448436.610 | 3762590.882 | 227.98 |
| LOCATION L0005796 | VOLUME | 448436.508 | 3762582.292 | 227.97 |
| LOCATION L0005797 | VOLUME | 448436.406 | 3762573.703 | 227.96 |
| LOCATION L0005798 | VOLUME | 448436.305 | 3762565.113 | 227.95 |
| LOCATION L0005799 | VOLUME | 448436.203 | 3762556.524 | 227.95 |
| LOCATION L0005800 | VOLUME | 448436.101 | 3762547.935 | 227.95 |
| LOCATION L0005801 | VOLUME | 448435.999 | 3762539.345 | 227.96 |
| LOCATION L0005802 | VOLUME | 448435.897 | 3762530.756 | 228.03 |
| LOCATION L0005803 | VOLUME | 448435.796 | 3762522.167 | 228.10 |
| LOCATION L0005804 | VOLUME | 448435.694 | 3762513.577 | 228.18 |
| LOCATION L0005805 | VOLUME | 448435.592 | 3762504.988 | 228.15 |
| LOCATION L0005806 | VOLUME | 448435.490 | 3762496.398 | 228.07 |
| LOCATION L0005807 | VOLUME | 448435.389 | 3762487.809 | 227.98 |
| LOCATION L0005808 | VOLUME | 448435.287 | 3762479.220 | 227.88 |
| LOCATION L0005809 | VOLUME | 448435.185 | 3762470.630 | 227.72 |
| LOCATION L0005810 | VOLUME | 448435.083 | 3762462.041 | 227.56 |
| LOCATION L0005811 | VOLUME | 448434.982 | 3762453.451 | 227.39 |
| LOCATION L0005812 | VOLUME | 448434.880 | 3762444.862 | 227.28 |
| LOCATION L0005813 | VOLUME | 448434.778 | 3762436.273 | 227.19 |
| LOCATION L0005814 | VOLUME | 448434.676 | 3762427.683 | 227.10 |
| LOCATION L0005815 | VOLUME | 448434.574 | 3762419.094 | 227.01 |
| LOCATION L0005816 | VOLUME | 448434.473 | 3762410.504 | 226.94 |
| LOCATION L0005817 | VOLUME | 448434.371 | 3762401.915 | 226.87 |
| LOCATION L0005818 | VOLUME | 448434.269 | 3762393.326 | 226.80 |

** END OF LINE VOLUME SOURCE ID = SLINE12

** -----

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES
 ** LINE VOLUME SOURCE ID = SLINE13
 ** DESCRSRC OFF-SITE TRAVEL 5% (TO THE WEST)
 ** PREFIX
 ** LENGTH OF SIDE = 8.59
 ** CONFIGURATION = ADJACENT
 ** EMISSION RATE = 0.00003382
 ** VERTICAL DIMENSION = 6.99
 ** SZINIT = 3.25
 ** NODES = 3
 ** 448232.953, 3764390.321, 242.27, 3.49, 4.00
 ** 448090.499, 3764396.618, 242.05, 3.49, 4.00
 ** 445278.739, 3764435.841, 237.71, 3.49, 4.00
 ** -----

| LOCATION | VOLUME | | | |
|----------|------------|-------------|--------|--|
| L0005819 | 448228.662 | 3764390.511 | 243.44 | |
| L0005820 | 448220.080 | 3764390.890 | 243.44 | |
| L0005821 | 448211.498 | 3764391.270 | 243.45 | |
| L0005822 | 448202.917 | 3764391.649 | 243.45 | |
| L0005823 | 448194.335 | 3764392.028 | 243.45 | |
| L0005824 | 448185.754 | 3764392.408 | 243.46 | |
| L0005825 | 448177.172 | 3764392.787 | 243.46 | |
| L0005826 | 448168.590 | 3764393.166 | 243.48 | |
| L0005827 | 448160.009 | 3764393.546 | 243.57 | |
| L0005828 | 448151.427 | 3764393.925 | 243.66 | |
| L0005829 | 448142.845 | 3764394.304 | 243.75 | |
| L0005830 | 448134.264 | 3764394.684 | 243.80 | |
| L0005831 | 448125.682 | 3764395.063 | 243.81 | |
| L0005832 | 448117.101 | 3764395.442 | 243.83 | |
| L0005833 | 448108.519 | 3764395.822 | 243.85 | |
| L0005834 | 448099.937 | 3764396.201 | 243.93 | |
| L0005835 | 448091.356 | 3764396.580 | 244.01 | |
| L0005836 | 448082.767 | 3764396.726 | 244.09 | |
| L0005837 | 448074.178 | 3764396.846 | 244.11 | |
| L0005838 | 448065.589 | 3764396.966 | 244.11 | |
| L0005839 | 448057.000 | 3764397.085 | 244.12 | |
| L0005840 | 448048.411 | 3764397.205 | 244.10 | |
| L0005841 | 448039.822 | 3764397.325 | 244.02 | |
| L0005842 | 448031.232 | 3764397.445 | 243.94 | |
| L0005843 | 448022.643 | 3764397.565 | 243.86 | |
| L0005844 | 448014.054 | 3764397.684 | 243.84 | |
| L0005845 | 448005.465 | 3764397.804 | 243.84 | |
| L0005846 | 447996.876 | 3764397.924 | 243.84 | |
| L0005847 | 447988.287 | 3764398.044 | 243.84 | |
| L0005848 | 447979.697 | 3764398.164 | 243.84 | |
| L0005849 | 447971.108 | 3764398.284 | 243.84 | |
| L0005850 | 447962.519 | 3764398.403 | 243.84 | |
| L0005851 | 447953.930 | 3764398.523 | 243.90 | |
| L0005852 | 447945.341 | 3764398.643 | 243.98 | |
| L0005853 | 447936.752 | 3764398.763 | 244.07 | |
| L0005854 | 447928.162 | 3764398.883 | 244.13 | |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005855 | VOLUME | 447919.573 | 3764399.002 | 244.14 |
| LOCATION L0005856 | VOLUME | 447910.984 | 3764399.122 | 244.14 |
| LOCATION L0005857 | VOLUME | 447902.395 | 3764399.242 | 244.14 |
| LOCATION L0005858 | VOLUME | 447893.806 | 3764399.362 | 244.14 |
| LOCATION L0005859 | VOLUME | 447885.217 | 3764399.482 | 244.14 |
| LOCATION L0005860 | VOLUME | 447876.627 | 3764399.601 | 244.14 |
| LOCATION L0005861 | VOLUME | 447868.038 | 3764399.721 | 244.12 |
| LOCATION L0005862 | VOLUME | 447859.449 | 3764399.841 | 244.04 |
| LOCATION L0005863 | VOLUME | 447850.860 | 3764399.961 | 243.95 |
| LOCATION L0005864 | VOLUME | 447842.271 | 3764400.081 | 243.86 |
| LOCATION L0005865 | VOLUME | 447833.682 | 3764400.201 | 243.65 |
| LOCATION L0005866 | VOLUME | 447825.092 | 3764400.320 | 243.39 |
| LOCATION L0005867 | VOLUME | 447816.503 | 3764400.440 | 243.13 |
| LOCATION L0005868 | VOLUME | 447807.914 | 3764400.560 | 242.96 |
| LOCATION L0005869 | VOLUME | 447799.325 | 3764400.680 | 243.05 |
| LOCATION L0005870 | VOLUME | 447790.736 | 3764400.800 | 243.14 |
| LOCATION L0005871 | VOLUME | 447782.147 | 3764400.919 | 243.23 |
| LOCATION L0005872 | VOLUME | 447773.557 | 3764401.039 | 243.31 |
| LOCATION L0005873 | VOLUME | 447764.968 | 3764401.159 | 243.39 |
| LOCATION L0005874 | VOLUME | 447756.379 | 3764401.279 | 243.48 |
| LOCATION L0005875 | VOLUME | 447747.790 | 3764401.399 | 243.54 |
| LOCATION L0005876 | VOLUME | 447739.201 | 3764401.519 | 243.54 |
| LOCATION L0005877 | VOLUME | 447730.612 | 3764401.638 | 243.55 |
| LOCATION L0005878 | VOLUME | 447722.022 | 3764401.758 | 243.55 |
| LOCATION L0005879 | VOLUME | 447713.433 | 3764401.878 | 243.62 |
| LOCATION L0005880 | VOLUME | 447704.844 | 3764401.998 | 243.70 |
| LOCATION L0005881 | VOLUME | 447696.255 | 3764402.118 | 243.78 |
| LOCATION L0005882 | VOLUME | 447687.666 | 3764402.237 | 243.89 |
| LOCATION L0005883 | VOLUME | 447679.077 | 3764402.357 | 244.06 |
| LOCATION L0005884 | VOLUME | 447670.487 | 3764402.477 | 244.24 |
| LOCATION L0005885 | VOLUME | 447661.898 | 3764402.597 | 244.41 |
| LOCATION L0005886 | VOLUME | 447653.309 | 3764402.717 | 244.44 |
| LOCATION L0005887 | VOLUME | 447644.720 | 3764402.836 | 244.43 |
| LOCATION L0005888 | VOLUME | 447636.131 | 3764402.956 | 244.43 |
| LOCATION L0005889 | VOLUME | 447627.542 | 3764403.076 | 244.38 |
| LOCATION L0005890 | VOLUME | 447618.952 | 3764403.196 | 244.23 |
| LOCATION L0005891 | VOLUME | 447610.363 | 3764403.316 | 244.08 |
| LOCATION L0005892 | VOLUME | 447601.774 | 3764403.436 | 243.94 |
| LOCATION L0005893 | VOLUME | 447593.185 | 3764403.555 | 243.90 |
| LOCATION L0005894 | VOLUME | 447584.596 | 3764403.675 | 243.90 |
| LOCATION L0005895 | VOLUME | 447576.007 | 3764403.795 | 243.89 |
| LOCATION L0005896 | VOLUME | 447567.418 | 3764403.915 | 243.97 |
| LOCATION L0005897 | VOLUME | 447558.828 | 3764404.035 | 244.29 |
| LOCATION L0005898 | VOLUME | 447550.239 | 3764404.154 | 244.60 |
| LOCATION L0005899 | VOLUME | 447541.650 | 3764404.274 | 244.91 |
| LOCATION L0005900 | VOLUME | 447533.061 | 3764404.394 | 245.31 |
| LOCATION L0005901 | VOLUME | 447524.472 | 3764404.514 | 245.73 |
| LOCATION L0005902 | VOLUME | 447515.883 | 3764404.634 | 246.15 |
| LOCATION L0005903 | VOLUME | 447507.293 | 3764404.753 | 246.47 |
| LOCATION L0005904 | VOLUME | 447498.704 | 3764404.873 | 246.59 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005905 | VOLUME | 447490.115 | 3764404.993 | 246.70 |
| LOCATION L0005906 | VOLUME | 447481.526 | 3764405.113 | 246.82 |
| LOCATION L0005907 | VOLUME | 447472.937 | 3764405.233 | 246.83 |
| LOCATION L0005908 | VOLUME | 447464.348 | 3764405.353 | 246.83 |
| LOCATION L0005909 | VOLUME | 447455.758 | 3764405.472 | 246.83 |
| LOCATION L0005910 | VOLUME | 447447.169 | 3764405.592 | 246.77 |
| LOCATION L0005911 | VOLUME | 447438.580 | 3764405.712 | 246.60 |
| LOCATION L0005912 | VOLUME | 447429.991 | 3764405.832 | 246.42 |
| LOCATION L0005913 | VOLUME | 447421.402 | 3764405.952 | 246.25 |
| LOCATION L0005914 | VOLUME | 447412.813 | 3764406.071 | 245.88 |
| LOCATION L0005915 | VOLUME | 447404.223 | 3764406.191 | 245.48 |
| LOCATION L0005916 | VOLUME | 447395.634 | 3764406.311 | 245.08 |
| LOCATION L0005917 | VOLUME | 447387.045 | 3764406.431 | 244.78 |
| LOCATION L0005918 | VOLUME | 447378.456 | 3764406.551 | 244.68 |
| LOCATION L0005919 | VOLUME | 447369.867 | 3764406.671 | 244.57 |
| LOCATION L0005920 | VOLUME | 447361.278 | 3764406.790 | 244.47 |
| LOCATION L0005921 | VOLUME | 447352.688 | 3764406.910 | 244.38 |
| LOCATION L0005922 | VOLUME | 447344.099 | 3764407.030 | 244.29 |
| LOCATION L0005923 | VOLUME | 447335.510 | 3764407.150 | 244.20 |
| LOCATION L0005924 | VOLUME | 447326.921 | 3764407.270 | 244.14 |
| LOCATION L0005925 | VOLUME | 447318.332 | 3764407.389 | 244.14 |
| LOCATION L0005926 | VOLUME | 447309.743 | 3764407.509 | 244.14 |
| LOCATION L0005927 | VOLUME | 447301.153 | 3764407.629 | 244.14 |
| LOCATION L0005928 | VOLUME | 447292.564 | 3764407.749 | 244.20 |
| LOCATION L0005929 | VOLUME | 447283.975 | 3764407.869 | 244.26 |
| LOCATION L0005930 | VOLUME | 447275.386 | 3764407.988 | 244.33 |
| LOCATION L0005931 | VOLUME | 447266.797 | 3764408.108 | 244.34 |
| LOCATION L0005932 | VOLUME | 447258.208 | 3764408.228 | 244.28 |
| LOCATION L0005933 | VOLUME | 447249.618 | 3764408.348 | 244.22 |
| LOCATION L0005934 | VOLUME | 447241.029 | 3764408.468 | 244.15 |
| LOCATION L0005935 | VOLUME | 447232.440 | 3764408.588 | 244.07 |
| LOCATION L0005936 | VOLUME | 447223.851 | 3764408.707 | 243.98 |
| LOCATION L0005937 | VOLUME | 447215.262 | 3764408.827 | 243.89 |
| LOCATION L0005938 | VOLUME | 447206.673 | 3764408.947 | 243.81 |
| LOCATION L0005939 | VOLUME | 447198.083 | 3764409.067 | 243.72 |
| LOCATION L0005940 | VOLUME | 447189.494 | 3764409.187 | 243.63 |
| LOCATION L0005941 | VOLUME | 447180.905 | 3764409.306 | 243.54 |
| LOCATION L0005942 | VOLUME | 447172.316 | 3764409.426 | 243.48 |
| LOCATION L0005943 | VOLUME | 447163.727 | 3764409.546 | 243.42 |
| LOCATION L0005944 | VOLUME | 447155.138 | 3764409.666 | 243.36 |
| LOCATION L0005945 | VOLUME | 447146.548 | 3764409.786 | 243.36 |
| LOCATION L0005946 | VOLUME | 447137.959 | 3764409.905 | 243.45 |
| LOCATION L0005947 | VOLUME | 447129.370 | 3764410.025 | 243.54 |
| LOCATION L0005948 | VOLUME | 447120.781 | 3764410.145 | 243.63 |
| LOCATION L0005949 | VOLUME | 447112.192 | 3764410.265 | 243.61 |
| LOCATION L0005950 | VOLUME | 447103.603 | 3764410.385 | 243.58 |
| LOCATION L0005951 | VOLUME | 447095.013 | 3764410.505 | 243.55 |
| LOCATION L0005952 | VOLUME | 447086.424 | 3764410.624 | 243.51 |
| LOCATION L0005953 | VOLUME | 447077.835 | 3764410.744 | 243.46 |
| LOCATION L0005954 | VOLUME | 447069.246 | 3764410.864 | 243.40 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0005955 | VOLUME | 447060.657 | 3764410.984 | 243.35 |
| LOCATION L0005956 | VOLUME | 447052.068 | 3764411.104 | 243.26 |
| LOCATION L0005957 | VOLUME | 447043.478 | 3764411.223 | 243.18 |
| LOCATION L0005958 | VOLUME | 447034.889 | 3764411.343 | 243.09 |
| LOCATION L0005959 | VOLUME | 447026.300 | 3764411.463 | 243.03 |
| LOCATION L0005960 | VOLUME | 447017.711 | 3764411.583 | 243.00 |
| LOCATION L0005961 | VOLUME | 447009.122 | 3764411.703 | 242.96 |
| LOCATION L0005962 | VOLUME | 447000.533 | 3764411.823 | 242.93 |
| LOCATION L0005963 | VOLUME | 446991.943 | 3764411.942 | 242.88 |
| LOCATION L0005964 | VOLUME | 446983.354 | 3764412.062 | 242.82 |
| LOCATION L0005965 | VOLUME | 446974.765 | 3764412.182 | 242.77 |
| LOCATION L0005966 | VOLUME | 446966.176 | 3764412.302 | 242.73 |
| LOCATION L0005967 | VOLUME | 446957.587 | 3764412.422 | 242.69 |
| LOCATION L0005968 | VOLUME | 446948.998 | 3764412.541 | 242.66 |
| LOCATION L0005969 | VOLUME | 446940.409 | 3764412.661 | 242.62 |
| LOCATION L0005970 | VOLUME | 446931.819 | 3764412.781 | 242.57 |
| LOCATION L0005971 | VOLUME | 446923.230 | 3764412.901 | 242.52 |
| LOCATION L0005972 | VOLUME | 446914.641 | 3764413.021 | 242.47 |
| LOCATION L0005973 | VOLUME | 446906.052 | 3764413.140 | 242.43 |
| LOCATION L0005974 | VOLUME | 446897.463 | 3764413.260 | 242.39 |
| LOCATION L0005975 | VOLUME | 446888.874 | 3764413.380 | 242.36 |
| LOCATION L0005976 | VOLUME | 446880.284 | 3764413.500 | 242.32 |
| LOCATION L0005977 | VOLUME | 446871.695 | 3764413.620 | 242.27 |
| LOCATION L0005978 | VOLUME | 446863.106 | 3764413.740 | 242.22 |
| LOCATION L0005979 | VOLUME | 446854.517 | 3764413.859 | 242.18 |
| LOCATION L0005980 | VOLUME | 446845.928 | 3764413.979 | 242.11 |
| LOCATION L0005981 | VOLUME | 446837.339 | 3764414.099 | 242.03 |
| LOCATION L0005982 | VOLUME | 446828.749 | 3764414.219 | 241.94 |
| LOCATION L0005983 | VOLUME | 446820.160 | 3764414.339 | 241.85 |
| LOCATION L0005984 | VOLUME | 446811.571 | 3764414.458 | 241.77 |
| LOCATION L0005985 | VOLUME | 446802.982 | 3764414.578 | 241.68 |
| LOCATION L0005986 | VOLUME | 446794.393 | 3764414.698 | 241.60 |
| LOCATION L0005987 | VOLUME | 446785.804 | 3764414.818 | 241.51 |
| LOCATION L0005988 | VOLUME | 446777.214 | 3764414.938 | 241.42 |
| LOCATION L0005989 | VOLUME | 446768.625 | 3764415.057 | 241.34 |
| LOCATION L0005990 | VOLUME | 446760.036 | 3764415.177 | 241.25 |
| LOCATION L0005991 | VOLUME | 446751.447 | 3764415.297 | 241.21 |
| LOCATION L0005992 | VOLUME | 446742.858 | 3764415.417 | 241.16 |
| LOCATION L0005993 | VOLUME | 446734.269 | 3764415.537 | 241.12 |
| LOCATION L0005994 | VOLUME | 446725.679 | 3764415.657 | 241.08 |
| LOCATION L0005995 | VOLUME | 446717.090 | 3764415.776 | 241.03 |
| LOCATION L0005996 | VOLUME | 446708.501 | 3764415.896 | 240.99 |
| LOCATION L0005997 | VOLUME | 446699.912 | 3764416.016 | 240.95 |
| LOCATION L0005998 | VOLUME | 446691.323 | 3764416.136 | 240.96 |
| LOCATION L0005999 | VOLUME | 446682.734 | 3764416.256 | 240.96 |
| LOCATION L0006000 | VOLUME | 446674.144 | 3764416.375 | 240.96 |
| LOCATION L0006001 | VOLUME | 446665.555 | 3764416.495 | 240.93 |
| LOCATION L0006002 | VOLUME | 446656.966 | 3764416.615 | 240.89 |
| LOCATION L0006003 | VOLUME | 446648.377 | 3764416.735 | 240.84 |
| LOCATION L0006004 | VOLUME | 446639.788 | 3764416.855 | 240.79 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0006005 | VOLUME | 446631.199 | 3764416.975 | 240.75 |
| LOCATION L0006006 | VOLUME | 446622.609 | 3764417.094 | 240.72 |
| LOCATION L0006007 | VOLUME | 446614.020 | 3764417.214 | 240.68 |
| LOCATION L0006008 | VOLUME | 446605.431 | 3764417.334 | 240.66 |
| LOCATION L0006009 | VOLUME | 446596.842 | 3764417.454 | 240.66 |
| LOCATION L0006010 | VOLUME | 446588.253 | 3764417.574 | 240.67 |
| LOCATION L0006011 | VOLUME | 446579.664 | 3764417.693 | 240.67 |
| LOCATION L0006012 | VOLUME | 446571.074 | 3764417.813 | 240.67 |
| LOCATION L0006013 | VOLUME | 446562.485 | 3764417.933 | 240.67 |
| LOCATION L0006014 | VOLUME | 446553.896 | 3764418.053 | 240.67 |
| LOCATION L0006015 | VOLUME | 446545.307 | 3764418.173 | 240.67 |
| LOCATION L0006016 | VOLUME | 446536.718 | 3764418.292 | 240.67 |
| LOCATION L0006017 | VOLUME | 446528.129 | 3764418.412 | 240.67 |
| LOCATION L0006018 | VOLUME | 446519.539 | 3764418.532 | 240.68 |
| LOCATION L0006019 | VOLUME | 446510.950 | 3764418.652 | 240.71 |
| LOCATION L0006020 | VOLUME | 446502.361 | 3764418.772 | 240.74 |
| LOCATION L0006021 | VOLUME | 446493.772 | 3764418.892 | 240.78 |
| LOCATION L0006022 | VOLUME | 446485.183 | 3764419.011 | 240.82 |
| LOCATION L0006023 | VOLUME | 446476.594 | 3764419.131 | 240.88 |
| LOCATION L0006024 | VOLUME | 446468.004 | 3764419.251 | 240.94 |
| LOCATION L0006025 | VOLUME | 446459.415 | 3764419.371 | 241.00 |
| LOCATION L0006026 | VOLUME | 446450.826 | 3764419.491 | 241.11 |
| LOCATION L0006027 | VOLUME | 446442.237 | 3764419.610 | 241.23 |
| LOCATION L0006028 | VOLUME | 446433.648 | 3764419.730 | 241.34 |
| LOCATION L0006029 | VOLUME | 446425.059 | 3764419.850 | 241.56 |
| LOCATION L0006030 | VOLUME | 446416.469 | 3764419.970 | 241.86 |
| LOCATION L0006031 | VOLUME | 446407.880 | 3764420.090 | 242.15 |
| LOCATION L0006032 | VOLUME | 446399.291 | 3764420.209 | 242.44 |
| LOCATION L0006033 | VOLUME | 446390.702 | 3764420.329 | 242.53 |
| LOCATION L0006034 | VOLUME | 446382.113 | 3764420.449 | 242.62 |
| LOCATION L0006035 | VOLUME | 446373.524 | 3764420.569 | 242.72 |
| LOCATION L0006036 | VOLUME | 446364.934 | 3764420.689 | 242.75 |
| LOCATION L0006037 | VOLUME | 446356.345 | 3764420.809 | 242.75 |
| LOCATION L0006038 | VOLUME | 446347.756 | 3764420.928 | 242.75 |
| LOCATION L0006039 | VOLUME | 446339.167 | 3764421.048 | 242.75 |
| LOCATION L0006040 | VOLUME | 446330.578 | 3764421.168 | 242.84 |
| LOCATION L0006041 | VOLUME | 446321.989 | 3764421.288 | 242.93 |
| LOCATION L0006042 | VOLUME | 446313.400 | 3764421.408 | 243.02 |
| LOCATION L0006043 | VOLUME | 446304.810 | 3764421.527 | 243.16 |
| LOCATION L0006044 | VOLUME | 446296.221 | 3764421.647 | 243.34 |
| LOCATION L0006045 | VOLUME | 446287.632 | 3764421.767 | 243.52 |
| LOCATION L0006046 | VOLUME | 446279.043 | 3764421.887 | 243.68 |
| LOCATION L0006047 | VOLUME | 446270.454 | 3764422.007 | 243.70 |
| LOCATION L0006048 | VOLUME | 446261.865 | 3764422.127 | 243.73 |
| LOCATION L0006049 | VOLUME | 446253.275 | 3764422.246 | 243.75 |
| LOCATION L0006050 | VOLUME | 446244.686 | 3764422.366 | 243.64 |
| LOCATION L0006051 | VOLUME | 446236.097 | 3764422.486 | 243.45 |
| LOCATION L0006052 | VOLUME | 446227.508 | 3764422.606 | 243.25 |
| LOCATION L0006053 | VOLUME | 446218.919 | 3764422.726 | 243.03 |
| LOCATION L0006054 | VOLUME | 446210.330 | 3764422.845 | 242.59 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0006055 | VOLUME | 446201.740 | 3764422.965 | 242.16 |
| LOCATION L0006056 | VOLUME | 446193.151 | 3764423.085 | 241.73 |
| LOCATION L0006057 | VOLUME | 446184.562 | 3764423.205 | 241.43 |
| LOCATION L0006058 | VOLUME | 446175.973 | 3764423.325 | 241.21 |
| LOCATION L0006059 | VOLUME | 446167.384 | 3764423.444 | 240.98 |
| LOCATION L0006060 | VOLUME | 446158.795 | 3764423.564 | 240.81 |
| LOCATION L0006061 | VOLUME | 446150.205 | 3764423.684 | 240.97 |
| LOCATION L0006062 | VOLUME | 446141.616 | 3764423.804 | 241.13 |
| LOCATION L0006063 | VOLUME | 446133.027 | 3764423.924 | 241.28 |
| LOCATION L0006064 | VOLUME | 446124.438 | 3764424.044 | 241.35 |
| LOCATION L0006065 | VOLUME | 446115.849 | 3764424.163 | 241.37 |
| LOCATION L0006066 | VOLUME | 446107.260 | 3764424.283 | 241.39 |
| LOCATION L0006067 | VOLUME | 446098.670 | 3764424.403 | 241.40 |
| LOCATION L0006068 | VOLUME | 446090.081 | 3764424.523 | 241.40 |
| LOCATION L0006069 | VOLUME | 446081.492 | 3764424.643 | 241.40 |
| LOCATION L0006070 | VOLUME | 446072.903 | 3764424.762 | 241.40 |
| LOCATION L0006071 | VOLUME | 446064.314 | 3764424.882 | 241.33 |
| LOCATION L0006072 | VOLUME | 446055.725 | 3764425.002 | 241.23 |
| LOCATION L0006073 | VOLUME | 446047.135 | 3764425.122 | 241.13 |
| LOCATION L0006074 | VOLUME | 446038.546 | 3764425.242 | 241.02 |
| LOCATION L0006075 | VOLUME | 446029.957 | 3764425.361 | 240.86 |
| LOCATION L0006076 | VOLUME | 446021.368 | 3764425.481 | 240.70 |
| LOCATION L0006077 | VOLUME | 446012.779 | 3764425.601 | 240.54 |
| LOCATION L0006078 | VOLUME | 446004.190 | 3764425.721 | 240.43 |
| LOCATION L0006079 | VOLUME | 445995.600 | 3764425.841 | 240.34 |
| LOCATION L0006080 | VOLUME | 445987.011 | 3764425.961 | 240.25 |
| LOCATION L0006081 | VOLUME | 445978.422 | 3764426.080 | 240.18 |
| LOCATION L0006082 | VOLUME | 445969.833 | 3764426.200 | 240.17 |
| LOCATION L0006083 | VOLUME | 445961.244 | 3764426.320 | 240.16 |
| LOCATION L0006084 | VOLUME | 445952.655 | 3764426.440 | 240.15 |
| LOCATION L0006085 | VOLUME | 445944.065 | 3764426.560 | 240.09 |
| LOCATION L0006086 | VOLUME | 445935.476 | 3764426.679 | 240.00 |
| LOCATION L0006087 | VOLUME | 445926.887 | 3764426.799 | 239.92 |
| LOCATION L0006088 | VOLUME | 445918.298 | 3764426.919 | 239.83 |
| LOCATION L0006089 | VOLUME | 445909.709 | 3764427.039 | 239.74 |
| LOCATION L0006090 | VOLUME | 445901.120 | 3764427.159 | 239.66 |
| LOCATION L0006091 | VOLUME | 445892.530 | 3764427.279 | 239.57 |
| LOCATION L0006092 | VOLUME | 445883.941 | 3764427.398 | 239.48 |
| LOCATION L0006093 | VOLUME | 445875.352 | 3764427.518 | 239.40 |
| LOCATION L0006094 | VOLUME | 445866.763 | 3764427.638 | 239.31 |
| LOCATION L0006095 | VOLUME | 445858.174 | 3764427.758 | 239.23 |
| LOCATION L0006096 | VOLUME | 445849.585 | 3764427.878 | 239.14 |
| LOCATION L0006097 | VOLUME | 445840.995 | 3764427.997 | 239.05 |
| LOCATION L0006098 | VOLUME | 445832.406 | 3764428.117 | 238.97 |
| LOCATION L0006099 | VOLUME | 445823.817 | 3764428.237 | 238.88 |
| LOCATION L0006100 | VOLUME | 445815.228 | 3764428.357 | 238.80 |
| LOCATION L0006101 | VOLUME | 445806.639 | 3764428.477 | 238.71 |
| LOCATION L0006102 | VOLUME | 445798.050 | 3764428.596 | 238.63 |
| LOCATION L0006103 | VOLUME | 445789.460 | 3764428.716 | 238.54 |
| LOCATION L0006104 | VOLUME | 445780.871 | 3764428.836 | 238.46 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0006105 | VOLUME | 445772.282 | 3764428.956 | 238.38 |
| LOCATION L0006106 | VOLUME | 445763.693 | 3764429.076 | 238.29 |
| LOCATION L0006107 | VOLUME | 445755.104 | 3764429.196 | 238.20 |
| LOCATION L0006108 | VOLUME | 445746.515 | 3764429.315 | 238.11 |
| LOCATION L0006109 | VOLUME | 445737.925 | 3764429.435 | 238.03 |
| LOCATION L0006110 | VOLUME | 445729.336 | 3764429.555 | 237.94 |
| LOCATION L0006111 | VOLUME | 445720.747 | 3764429.675 | 237.85 |
| LOCATION L0006112 | VOLUME | 445712.158 | 3764429.795 | 237.77 |
| LOCATION L0006113 | VOLUME | 445703.569 | 3764429.914 | 237.81 |
| LOCATION L0006114 | VOLUME | 445694.980 | 3764430.034 | 237.90 |
| LOCATION L0006115 | VOLUME | 445686.391 | 3764430.154 | 237.98 |
| LOCATION L0006116 | VOLUME | 445677.801 | 3764430.274 | 238.05 |
| LOCATION L0006117 | VOLUME | 445669.212 | 3764430.394 | 238.05 |
| LOCATION L0006118 | VOLUME | 445660.623 | 3764430.513 | 238.05 |
| LOCATION L0006119 | VOLUME | 445652.034 | 3764430.633 | 238.05 |
| LOCATION L0006120 | VOLUME | 445643.445 | 3764430.753 | 238.06 |
| LOCATION L0006121 | VOLUME | 445634.856 | 3764430.873 | 238.06 |
| LOCATION L0006122 | VOLUME | 445626.266 | 3764430.993 | 238.06 |
| LOCATION L0006123 | VOLUME | 445617.677 | 3764431.113 | 238.06 |
| LOCATION L0006124 | VOLUME | 445609.088 | 3764431.232 | 238.06 |
| LOCATION L0006125 | VOLUME | 445600.499 | 3764431.352 | 238.06 |
| LOCATION L0006126 | VOLUME | 445591.910 | 3764431.472 | 238.06 |
| LOCATION L0006127 | VOLUME | 445583.321 | 3764431.592 | 238.06 |
| LOCATION L0006128 | VOLUME | 445574.731 | 3764431.712 | 238.07 |
| LOCATION L0006129 | VOLUME | 445566.142 | 3764431.831 | 238.07 |
| LOCATION L0006130 | VOLUME | 445557.553 | 3764431.951 | 238.07 |
| LOCATION L0006131 | VOLUME | 445548.964 | 3764432.071 | 238.07 |
| LOCATION L0006132 | VOLUME | 445540.375 | 3764432.191 | 238.07 |
| LOCATION L0006133 | VOLUME | 445531.786 | 3764432.311 | 238.07 |
| LOCATION L0006134 | VOLUME | 445523.196 | 3764432.431 | 238.14 |
| LOCATION L0006135 | VOLUME | 445514.607 | 3764432.550 | 238.23 |
| LOCATION L0006136 | VOLUME | 445506.018 | 3764432.670 | 238.32 |
| LOCATION L0006137 | VOLUME | 445497.429 | 3764432.790 | 238.38 |
| LOCATION L0006138 | VOLUME | 445488.840 | 3764432.910 | 238.38 |
| LOCATION L0006139 | VOLUME | 445480.251 | 3764433.030 | 238.38 |
| LOCATION L0006140 | VOLUME | 445471.661 | 3764433.149 | 238.39 |
| LOCATION L0006141 | VOLUME | 445463.072 | 3764433.269 | 238.39 |
| LOCATION L0006142 | VOLUME | 445454.483 | 3764433.389 | 238.39 |
| LOCATION L0006143 | VOLUME | 445445.894 | 3764433.509 | 238.39 |
| LOCATION L0006144 | VOLUME | 445437.305 | 3764433.629 | 238.42 |
| LOCATION L0006145 | VOLUME | 445428.716 | 3764433.748 | 238.51 |
| LOCATION L0006146 | VOLUME | 445420.126 | 3764433.868 | 238.59 |
| LOCATION L0006147 | VOLUME | 445411.537 | 3764433.988 | 238.68 |
| LOCATION L0006148 | VOLUME | 445402.948 | 3764434.108 | 238.70 |
| LOCATION L0006149 | VOLUME | 445394.359 | 3764434.228 | 238.70 |
| LOCATION L0006150 | VOLUME | 445385.770 | 3764434.348 | 238.70 |
| LOCATION L0006151 | VOLUME | 445377.181 | 3764434.467 | 238.73 |
| LOCATION L0006152 | VOLUME | 445368.591 | 3764434.587 | 238.82 |
| LOCATION L0006153 | VOLUME | 445360.002 | 3764434.707 | 238.91 |
| LOCATION L0006154 | VOLUME | 445351.413 | 3764434.827 | 239.00 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0006155 | VOLUME | 445342.824 | 3764434.947 | 239.01 |
| LOCATION L0006156 | VOLUME | 445334.235 | 3764435.066 | 239.01 |
| LOCATION L0006157 | VOLUME | 445325.646 | 3764435.186 | 239.02 |
| LOCATION L0006158 | VOLUME | 445317.056 | 3764435.306 | 239.04 |
| LOCATION L0006159 | VOLUME | 445308.467 | 3764435.426 | 239.11 |
| LOCATION L0006160 | VOLUME | 445299.878 | 3764435.546 | 239.19 |
| LOCATION L0006161 | VOLUME | 445291.289 | 3764435.665 | 239.26 |
| LOCATION L0006162 | VOLUME | 445282.700 | 3764435.785 | 239.28 |

** END OF LINE VOLUME SOURCE ID = SLINE13

**

** LINE SOURCE REPRESENTED BY ADJACENT VOLUME SOURCES

** LINE VOLUME SOURCE ID = SLINE14

** DESCRSRC OFF-SITE TRAVEL 5% (TO THE EAST)

** PREFIX

** LENGTH OF SIDE = 8.59

** CONFIGURATION = ADJACENT

** EMISSION RATE = 0.00001002

** VERTICAL DIMENSION = 6.99

** SZINIT = 3.25

** NODES = 2

** 448234.182, 3764386.377, 242.28, 3.49, 4.00

** 449109.685, 3764378.958, 242.28, 3.49, 4.00

**

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0006163 | VOLUME | 448238.477 | 3764386.341 | 243.40 |
| LOCATION L0006164 | VOLUME | 448247.066 | 3764386.268 | 243.40 |
| LOCATION L0006165 | VOLUME | 448255.656 | 3764386.195 | 243.39 |
| LOCATION L0006166 | VOLUME | 448264.246 | 3764386.122 | 243.42 |
| LOCATION L0006167 | VOLUME | 448272.835 | 3764386.050 | 243.46 |
| LOCATION L0006168 | VOLUME | 448281.425 | 3764385.977 | 243.51 |
| LOCATION L0006169 | VOLUME | 448290.015 | 3764385.904 | 243.55 |
| LOCATION L0006170 | VOLUME | 448298.604 | 3764385.831 | 243.59 |
| LOCATION L0006171 | VOLUME | 448307.194 | 3764385.758 | 243.63 |
| LOCATION L0006172 | VOLUME | 448315.784 | 3764385.686 | 243.67 |
| LOCATION L0006173 | VOLUME | 448324.374 | 3764385.613 | 243.76 |
| LOCATION L0006174 | VOLUME | 448332.963 | 3764385.540 | 243.89 |
| LOCATION L0006175 | VOLUME | 448341.553 | 3764385.467 | 244.02 |
| LOCATION L0006176 | VOLUME | 448350.143 | 3764385.394 | 244.15 |
| LOCATION L0006177 | VOLUME | 448358.732 | 3764385.322 | 244.19 |
| LOCATION L0006178 | VOLUME | 448367.322 | 3764385.249 | 244.24 |
| LOCATION L0006179 | VOLUME | 448375.912 | 3764385.176 | 244.28 |
| LOCATION L0006180 | VOLUME | 448384.501 | 3764385.103 | 244.46 |
| LOCATION L0006181 | VOLUME | 448393.091 | 3764385.030 | 244.76 |
| LOCATION L0006182 | VOLUME | 448401.681 | 3764384.958 | 245.07 |
| LOCATION L0006183 | VOLUME | 448410.270 | 3764384.885 | 245.37 |
| LOCATION L0006184 | VOLUME | 448418.860 | 3764384.812 | 245.72 |
| LOCATION L0006185 | VOLUME | 448427.450 | 3764384.739 | 246.07 |
| LOCATION L0006186 | VOLUME | 448436.040 | 3764384.666 | 246.42 |
| LOCATION L0006187 | VOLUME | 448444.629 | 3764384.594 | 246.45 |
| LOCATION L0006188 | VOLUME | 448453.219 | 3764384.521 | 246.23 |
| LOCATION L0006189 | VOLUME | 448461.809 | 3764384.448 | 246.00 |

| | | | | |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0006190 | VOLUME | 448470.398 | 3764384.375 | 245.76 |
| LOCATION L0006191 | VOLUME | 448478.988 | 3764384.302 | 245.37 |
| LOCATION L0006192 | VOLUME | 448487.578 | 3764384.230 | 244.98 |
| LOCATION L0006193 | VOLUME | 448496.167 | 3764384.157 | 244.59 |
| LOCATION L0006194 | VOLUME | 448504.757 | 3764384.084 | 244.39 |
| LOCATION L0006195 | VOLUME | 448513.347 | 3764384.011 | 244.36 |
| LOCATION L0006196 | VOLUME | 448521.936 | 3764383.938 | 244.32 |
| LOCATION L0006197 | VOLUME | 448530.526 | 3764383.866 | 244.29 |
| LOCATION L0006198 | VOLUME | 448539.116 | 3764383.793 | 244.33 |
| LOCATION L0006199 | VOLUME | 448547.705 | 3764383.720 | 244.37 |
| LOCATION L0006200 | VOLUME | 448556.295 | 3764383.647 | 244.40 |
| LOCATION L0006201 | VOLUME | 448564.885 | 3764383.575 | 244.40 |
| LOCATION L0006202 | VOLUME | 448573.475 | 3764383.502 | 244.36 |
| LOCATION L0006203 | VOLUME | 448582.064 | 3764383.429 | 244.32 |
| LOCATION L0006204 | VOLUME | 448590.654 | 3764383.356 | 244.27 |
| LOCATION L0006205 | VOLUME | 448599.244 | 3764383.283 | 244.19 |
| LOCATION L0006206 | VOLUME | 448607.833 | 3764383.211 | 244.10 |
| LOCATION L0006207 | VOLUME | 448616.423 | 3764383.138 | 244.01 |
| LOCATION L0006208 | VOLUME | 448625.013 | 3764383.065 | 243.97 |
| LOCATION L0006209 | VOLUME | 448633.602 | 3764382.992 | 243.97 |
| LOCATION L0006210 | VOLUME | 448642.192 | 3764382.919 | 243.97 |
| LOCATION L0006211 | VOLUME | 448650.782 | 3764382.847 | 243.97 |
| LOCATION L0006212 | VOLUME | 448659.371 | 3764382.774 | 243.97 |
| LOCATION L0006213 | VOLUME | 448667.961 | 3764382.701 | 243.97 |
| LOCATION L0006214 | VOLUME | 448676.551 | 3764382.628 | 243.97 |
| LOCATION L0006215 | VOLUME | 448685.141 | 3764382.555 | 243.92 |
| LOCATION L0006216 | VOLUME | 448693.730 | 3764382.483 | 243.83 |
| LOCATION L0006217 | VOLUME | 448702.320 | 3764382.410 | 243.74 |
| LOCATION L0006218 | VOLUME | 448710.910 | 3764382.337 | 243.66 |
| LOCATION L0006219 | VOLUME | 448719.499 | 3764382.264 | 243.66 |
| LOCATION L0006220 | VOLUME | 448728.089 | 3764382.191 | 243.66 |
| LOCATION L0006221 | VOLUME | 448736.679 | 3764382.119 | 243.66 |
| LOCATION L0006222 | VOLUME | 448745.268 | 3764382.046 | 243.66 |
| LOCATION L0006223 | VOLUME | 448753.858 | 3764381.973 | 243.66 |
| LOCATION L0006224 | VOLUME | 448762.448 | 3764381.900 | 243.66 |
| LOCATION L0006225 | VOLUME | 448771.037 | 3764381.827 | 243.66 |
| LOCATION L0006226 | VOLUME | 448779.627 | 3764381.755 | 243.65 |
| LOCATION L0006227 | VOLUME | 448788.217 | 3764381.682 | 243.65 |
| LOCATION L0006228 | VOLUME | 448796.807 | 3764381.609 | 243.65 |
| LOCATION L0006229 | VOLUME | 448805.396 | 3764381.536 | 243.62 |
| LOCATION L0006230 | VOLUME | 448813.986 | 3764381.463 | 243.56 |
| LOCATION L0006231 | VOLUME | 448822.576 | 3764381.391 | 243.51 |
| LOCATION L0006232 | VOLUME | 448831.165 | 3764381.318 | 243.46 |
| LOCATION L0006233 | VOLUME | 448839.755 | 3764381.245 | 243.46 |
| LOCATION L0006234 | VOLUME | 448848.345 | 3764381.172 | 243.46 |
| LOCATION L0006235 | VOLUME | 448856.934 | 3764381.100 | 243.46 |
| LOCATION L0006236 | VOLUME | 448865.524 | 3764381.027 | 243.45 |
| LOCATION L0006237 | VOLUME | 448874.114 | 3764380.954 | 243.45 |
| LOCATION L0006238 | VOLUME | 448882.703 | 3764380.881 | 243.45 |
| LOCATION L0006239 | VOLUME | 448891.293 | 3764380.808 | 243.45 |

| | | | | | |
|----------|----------|--------|------------|-------------|--------|
| LOCATION | L0006240 | VOLUME | 448899.883 | 3764380.736 | 243.45 |
| LOCATION | L0006241 | VOLUME | 448908.473 | 3764380.663 | 243.45 |
| LOCATION | L0006242 | VOLUME | 448917.062 | 3764380.590 | 243.45 |
| LOCATION | L0006243 | VOLUME | 448925.652 | 3764380.517 | 243.44 |
| LOCATION | L0006244 | VOLUME | 448934.242 | 3764380.444 | 243.44 |
| LOCATION | L0006245 | VOLUME | 448942.831 | 3764380.372 | 243.44 |
| LOCATION | L0006246 | VOLUME | 448951.421 | 3764380.299 | 243.43 |
| LOCATION | L0006247 | VOLUME | 448960.011 | 3764380.226 | 243.37 |
| LOCATION | L0006248 | VOLUME | 448968.600 | 3764380.153 | 243.31 |
| LOCATION | L0006249 | VOLUME | 448977.190 | 3764380.080 | 243.25 |
| LOCATION | L0006250 | VOLUME | 448985.780 | 3764380.008 | 243.19 |
| LOCATION | L0006251 | VOLUME | 448994.369 | 3764379.935 | 243.13 |
| LOCATION | L0006252 | VOLUME | 449002.959 | 3764379.862 | 243.07 |
| LOCATION | L0006253 | VOLUME | 449011.549 | 3764379.789 | 243.01 |
| LOCATION | L0006254 | VOLUME | 449020.139 | 3764379.716 | 242.98 |
| LOCATION | L0006255 | VOLUME | 449028.728 | 3764379.644 | 242.95 |
| LOCATION | L0006256 | VOLUME | 449037.318 | 3764379.571 | 242.92 |
| LOCATION | L0006257 | VOLUME | 449045.908 | 3764379.498 | 242.91 |
| LOCATION | L0006258 | VOLUME | 449054.497 | 3764379.425 | 242.91 |
| LOCATION | L0006259 | VOLUME | 449063.087 | 3764379.352 | 242.91 |
| LOCATION | L0006260 | VOLUME | 449071.677 | 3764379.280 | 242.90 |
| LOCATION | L0006261 | VOLUME | 449080.266 | 3764379.207 | 242.87 |
| LOCATION | L0006262 | VOLUME | 449088.856 | 3764379.134 | 242.84 |
| LOCATION | L0006263 | VOLUME | 449097.446 | 3764379.061 | 242.81 |
| LOCATION | L0006264 | VOLUME | 449106.035 | 3764378.988 | 242.85 |

** END OF LINE VOLUME SOURCE ID = SLINE14

** SOURCE PARAMETERS **

** LINE VOLUME SOURCE ID = SLINE1

| | | | | | |
|----------|----------|-------------|------|------|------|
| SRCPARAM | L0004259 | 0.000003506 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004260 | 0.000003506 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004261 | 0.000003506 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004262 | 0.000003506 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004263 | 0.000003506 | 3.49 | 4.00 | 3.25 |

**

** LINE VOLUME SOURCE ID = SLINE2

| | | | | | |
|----------|----------|--------------|------|------|------|
| SRCPARAM | L0005276 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005277 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005278 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005279 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005280 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005281 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005282 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005283 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005284 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005285 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005286 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005287 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005288 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005289 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005290 | 0.0000101333 | 3.49 | 4.00 | 3.25 |

| | | | | |
|-------------------|--------------|------|------|------|
| SRCPARAM L0005291 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005292 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005293 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005294 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005295 | 0.0000101333 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005296 | 0.0000101333 | 3.49 | 4.00 | 3.25 |

**

** LINE VOLUME SOURCE ID = SLINE3

| | | | | |
|-------------------|--------------|------|------|------|
| SRCPARAM L0005297 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005298 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005299 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005300 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005301 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005302 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005303 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005304 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005305 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005306 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005307 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005308 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005309 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005310 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005311 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005312 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005313 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005314 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005315 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005316 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005317 | 0.0000103955 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005318 | 0.0000103955 | 3.49 | 4.00 | 3.25 |

**

** LINE VOLUME SOURCE ID = SLINE4

| | | | | |
|-------------------|-------------|------|------|------|
| SRCPARAM L0004307 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004308 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004309 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004310 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004311 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004312 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004313 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004314 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004315 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004316 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004317 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004318 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004319 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004320 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004321 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004322 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004323 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004324 | 0.000001827 | 3.49 | 4.00 | 3.25 |

| | | | | |
|-------------------|-------------|------|------|------|
| SRCPARAM L0004325 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004326 | 0.000001827 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004327 | 0.000001827 | 3.49 | 4.00 | 3.25 |

**

** -----
 ** LINE VOLUME SOURCE ID = SLINE5

| | | | | |
|-------------------|-------------|------|------|------|
| SRCPARAM L0004328 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004329 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004330 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004331 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004332 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004333 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004334 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004335 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004336 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004337 | 0.000001901 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004338 | 0.000001901 | 3.49 | 4.00 | 3.25 |

**

** -----
 ** LINE VOLUME SOURCE ID = SLINE6

| | | | | |
|-------------------|--------------|------|------|------|
| SRCPARAM L0004339 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004340 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004341 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004342 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004343 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004344 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004345 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004346 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004347 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004348 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004349 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004350 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004351 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004352 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004353 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004354 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004355 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004356 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004357 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004358 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004359 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004360 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004361 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004362 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004363 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004364 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004365 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004366 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004367 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004368 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004369 | 0.0000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004370 | 0.0000004271 | 3.49 | 4.00 | 3.25 |

| | | | | |
|-------------------|-------------|------|------|------|
| SRCPARAM L0004371 | 0.000004271 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0004372 | 0.000004271 | 3.49 | 4.00 | 3.25 |

** -----

** LINE VOLUME SOURCE ID = SLINE7

| | | | | |
|-------------------|------------|------|------|------|
| SRCPARAM L0005319 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005320 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005321 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005322 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005323 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005324 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005325 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005326 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005327 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005328 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005329 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005330 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005331 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005332 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005333 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005334 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005335 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005336 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005337 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005338 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005339 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005340 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005341 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005342 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005343 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005344 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005345 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005346 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005347 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005348 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005349 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005350 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005351 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005352 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005353 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005354 | 0.00000171 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005355 | 0.00000171 | 3.49 | 4.00 | 3.25 |

** -----

** LINE VOLUME SOURCE ID = SLINE8

| | | | | |
|-------------------|-------------|------|------|------|
| SRCPARAM L0005356 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005357 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005358 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005359 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005360 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005361 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005362 | 0.000001842 | 3.49 | 4.00 | 3.25 |

| | | | | | |
|----------|----------|-------------|------|------|------|
| SRCPARAM | L0005363 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005364 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005365 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005366 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005367 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005368 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005369 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005370 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005371 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005372 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005373 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005374 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005375 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005376 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005377 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005378 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005379 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005380 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005381 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005382 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005383 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005384 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005385 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005386 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005387 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005388 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005389 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005390 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005391 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005392 | 0.000001842 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005393 | 0.000001842 | 3.49 | 4.00 | 3.25 |

**

** LINE VOLUME SOURCE ID = SLINE9

| | | | | | |
|----------|----------|-------------|------|------|------|
| SRCPARAM | L0004448 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004449 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004450 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004451 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004452 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004453 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004454 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004455 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004456 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004457 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004458 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004459 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004460 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004461 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004462 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004463 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004464 | 0.000001609 | 3.49 | 4.00 | 3.25 |

| | | | | | |
|----------|----------|-------------|------|------|------|
| SRCPARAM | L0004465 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004466 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004467 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004468 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004469 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004470 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004471 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004472 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004473 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004474 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004475 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004476 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004477 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004478 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004479 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004480 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004481 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004482 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004483 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004484 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004485 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004486 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004487 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004488 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004489 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004490 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004491 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004492 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004493 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004494 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004495 | 0.000001609 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004496 | 0.000001609 | 3.49 | 4.00 | 3.25 |

**

** LINE VOLUME SOURCE ID = SLINE10

| | | | | | |
|----------|----------|--------------|------|------|------|
| SRCPARAM | L0004497 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004498 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004499 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004500 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004501 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004502 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004503 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004504 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004505 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004506 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004507 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004508 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004509 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004510 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004511 | 0.0000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004512 | 0.0000008663 | 3.49 | 4.00 | 3.25 |

| | | | | | |
|----------|----------|-------------|------|------|------|
| SRCPARAM | L0004513 | 0.000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004514 | 0.000008663 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0004515 | 0.000008663 | 3.49 | 4.00 | 3.25 |

**

** -----
 ** LINE VOLUME SOURCE ID = SLINE11

| | | | | | |
|----------|----------|-------------|------|------|------|
| SRCPARAM | L0005394 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005395 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005396 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005397 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005398 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005399 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005400 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005401 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005402 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005403 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005404 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005405 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005406 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005407 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005408 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005409 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005410 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005411 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005412 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005413 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005414 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005415 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005416 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005417 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005418 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005419 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005420 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005421 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005422 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005423 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005424 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005425 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005426 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005427 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005428 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005429 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005430 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005431 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005432 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005433 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005434 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005435 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005436 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005437 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0005438 | 0.000001322 | 3.49 | 4.00 | 3.25 |

| | | | | |
|-------------------|-------------|------|------|------|
| SRCPARAM L0005439 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005440 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005441 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005442 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005443 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005444 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005445 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005446 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005447 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005448 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005449 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005450 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005451 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005452 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005453 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005454 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005455 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005456 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005457 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005458 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005459 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005460 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005461 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005462 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005463 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005464 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005465 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005466 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005467 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005468 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005469 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005470 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005471 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005472 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005473 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005474 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005475 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005476 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005477 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005478 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005479 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005480 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005481 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005482 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005483 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005484 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005485 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005486 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005487 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005488 | 0.000001322 | 3.49 | 4.00 | 3.25 |

| | | | | |
|-------------------|-------------|------|------|------|
| SRCPARAM L0005489 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005490 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005491 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005492 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005493 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005494 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005495 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005496 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005497 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005498 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005499 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005500 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005501 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005502 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005503 | 0.000001322 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005504 | 0.000001322 | 3.49 | 4.00 | 3.25 |

**

** LINE VOLUME SOURCE ID = SLINE12

| | | | | |
|-------------------|--------------|------|------|------|
| SRCPARAM L0005616 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005617 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005618 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005619 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005620 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005621 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005622 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005623 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005624 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005625 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005626 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005627 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005628 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005629 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005630 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005631 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005632 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005633 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005634 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005635 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005636 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005637 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005638 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005639 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005640 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005641 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005642 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005643 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005644 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005645 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005646 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005647 | 0.0000007813 | 3.49 | 4.00 | 3.25 |

| | | | | |
|-------------------|--------------|------|------|------|
| SRCPARAM L0005798 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005799 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005800 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005801 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005802 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005803 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005804 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005805 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005806 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005807 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005808 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005809 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005810 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005811 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005812 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005813 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005814 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005815 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005816 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005817 | 0.0000007813 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005818 | 0.0000007813 | 3.49 | 4.00 | 3.25 |

**

** -----
 ** LINE VOLUME SOURCE ID = SLINE13

| | | | | |
|-------------------|---------------|------|------|------|
| SRCPARAM L0005819 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005820 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005821 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005822 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005823 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005824 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005825 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005826 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005827 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005828 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005829 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005830 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005831 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005832 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005833 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005834 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005835 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005836 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005837 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005838 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005839 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005840 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005841 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005842 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005843 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005844 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0005845 | 0.00000009831 | 3.49 | 4.00 | 3.25 |

| | | | | | |
|----------|----------|---------------|------|------|------|
| SRCPARAM | L0006146 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006147 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006148 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006149 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006150 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006151 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006152 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006153 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006154 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006155 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006156 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006157 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006158 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006159 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006160 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006161 | 0.00000009831 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006162 | 0.00000009831 | 3.49 | 4.00 | 3.25 |

**

** LINE VOLUME SOURCE ID = SLINE14

| | | | | | |
|----------|----------|---------------|------|------|------|
| SRCPARAM | L0006163 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006164 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006165 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006166 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006167 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006168 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006169 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006170 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006171 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006172 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006173 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006174 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006175 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006176 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006177 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006178 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006179 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006180 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006181 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006182 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006183 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006184 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006185 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006186 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006187 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006188 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006189 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006190 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006191 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006192 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM | L0006193 | 0.00000009824 | 3.49 | 4.00 | 3.25 |

| | | | | |
|-------------------|---------------|------|------|------|
| SRCPARAM L0006244 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006245 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006246 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006247 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006248 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006249 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006250 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006251 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006252 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006253 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006254 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006255 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006256 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006257 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006258 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006259 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006260 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006261 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006262 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006263 | 0.00000009824 | 3.49 | 4.00 | 3.25 |
| SRCPARAM L0006264 | 0.00000009824 | 3.49 | 4.00 | 3.25 |

**

 URBANSRC ALL
 SRCGROUP ALL

SO FINISHED

**

** AERMOD RECEPTOR PATHWAY

**

**

RE STARTING
 INCLUDED "13214 HRA CSO.ROU"

RE FINISHED

**

** AERMOD METEOROLOGY PATHWAY

**

**

ME STARTING
 SURFFILE KONT_V9_ADJU\KONT_V9.SFC
 PROFFILE KONT_V9_ADJU\KONT_V9.PFL
 SURFDATA 3102 2012
 UAIRDATA 3190 2012
 PROFBASE 289.0 METERS

ME FINISHED

**

** AERMOD OUTPUT PATHWAY

**

**

OU STARTING

** AUTO-GENERATED PLOTFILES

PLOTFILE ANNUAL ALL "13214 HRA CSO.AD\AN00GALL.PLT" 31

SUMMFILE "13214 HRA CSO.SUM"

OU FINISHED

*** Message Summary For AERMOD Model Setup ***

----- Summary of Total Messages -----

| | |
|------------|----------------------------|
| A Total of | 0 Fatal Error Message(s) |
| A Total of | 2 Warning Message(s) |
| A Total of | 0 Informational Message(s) |

***** FATAL ERROR MESSAGES *****

*** NONE ***

***** WARNING MESSAGES *****

ME W186 2346 MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used
0.50

ME W187 2346 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

*** SETUP Finishes Successfully ***

▲ *** AERMOD - VERSION 19191 *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC *** 07/09/20

*** AERMET - VERSION 16216 ***
*** 17:37:35

PAGE 1

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** MODEL SETUP OPTIONS SUMMARY

**Model Is Setup For Calculation of Average CONCentration Values.

-- DEPOSITION LOGIC --

**NO GAS DEPOSITION Data Provided.

**NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION. DRYDPLT = F
 **Model Uses NO WET DEPLETION. WETDPLT = F

 **Model Uses URBAN Dispersion Algorithm for the SBL for 1017 Source(s),
 for Total of 1 Urban Area(s):
 Urban Population = 2035210.0 ; Urban Roughness Length = 1.000 m

 **Model Uses Regulatory DEFAULT Options:
 1. Stack-tip Downwash.
 2. Model Accounts for ELEVated Terrain Effects.
 3. Use Calms Processing Routine.
 4. Use Missing Data Processing Routine.
 5. No Exponential Decay.
 6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
 ADJ_U* - Use ADJ_U* option for SBL in AERMET
 CCVR_Sub - Meteorological data includes CCVR substitutions
 TEMP_Sub - Meteorological data includes TEMP substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of: DPM

 **Model Calculates ANNUAL Averages Only

 **This Run Includes: 1017 Source(s); 1 Source Group(s); and 17
 Receptor(s)

 with: 0 POINT(s), including
 0 POINTCAP(s) and 0 POINTHOR(s)
 and: 1017 VOLUME source(s)
 and: 0 AREA type source(s)
 and: 0 LINE source(s)
 and: 0 RLINE/RLINEXT source(s)
 and: 0 OPENPIT source(s)
 and: 0 BUOYANT LINE source(s) with 0 line(s)

 **Model Set To Continue RUNNING After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date: 16216

 **Output Options Selected:
 Model Outputs Tables of ANNUAL Averages by Receptor
 Model Outputs External File(s) of High Values for Plotting (PLOTFILE
 Keyword)
 Model Outputs Separate Summary File of High Ranked Values (SUMMFILE
 Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
 m for Missing
 Hours
 b for Both Calm
 and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 289.00 ; Decay
 Coef. = 0.000 ; Rot. Angle = 0.0
 Emission Units = GRAMS/SEC ;
 Emission Rate Unit Factor = 0.10000E+07
 Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 3.9 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: 13214 HRA CSO.ERR

**File for Summary of Results: 13214 HRA CSO.SUM

▲ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 2

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | SOURCE | SCALAR | VARY | | X | Y | (METERS) | (METERS) |
| ID | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |
| (METERS) | | | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0004259 | 0 | 0.35060E-05 | 448164.8 | 3764312.1 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004260 | 0 | 0.35060E-05 | 448173.3 | 3764311.9 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004261 | 0 | 0.35060E-05 | 448181.9 | 3764311.7 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0004262 | 0 | 0.35060E-05 | 448190.5 | 3764311.5 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004263 | 0 | 0.35060E-05 | 448199.1 | 3764311.3 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005276 | 0 | 0.10133E-04 | 448173.2 | 3764185.6 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005277 | 0 | 0.10133E-04 | 448181.8 | 3764185.5 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005278 | 0 | 0.10133E-04 | 448190.4 | 3764185.3 | 241.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005279 | 0 | 0.10133E-04 | 448199.0 | 3764185.1 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005280 | 0 | 0.10133E-04 | 448207.6 | 3764185.0 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005281 | 0 | 0.10133E-04 | 448216.1 | 3764184.8 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005282 | 0 | 0.10133E-04 | 448224.7 | 3764184.7 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005283 | 0 | 0.10133E-04 | 448233.3 | 3764184.5 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005284 | 0 | 0.10133E-04 | 448241.9 | 3764184.4 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005285 | 0 | 0.10133E-04 | 448250.5 | 3764184.2 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005286 | 0 | 0.10133E-04 | 448259.1 | 3764184.0 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005287 | 0 | 0.10133E-04 | 448267.7 | 3764183.9 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005288 | 0 | 0.10133E-04 | 448276.3 | 3764183.7 | 241.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005289 | 0 | 0.10133E-04 | 448284.9 | 3764183.6 | 241.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005290 | 0 | 0.10133E-04 | 448293.4 | 3764183.4 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005291 | 0 | 0.10133E-04 | 448302.0 | 3764183.3 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005292 | 0 | 0.10133E-04 | 448310.6 | 3764183.1 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005293 | 0 | 0.10133E-04 | 448319.2 | 3764182.9 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005294 | 0 | 0.10133E-04 | 448327.8 | 3764182.8 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005295 | 0 | 0.10133E-04 | 448336.4 | 3764182.6 | 242.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005296 | 0 | 0.10133E-04 | 448345.0 | 3764182.5 | 242.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005297 | 0 | 0.10396E-04 | 448173.8 | 3764114.2 | 241.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005298 | 0 | 0.10396E-04 | 448182.4 | 3764114.1 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005299 | 0 | 0.10396E-04 | 448190.9 | 3764113.9 | 241.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005300 | 0 | 0.10396E-04 | 448199.5 | 3764113.8 | 241.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005301 | 0 | 0.10396E-04 | 448208.1 | 3764113.7 | 241.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005302 | 0 | 0.10396E-04 | 448216.7 | 3764113.6 | 241.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005303 | 0 | 0.10396E-04 | 448225.3 | 3764113.4 | 240.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005304 | 0 | 0.10396E-04 | 448233.9 | 3764113.3 | 240.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005305 | 0 | 0.10396E-04 | 448242.5 | 3764113.2 | 240.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005306 | 0 | 0.10396E-04 | 448251.1 | 3764113.0 | 240.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005307 | 0 | 0.10396E-04 | 448259.7 | 3764112.9 | 240.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005308 | 0 | 0.10396E-04 | 448268.2 | 3764112.8 | 241.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005309 | 0 | 0.10396E-04 | 448276.8 | 3764112.6 | 241.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005310 | 0 | 0.10396E-04 | 448285.4 | 3764112.5 | 241.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 3

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | X | Y | (METERS) | (METERS) |
| (METERS) | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005311 | 0 | 0.10396E-04 | 448294.0 | 3764112.4 | 241.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005312 | 0 | 0.10396E-04 | 448302.6 | 3764112.2 | 241.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005313 | 0 | 0.10396E-04 | 448311.2 | 3764112.1 | 241.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005314 | 0 | 0.10396E-04 | 448319.8 | 3764112.0 | 241.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005315 | 0 | 0.10396E-04 | 448328.4 | 3764111.9 | 241.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005316 | 0 | 0.10396E-04 | 448337.0 | 3764111.7 | 241.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005317 | 0 | 0.10396E-04 | 448345.5 | 3764111.6 | 241.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005318 | 0 | 0.10396E-04 | 448354.1 | 3764111.5 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004307 | 0 | 0.18270E-05 | 448197.5 | 3763926.3 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004308 | 0 | 0.18270E-05 | 448197.3 | 3763917.8 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004309 | 0 | 0.18270E-05 | 448197.1 | 3763909.2 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004310 | 0 | 0.18270E-05 | 448197.0 | 3763900.6 | 239.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004311 | 0 | 0.18270E-05 | 448196.8 | 3763892.0 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004312 | 0 | 0.18270E-05 | 448196.7 | 3763883.4 | 239.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004313 | 0 | 0.18270E-05 | 448196.5 | 3763874.8 | 239.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004314 | 0 | 0.18270E-05 | 448196.4 | 3763866.2 | 238.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004315 | 0 | 0.18270E-05 | 448196.2 | 3763857.6 | 238.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004316 | 0 | 0.18270E-05 | 448196.0 | 3763849.1 | 238.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004317 | 0 | 0.18270E-05 | 448195.9 | 3763840.5 | 238.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004318 | 0 | 0.18270E-05 | 448195.7 | 3763831.9 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004319 | 0 | 0.18270E-05 | 448195.6 | 3763823.3 | 238.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004320 | 0 | 0.18270E-05 | 448195.4 | 3763814.7 | 238.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004321 | 0 | 0.18270E-05 | 448195.3 | 3763806.1 | 238.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004322 | 0 | 0.18270E-05 | 448195.1 | 3763797.5 | 238.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004323 | 0 | 0.18270E-05 | 448194.9 | 3763788.9 | 237.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004324 | 0 | 0.18270E-05 | 448194.8 | 3763780.3 | 237.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004325 | 0 | 0.18270E-05 | 448194.6 | 3763771.8 | 237.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004326 | 0 | 0.18270E-05 | 448194.5 | 3763763.2 | 237.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0004327 | 0 | 0.18270E-05 | 448194.3 | 3763754.6 | 237.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004328 | 0 | 0.19010E-05 | 448358.0 | 3763895.0 | 239.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004329 | 0 | 0.19010E-05 | 448349.4 | 3763895.1 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004330 | 0 | 0.19010E-05 | 448340.8 | 3763895.2 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004331 | 0 | 0.19010E-05 | 448332.2 | 3763895.3 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004332 | 0 | 0.19010E-05 | 448323.7 | 3763895.4 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004333 | 0 | 0.19010E-05 | 448315.1 | 3763895.5 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004334 | 0 | 0.19010E-05 | 448306.5 | 3763895.7 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004335 | 0 | 0.19010E-05 | 448297.9 | 3763895.8 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004336 | 0 | 0.19010E-05 | 448289.3 | 3763895.9 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004337 | 0 | 0.19010E-05 | 448280.7 | 3763896.0 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004338 | 0 | 0.19010E-05 | 448272.1 | 3763896.1 | 239.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

▲ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214 HRA CSO.ISC *** 07/09/20

*** AERMET - VERSION 16216 *** ***

17:37:35

PAGE 4

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. | |
|-------|--------|----------|----------|------|----------|----------|----------|----------|----------|
| | SOURCE | EMISSION | RATE | | X | Y | ELEV. | HEIGHT | SY |
| SZ | SOURCE | SCALAR | VARY | | | | (METERS) | (METERS) | (METERS) |
| ID | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0004339 | 0 | 0.42710E-06 | 448119.6 | 3764371.9 | 243.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004340 | 0 | 0.42710E-06 | 448119.3 | 3764363.3 | 243.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004341 | 0 | 0.42710E-06 | 448118.9 | 3764354.8 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0004342 | 0 | 0.42710E-06 | 448118.6 | 3764346.2 | 243.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004343 | 0 | 0.42710E-06 | 448118.3 | 3764337.6 | 243.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004344 | 0 | 0.42710E-06 | 448117.9 | 3764329.0 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004345 | 0 | 0.42710E-06 | 448117.6 | 3764320.4 | 242.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004346 | 0 | 0.42710E-06 | 448117.2 | 3764311.8 | 242.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004347 | 0 | 0.42710E-06 | 448116.9 | 3764303.3 | 242.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004348 | 0 | 0.42710E-06 | 448117.3 | 3764295.4 | 242.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004349 | 0 | 0.42710E-06 | 448125.9 | 3764295.1 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004350 | 0 | 0.42710E-06 | 448134.5 | 3764294.8 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004351 | 0 | 0.42710E-06 | 448143.1 | 3764294.5 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004352 | 0 | 0.42710E-06 | 448151.6 | 3764294.3 | 241.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004353 | 0 | 0.42710E-06 | 448160.2 | 3764294.0 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004354 | 0 | 0.42710E-06 | 448168.8 | 3764293.7 | 241.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004355 | 0 | 0.42710E-06 | 448177.4 | 3764293.4 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004356 | 0 | 0.42710E-06 | 448186.0 | 3764293.1 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004357 | 0 | 0.42710E-06 | 448194.6 | 3764292.9 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004358 | 0 | 0.42710E-06 | 448203.2 | 3764292.6 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004359 | 0 | 0.42710E-06 | 448211.7 | 3764292.3 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004360 | 0 | 0.42710E-06 | 448220.3 | 3764292.0 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004361 | 0 | 0.42710E-06 | 448228.9 | 3764291.8 | 241.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004362 | 0 | 0.42710E-06 | 448237.5 | 3764291.5 | 241.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004363 | 0 | 0.42710E-06 | 448246.1 | 3764291.2 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004364 | 0 | 0.42710E-06 | 448249.3 | 3764296.6 | 242.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004365 | 0 | 0.42710E-06 | 448249.5 | 3764305.2 | 242.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004366 | 0 | 0.42710E-06 | 448249.7 | 3764313.8 | 242.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0004367 | 0 | 0.42710E-06 | 448249.9 | 3764322.4 | 242.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004368 | 0 | 0.42710E-06 | 448250.2 | 3764331.0 | 242.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004369 | 0 | 0.42710E-06 | 448250.4 | 3764339.6 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004370 | 0 | 0.42710E-06 | 448250.6 | 3764348.2 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004371 | 0 | 0.42710E-06 | 448250.8 | 3764356.8 | 243.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004372 | 0 | 0.42710E-06 | 448251.1 | 3764365.3 | 243.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005319 | 0 | 0.17100E-05 | 448417.2 | 3764151.8 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005320 | 0 | 0.17100E-05 | 448408.7 | 3764151.1 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005321 | 0 | 0.17100E-05 | 448400.1 | 3764150.5 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005322 | 0 | 0.17100E-05 | 448392.1 | 3764150.8 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005323 | 0 | 0.17100E-05 | 448389.1 | 3764158.8 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005324 | 0 | 0.17100E-05 | 448386.1 | 3764166.9 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 5

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|-------------|------|---|----------|----------|----------|
| SZ | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| ID | SOURCE | PART. | (GRAMS/SEC) | X | Y | (METERS) | (METERS) | (METERS) |
| (METERS) | | SCALAR | VARY | | | | | |
| | | CATS. | BY | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005325 | 0 | 0.17100E-05 | 448377.8 | 3764168.1 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005326 | 0 | 0.17100E-05 | 448369.2 | 3764168.3 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005327 | 0 | 0.17100E-05 | 448360.6 | 3764168.4 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005328 | 0 | 0.17100E-05 | 448352.0 | 3764168.5 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005329 | 0 | 0.17100E-05 | 448343.4 | 3764168.5 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005330 | 0 | 0.17100E-05 | 448334.8 | 3764168.6 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005331 | 0 | 0.17100E-05 | 448326.2 | 3764168.7 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005332 | 0 | 0.17100E-05 | 448317.6 | 3764168.7 | 241.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005333 | 0 | 0.17100E-05 | 448309.1 | 3764168.8 | 241.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005334 | 0 | 0.17100E-05 | 448300.5 | 3764168.9 | 241.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005335 | 0 | 0.17100E-05 | 448291.9 | 3764169.0 | 241.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005336 | 0 | 0.17100E-05 | 448283.3 | 3764169.0 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005337 | 0 | 0.17100E-05 | 448274.7 | 3764169.1 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005338 | 0 | 0.17100E-05 | 448266.1 | 3764169.2 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005339 | 0 | 0.17100E-05 | 448257.5 | 3764169.2 | 241.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005340 | 0 | 0.17100E-05 | 448248.9 | 3764169.3 | 241.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005341 | 0 | 0.17100E-05 | 448240.3 | 3764169.4 | 241.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005342 | 0 | 0.17100E-05 | 448231.8 | 3764169.4 | 241.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005343 | 0 | 0.17100E-05 | 448223.2 | 3764169.5 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005344 | 0 | 0.17100E-05 | 448214.6 | 3764169.6 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005345 | 0 | 0.17100E-05 | 448206.0 | 3764169.7 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005346 | 0 | 0.17100E-05 | 448197.4 | 3764169.7 | 241.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005347 | 0 | 0.17100E-05 | 448188.8 | 3764169.8 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005348 | 0 | 0.17100E-05 | 448180.2 | 3764169.9 | 242.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005349 | 0 | 0.17100E-05 | 448171.6 | 3764169.9 | 242.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005350 | 0 | 0.17100E-05 | 448163.0 | 3764170.0 | 242.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005351 | 0 | 0.17100E-05 | 448154.4 | 3764170.1 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005352 | 0 | 0.17100E-05 | 448145.9 | 3764170.2 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005353 | 0 | 0.17100E-05 | 448137.3 | 3764170.2 | 243.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005354 | 0 | 0.17100E-05 | 448128.7 | 3764170.3 | 243.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005355 | 0 | 0.17100E-05 | 448120.1 | 3764170.4 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005356 | 0 | 0.18420E-05 | 448417.2 | 3764149.0 | 242.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005357 | 0 | 0.18420E-05 | 448408.6 | 3764149.4 | 242.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005358 | 0 | 0.18420E-05 | 448400.1 | 3764149.7 | 242.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005359 | 0 | 0.18420E-05 | 448392.7 | 3764148.1 | 242.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005360 | 0 | 0.18420E-05 | 448389.4 | 3764140.1 | 241.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005361 | 0 | 0.18420E-05 | 448384.4 | 3764133.3 | 241.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005362 | 0 | 0.18420E-05 | 448378.3 | 3764127.3 | 241.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005363 | 0 | 0.18420E-05 | 448369.8 | 3764128.3 | 241.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005364 | 0 | 0.18420E-05 | 448361.3 | 3764129.2 | 241.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

```

^ *** AERMOD - VERSION 19191 ***      *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC                      ***      07/09/20
*** AERMET - VERSION 16216 ***      ***
***                                ***      17:37:35

```

PAGE 6

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|-------------|----------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | SOURCE | PART. | (GRAMS/SEC) | X | Y | (METERS) | (METERS) | (METERS) |
| ID | | SCALAR | VARY | | | | | |
| (METERS) | | CATS. | BY | (METERS) | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005365 | 0 | 0.18420E-05 | 448352.8 | 3764128.3 | 241.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005366 | 0 | 0.18420E-05 | 448344.4 | 3764126.6 | 241.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005367 | 0 | 0.18420E-05 | 448335.9 | 3764125.0 | 241.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005368 | 0 | 0.18420E-05 | 448327.4 | 3764124.3 | 241.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005369 | 0 | 0.18420E-05 | 448318.9 | 3764124.9 | 241.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005370 | 0 | 0.18420E-05 | 448310.3 | 3764125.5 | 241.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005371 | 0 | 0.18420E-05 | 448301.7 | 3764126.1 | 241.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005372 | 0 | 0.18420E-05 | 448293.2 | 3764126.7 | 241.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005373 | 0 | 0.18420E-05 | 448284.6 | 3764127.2 | 241.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005374 | 0 | 0.18420E-05 | 448276.0 | 3764127.8 | 241.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005375 | 0 | 0.18420E-05 | 448267.5 | 3764128.4 | 241.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005376 | 0 | 0.18420E-05 | 448258.9 | 3764129.0 | 241.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005377 | 0 | 0.18420E-05 | 448250.3 | 3764129.6 | 241.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005378 | 0 | 0.18420E-05 | 448241.7 | 3764130.2 | 240.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005379 | 0 | 0.18420E-05 | 448233.2 | 3764130.8 | 240.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005380 | 0 | 0.18420E-05 | 448224.6 | 3764131.3 | 240.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005381 | 0 | 0.18420E-05 | 448216.0 | 3764131.9 | 241.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005382 | 0 | 0.18420E-05 | 448207.5 | 3764132.5 | 241.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005383 | 0 | 0.18420E-05 | 448198.9 | 3764133.1 | 241.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005384 | 0 | 0.18420E-05 | 448190.3 | 3764133.7 | 241.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005385 | 0 | 0.18420E-05 | 448181.8 | 3764134.3 | 241.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005386 | 0 | 0.18420E-05 | 448173.2 | 3764134.9 | 242.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005387 | 0 | 0.18420E-05 | 448164.6 | 3764135.4 | 242.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005388 | 0 | 0.18420E-05 | 448156.0 | 3764136.0 | 242.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005389 | 0 | 0.18420E-05 | 448147.5 | 3764136.6 | 242.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005390 | 0 | 0.18420E-05 | 448138.9 | 3764137.2 | 242.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005391 | 0 | 0.18420E-05 | 448130.3 | 3764137.8 | 242.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005392 | 0 | 0.18420E-05 | 448121.8 | 3764138.4 | 243.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005393 | 0 | 0.18420E-05 | 448113.2 | 3764138.9 | 243.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004448 | 0 | 0.16090E-05 | 448215.6 | 3763783.4 | 238.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004449 | 0 | 0.16090E-05 | 448215.9 | 3763792.0 | 238.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004450 | 0 | 0.16090E-05 | 448216.1 | 3763800.6 | 238.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004451 | 0 | 0.16090E-05 | 448216.4 | 3763809.2 | 238.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004452 | 0 | 0.16090E-05 | 448216.7 | 3763817.8 | 238.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004453 | 0 | 0.16090E-05 | 448217.0 | 3763826.4 | 238.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004454 | 0 | 0.16090E-05 | 448217.2 | 3763834.9 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004455 | 0 | 0.16090E-05 | 448217.5 | 3763843.5 | 238.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004456 | 0 | 0.16090E-05 | 448217.8 | 3763852.1 | 238.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004457 | 0 | 0.16090E-05 | 448218.1 | 3763860.7 | 238.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004458 | 0 | 0.16090E-05 | 448218.4 | 3763869.3 | 239.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 7

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|-------|--------|----------|----------|------|--|----------|----------|----------|
| SZ | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| | SCALAR | VARY | | | | (METERS) | (METERS) | (METERS) |
| | ID | CATS. | BY | | | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0004459 | 0 | 0.16090E-05 | 448218.6 | 3763877.9 | 239.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004460 | 0 | 0.16090E-05 | 448218.9 | 3763886.5 | 239.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004461 | 0 | 0.16090E-05 | 448219.2 | 3763895.0 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0004462 | 0 | 0.16090E-05 | 448219.5 | 3763903.6 | 239.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004463 | 0 | 0.16090E-05 | 448219.7 | 3763912.2 | 239.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004464 | 0 | 0.16090E-05 | 448220.0 | 3763920.8 | 239.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004465 | 0 | 0.16090E-05 | 448220.3 | 3763929.4 | 239.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004466 | 0 | 0.16090E-05 | 448220.6 | 3763938.0 | 239.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004467 | 0 | 0.16090E-05 | 448220.9 | 3763946.5 | 239.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004468 | 0 | 0.16090E-05 | 448221.1 | 3763955.1 | 239.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004469 | 0 | 0.16090E-05 | 448221.4 | 3763963.7 | 240.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004470 | 0 | 0.16090E-05 | 448221.7 | 3763972.3 | 240.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004471 | 0 | 0.16090E-05 | 448222.0 | 3763980.9 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004472 | 0 | 0.16090E-05 | 448222.2 | 3763989.5 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004473 | 0 | 0.16090E-05 | 448222.5 | 3763998.1 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004474 | 0 | 0.16090E-05 | 448225.2 | 3764004.1 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004475 | 0 | 0.16090E-05 | 448233.8 | 3764003.9 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004476 | 0 | 0.16090E-05 | 448242.4 | 3764003.8 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004477 | 0 | 0.16090E-05 | 448251.0 | 3764003.6 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004478 | 0 | 0.16090E-05 | 448259.6 | 3764003.5 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004479 | 0 | 0.16090E-05 | 448268.2 | 3764003.3 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004480 | 0 | 0.16090E-05 | 448276.8 | 3764003.2 | 240.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004481 | 0 | 0.16090E-05 | 448285.4 | 3764003.1 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004482 | 0 | 0.16090E-05 | 448293.9 | 3764002.9 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004483 | 0 | 0.16090E-05 | 448302.5 | 3764002.8 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004484 | 0 | 0.16090E-05 | 448311.1 | 3764002.6 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004485 | 0 | 0.16090E-05 | 448319.7 | 3764002.5 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004486 | 0 | 0.16090E-05 | 448328.3 | 3764002.3 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0004487 | 0 | 0.16090E-05 | 448336.9 | 3764002.2 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004488 | 0 | 0.16090E-05 | 448345.5 | 3764002.0 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004489 | 0 | 0.16090E-05 | 448354.1 | 3764001.9 | 240.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004490 | 0 | 0.16090E-05 | 448362.7 | 3764001.7 | 240.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004491 | 0 | 0.16090E-05 | 448371.2 | 3764001.6 | 240.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004492 | 0 | 0.16090E-05 | 448379.8 | 3764001.4 | 240.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004493 | 0 | 0.16090E-05 | 448388.4 | 3764001.3 | 240.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004494 | 0 | 0.16090E-05 | 448397.0 | 3764001.1 | 240.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004495 | 0 | 0.16090E-05 | 448405.6 | 3764001.0 | 240.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004496 | 0 | 0.16090E-05 | 448414.2 | 3764000.8 | 240.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004497 | 0 | 0.86630E-06 | 448403.1 | 3763877.1 | 239.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004498 | 0 | 0.86630E-06 | 448394.5 | 3763877.3 | 239.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

```

^ *** AERMOD - VERSION 19191 ***      *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC                    ***      07/09/20
*** AERMET - VERSION 16216 ***      ***
***                               ***      17:37:35

```

PAGE 8

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|-------------|----------|----------|----------|----------|
| SZ | SOURCE | EMISSION | PART. | (GRAMS/SEC) | X | ELEV. | HEIGHT | SY |
| | ID | SCALAR | VARY | | (METERS) | (METERS) | (METERS) | (METERS) |
| (METERS) | | CATS. | BY | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0004499 | 0 | 0.86630E-06 | 448385.9 | 3763877.4 | 239.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004500 | 0 | 0.86630E-06 | 448377.3 | 3763877.5 | 239.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0004501 | 0 | 0.86630E-06 | 448368.7 | 3763877.6 | 239.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0004502 | 0 | 0.86630E-06 | 448360.1 | 3763877.8 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004503 | 0 | 0.86630E-06 | 448351.5 | 3763877.9 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004504 | 0 | 0.86630E-06 | 448342.9 | 3763878.0 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004505 | 0 | 0.86630E-06 | 448334.3 | 3763878.2 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004506 | 0 | 0.86630E-06 | 448325.8 | 3763878.3 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004507 | 0 | 0.86630E-06 | 448317.2 | 3763878.4 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004508 | 0 | 0.86630E-06 | 448308.6 | 3763878.5 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004509 | 0 | 0.86630E-06 | 448300.0 | 3763878.7 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004510 | 0 | 0.86630E-06 | 448291.4 | 3763878.8 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004511 | 0 | 0.86630E-06 | 448282.8 | 3763878.9 | 239.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004512 | 0 | 0.86630E-06 | 448274.2 | 3763879.0 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004513 | 0 | 0.86630E-06 | 448267.4 | 3763883.9 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004514 | 0 | 0.86630E-06 | 448260.9 | 3763889.5 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0004515 | 0 | 0.86630E-06 | 448254.4 | 3763895.1 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005394 | 0 | 0.13220E-05 | 448454.8 | 3764145.2 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005395 | 0 | 0.13220E-05 | 448454.8 | 3764153.8 | 242.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005396 | 0 | 0.13220E-05 | 448454.7 | 3764162.4 | 242.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005397 | 0 | 0.13220E-05 | 448454.6 | 3764171.0 | 242.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005398 | 0 | 0.13220E-05 | 448454.5 | 3764179.6 | 242.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005399 | 0 | 0.13220E-05 | 448454.5 | 3764188.2 | 242.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005400 | 0 | 0.13220E-05 | 448454.4 | 3764196.8 | 242.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005401 | 0 | 0.13220E-05 | 448454.3 | 3764205.4 | 242.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005402 | 0 | 0.13220E-05 | 448454.2 | 3764213.9 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005403 | 0 | 0.13220E-05 | 448454.2 | 3764222.5 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005404 | 0 | 0.13220E-05 | 448454.1 | 3764231.1 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005405 | 0 | 0.13220E-05 | 448454.0 | 3764239.7 | 243.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005406 | 0 | 0.13220E-05 | 448454.0 | 3764248.3 | 243.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005407 | 0 | 0.13220E-05 | 448453.9 | 3764256.9 | 243.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005408 | 0 | 0.13220E-05 | 448453.8 | 3764265.5 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005409 | 0 | 0.13220E-05 | 448453.7 | 3764274.1 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005410 | 0 | 0.13220E-05 | 448453.7 | 3764282.7 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005411 | 0 | 0.13220E-05 | 448453.6 | 3764291.3 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005412 | 0 | 0.13220E-05 | 448453.5 | 3764299.8 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005413 | 0 | 0.13220E-05 | 448453.4 | 3764308.4 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005414 | 0 | 0.13220E-05 | 448453.4 | 3764317.0 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005415 | 0 | 0.13220E-05 | 448453.3 | 3764325.6 | 243.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005416 | 0 | 0.13220E-05 | 448453.2 | 3764334.2 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

```

*** AERMOD - VERSION 19191 ***      *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC                    ***      07/09/20
*** AERMET - VERSION 16216 ***      ***
***                               ***      17:37:35

```

PAGE 9

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|--------|--------|----------|-------------|----------|----------|----------|----------|----------|
| SZ | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SCALAR | SOURCE | PART. | (GRAMS/SEC) | X | Y | (METERS) | (METERS) | (METERS) |
| ID | CATS. | VARY | BY | (METERS) | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005417 | 0 | 0.13220E-05 | 448453.1 | 3764342.8 | 244.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005418 | 0 | 0.13220E-05 | 448453.1 | 3764351.4 | 244.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005419 | 0 | 0.13220E-05 | 448453.0 | 3764360.0 | 245.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005420 | 0 | 0.13220E-05 | 448452.9 | 3764368.6 | 245.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005421 | 0 | 0.13220E-05 | 448452.8 | 3764377.2 | 245.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005422 | 0 | 0.13220E-05 | 448452.8 | 3764385.7 | 246.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005423 | 0 | 0.13220E-05 | 448452.7 | 3764394.3 | 246.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005424 | 0 | 0.13220E-05 | 448452.6 | 3764402.9 | 246.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005425 | 0 | 0.13220E-05 | 448452.5 | 3764411.5 | 246.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005426 | 0 | 0.13220E-05 | 448452.5 | 3764420.1 | 246.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005427 | 0 | 0.13220E-05 | 448452.4 | 3764428.7 | 246.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005428 | 0 | 0.13220E-05 | 448452.3 | 3764437.3 | 246.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005429 | 0 | 0.13220E-05 | 448452.2 | 3764445.9 | 246.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005430 | 0 | 0.13220E-05 | 448452.2 | 3764454.5 | 246.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005431 | 0 | 0.13220E-05 | 448452.1 | 3764463.0 | 246.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005432 | 0 | 0.13220E-05 | 448452.0 | 3764471.6 | 246.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005433 | 0 | 0.13220E-05 | 448451.9 | 3764480.2 | 246.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005434 | 0 | 0.13220E-05 | 448451.9 | 3764488.8 | 246.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005435 | 0 | 0.13220E-05 | 448451.8 | 3764497.4 | 246.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005436 | 0 | 0.13220E-05 | 448451.7 | 3764506.0 | 246.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005437 | 0 | 0.13220E-05 | 448451.6 | 3764514.6 | 246.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005438 | 0 | 0.13220E-05 | 448451.6 | 3764523.2 | 246.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005439 | 0 | 0.13220E-05 | 448451.5 | 3764531.8 | 247.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005440 | 0 | 0.13220E-05 | 448451.4 | 3764540.4 | 247.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005441 | 0 | 0.13220E-05 | 448451.4 | 3764548.9 | 247.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005442 | 0 | 0.13220E-05 | 448451.3 | 3764557.5 | 247.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005443 | 0 | 0.13220E-05 | 448451.2 | 3764566.1 | 247.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005444 | 0 | 0.13220E-05 | 448451.1 | 3764574.7 | 247.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005445 | 0 | 0.13220E-05 | 448451.1 | 3764583.3 | 247.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005446 | 0 | 0.13220E-05 | 448451.0 | 3764591.9 | 247.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005447 | 0 | 0.13220E-05 | 448450.9 | 3764600.5 | 247.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005448 | 0 | 0.13220E-05 | 448450.8 | 3764609.1 | 247.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005449 | 0 | 0.13220E-05 | 448450.8 | 3764617.7 | 247.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005450 | 0 | 0.13220E-05 | 448450.7 | 3764626.3 | 247.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005451 | 0 | 0.13220E-05 | 448450.6 | 3764634.8 | 247.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005452 | 0 | 0.13220E-05 | 448450.5 | 3764643.4 | 248.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005453 | 0 | 0.13220E-05 | 448450.5 | 3764652.0 | 248.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005454 | 0 | 0.13220E-05 | 448450.4 | 3764660.6 | 248.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005455 | 0 | 0.13220E-05 | 448450.3 | 3764669.2 | 248.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005456 | 0 | 0.13220E-05 | 448450.2 | 3764677.8 | 249.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 10

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | X | Y | | |
| (METERS) | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005457 | 0 | 0.13220E-05 | 448450.2 | 3764686.4 | 249.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005458 | 0 | 0.13220E-05 | 448450.1 | 3764695.0 | 249.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005459 | 0 | 0.13220E-05 | 448450.0 | 3764703.6 | 249.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005460 | 0 | 0.13220E-05 | 448449.9 | 3764712.1 | 249.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005461 | 0 | 0.13220E-05 | 448449.9 | 3764720.7 | 249.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005462 | 0 | 0.13220E-05 | 448449.8 | 3764729.3 | 249.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005463 | 0 | 0.13220E-05 | 448449.7 | 3764737.9 | 249.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005464 | 0 | 0.13220E-05 | 448449.6 | 3764746.5 | 249.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005465 | 0 | 0.13220E-05 | 448449.6 | 3764755.1 | 249.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005466 | 0 | 0.13220E-05 | 448449.5 | 3764763.7 | 249.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005467 | 0 | 0.13220E-05 | 448449.4 | 3764772.3 | 249.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005468 | 0 | 0.13220E-05 | 448449.3 | 3764780.9 | 249.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005469 | 0 | 0.13220E-05 | 448449.3 | 3764789.5 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005470 | 0 | 0.13220E-05 | 448449.2 | 3764798.0 | 250.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005471 | 0 | 0.13220E-05 | 448449.1 | 3764806.6 | 250.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005472 | 0 | 0.13220E-05 | 448449.1 | 3764815.2 | 250.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005473 | 0 | 0.13220E-05 | 448449.0 | 3764823.8 | 250.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005474 | 0 | 0.13220E-05 | 448448.9 | 3764832.4 | 250.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005475 | 0 | 0.13220E-05 | 448448.8 | 3764841.0 | 250.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005476 | 0 | 0.13220E-05 | 448448.8 | 3764849.6 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005477 | 0 | 0.13220E-05 | 448448.7 | 3764858.2 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005478 | 0 | 0.13220E-05 | 448448.6 | 3764866.8 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005479 | 0 | 0.13220E-05 | 448448.5 | 3764875.4 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005480 | 0 | 0.13220E-05 | 448448.5 | 3764883.9 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005481 | 0 | 0.13220E-05 | 448448.4 | 3764892.5 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005482 | 0 | 0.13220E-05 | 448448.3 | 3764901.1 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005483 | 0 | 0.13220E-05 | 448448.2 | 3764909.7 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005484 | 0 | 0.13220E-05 | 448448.2 | 3764918.3 | 249.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005485 | 0 | 0.13220E-05 | 448448.1 | 3764926.9 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005486 | 0 | 0.13220E-05 | 448448.0 | 3764935.5 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005487 | 0 | 0.13220E-05 | 448447.9 | 3764944.1 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005488 | 0 | 0.13220E-05 | 448447.9 | 3764952.7 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005489 | 0 | 0.13220E-05 | 448447.8 | 3764961.3 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005490 | 0 | 0.13220E-05 | 448447.7 | 3764969.8 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005491 | 0 | 0.13220E-05 | 448447.6 | 3764978.4 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005492 | 0 | 0.13220E-05 | 448447.6 | 3764987.0 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005493 | 0 | 0.13220E-05 | 448447.5 | 3764995.6 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005494 | 0 | 0.13220E-05 | 448447.4 | 3765004.2 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005495 | 0 | 0.13220E-05 | 448447.3 | 3765012.8 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005496 | 0 | 0.13220E-05 | 448447.3 | 3765021.4 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

```

^ *** AERMOD - VERSION 19191 ***      *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC                      ***      07/09/20
*** AERMET - VERSION 16216 ***      ***
***                                ***      17:37:35

```

PAGE 11

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|-------------|----------|----------|----------|----------|
| SZ | SOURCE | EMISSION | PART. | (GRAMS/SEC) | X | ELEV. | HEIGHT | SY |
| | ID | SCALAR | VARY | | (METERS) | (METERS) | (METERS) | (METERS) |
| (METERS) | | CATS. | BY | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005497 | 0 | 0.13220E-05 | 448447.2 | 3765030.0 | 249.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005498 | 0 | 0.13220E-05 | 448447.1 | 3765038.6 | 250.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005499 | 0 | 0.13220E-05 | 448447.0 | 3765047.1 | 250.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005500 | 0 | 0.13220E-05 | 448447.0 | 3765055.7 | 250.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005501 | 0 | 0.13220E-05 | 448446.9 | 3765064.3 | 250.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005502 | 0 | 0.13220E-05 | 448446.8 | 3765072.9 | 250.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005503 | 0 | 0.13220E-05 | 448446.8 | 3765081.5 | 250.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005504 | 0 | 0.13220E-05 | 448446.7 | 3765090.1 | 250.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005616 | 0 | 0.78130E-06 | 448454.8 | 3764128.4 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005617 | 0 | 0.78130E-06 | 448454.7 | 3764119.8 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005618 | 0 | 0.78130E-06 | 448454.6 | 3764111.2 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005619 | 0 | 0.78130E-06 | 448454.5 | 3764102.6 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005620 | 0 | 0.78130E-06 | 448454.4 | 3764094.0 | 241.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005621 | 0 | 0.78130E-06 | 448454.3 | 3764085.4 | 241.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005622 | 0 | 0.78130E-06 | 448454.2 | 3764076.8 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005623 | 0 | 0.78130E-06 | 448454.1 | 3764068.3 | 241.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005624 | 0 | 0.78130E-06 | 448454.0 | 3764059.7 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005625 | 0 | 0.78130E-06 | 448453.9 | 3764051.1 | 241.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005626 | 0 | 0.78130E-06 | 448453.8 | 3764042.5 | 241.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005627 | 0 | 0.78130E-06 | 448453.7 | 3764033.9 | 241.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005628 | 0 | 0.78130E-06 | 448453.6 | 3764025.3 | 240.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005629 | 0 | 0.78130E-06 | 448453.5 | 3764016.7 | 240.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005630 | 0 | 0.78130E-06 | 448453.4 | 3764008.1 | 240.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005631 | 0 | 0.78130E-06 | 448453.3 | 3763999.5 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005632 | 0 | 0.78130E-06 | 448453.2 | 3763991.0 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005633 | 0 | 0.78130E-06 | 448453.1 | 3763982.4 | 240.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005634 | 0 | 0.78130E-06 | 448453.0 | 3763973.8 | 240.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005635 | 0 | 0.78130E-06 | 448452.9 | 3763965.2 | 240.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005636 | 0 | 0.78130E-06 | 448452.8 | 3763956.6 | 240.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005637 | 0 | 0.78130E-06 | 448452.7 | 3763948.0 | 240.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005638 | 0 | 0.78130E-06 | 448452.6 | 3763939.4 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005639 | 0 | 0.78130E-06 | 448452.5 | 3763930.8 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005640 | 0 | 0.78130E-06 | 448452.4 | 3763922.2 | 240.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005641 | 0 | 0.78130E-06 | 448452.3 | 3763913.6 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005642 | 0 | 0.78130E-06 | 448452.2 | 3763905.1 | 240.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005643 | 0 | 0.78130E-06 | 448452.1 | 3763896.5 | 240.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005644 | 0 | 0.78130E-06 | 448452.0 | 3763887.9 | 240.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005645 | 0 | 0.78130E-06 | 448451.9 | 3763879.3 | 240.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005646 | 0 | 0.78130E-06 | 448451.8 | 3763870.7 | 239.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005647 | 0 | 0.78130E-06 | 448451.7 | 3763862.1 | 239.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

```

*** AERMOD - VERSION 19191 ***      *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC                      ***      07/09/20
*** AERMET - VERSION 16216 ***      ***
***                               ***      17:37:35

```

PAGE 12

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|-------------|----------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | SOURCE | PART. | (GRAMS/SEC) | X | Y | (METERS) | (METERS) | (METERS) |
| ID | | SCALAR | VARY | | | | | |
| (METERS) | | CATS. | BY | (METERS) | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005648 | 0 | 0.78130E-06 | 448451.6 | 3763853.5 | 239.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005649 | 0 | 0.78130E-06 | 448451.5 | 3763844.9 | 239.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005650 | 0 | 0.78130E-06 | 448451.4 | 3763836.3 | 239.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005651 | 0 | 0.78130E-06 | 448451.3 | 3763827.8 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005652 | 0 | 0.78130E-06 | 448451.2 | 3763819.2 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005653 | 0 | 0.78130E-06 | 448451.1 | 3763810.6 | 239.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005654 | 0 | 0.78130E-06 | 448451.0 | 3763802.0 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005655 | 0 | 0.78130E-06 | 448450.9 | 3763793.4 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005656 | 0 | 0.78130E-06 | 448450.8 | 3763784.8 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005657 | 0 | 0.78130E-06 | 448450.7 | 3763776.2 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005658 | 0 | 0.78130E-06 | 448450.6 | 3763767.6 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005659 | 0 | 0.78130E-06 | 448450.5 | 3763759.0 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005660 | 0 | 0.78130E-06 | 448450.3 | 3763750.4 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005661 | 0 | 0.78130E-06 | 448450.2 | 3763741.9 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005662 | 0 | 0.78130E-06 | 448450.1 | 3763733.3 | 239.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005663 | 0 | 0.78130E-06 | 448450.0 | 3763724.7 | 239.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005664 | 0 | 0.78130E-06 | 448449.9 | 3763716.1 | 239.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005665 | 0 | 0.78130E-06 | 448449.8 | 3763707.5 | 239.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005666 | 0 | 0.78130E-06 | 448449.7 | 3763698.9 | 239.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005667 | 0 | 0.78130E-06 | 448449.6 | 3763690.3 | 239.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005668 | 0 | 0.78130E-06 | 448449.5 | 3763681.7 | 239.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005669 | 0 | 0.78130E-06 | 448449.4 | 3763673.1 | 240.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005670 | 0 | 0.78130E-06 | 448449.3 | 3763664.6 | 240.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005671 | 0 | 0.78130E-06 | 448449.2 | 3763656.0 | 240.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005672 | 0 | 0.78130E-06 | 448449.1 | 3763647.4 | 240.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005673 | 0 | 0.78130E-06 | 448449.0 | 3763638.8 | 240.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005674 | 0 | 0.78130E-06 | 448448.9 | 3763630.2 | 240.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005675 | 0 | 0.78130E-06 | 448448.8 | 3763621.6 | 240.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005676 | 0 | 0.78130E-06 | 448448.7 | 3763613.0 | 240.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005677 | 0 | 0.78130E-06 | 448448.6 | 3763604.4 | 240.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005678 | 0 | 0.78130E-06 | 448448.5 | 3763595.8 | 240.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005679 | 0 | 0.78130E-06 | 448448.4 | 3763587.3 | 240.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005680 | 0 | 0.78130E-06 | 448448.3 | 3763578.7 | 240.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005681 | 0 | 0.78130E-06 | 448448.2 | 3763570.1 | 240.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005682 | 0 | 0.78130E-06 | 448448.1 | 3763561.5 | 240.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005683 | 0 | 0.78130E-06 | 448448.0 | 3763552.9 | 239.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005684 | 0 | 0.78130E-06 | 448447.9 | 3763544.3 | 239.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005685 | 0 | 0.78130E-06 | 448447.8 | 3763535.7 | 239.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005686 | 0 | 0.78130E-06 | 448447.7 | 3763527.1 | 238.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005687 | 0 | 0.78130E-06 | 448447.6 | 3763518.5 | 238.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 13

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | SOURCE | SCALAR | VARY | | X | Y | | |
| ID | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |
| (METERS) | | | | | | | | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005688 | 0 | 0.78130E-06 | 448447.5 | 3763509.9 | 238.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005689 | 0 | 0.78130E-06 | 448447.4 | 3763501.4 | 238.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005690 | 0 | 0.78130E-06 | 448447.3 | 3763492.8 | 238.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005691 | 0 | 0.78130E-06 | 448447.2 | 3763484.2 | 238.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005692 | 0 | 0.78130E-06 | 448447.1 | 3763475.6 | 238.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005693 | 0 | 0.78130E-06 | 448447.0 | 3763467.0 | 238.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005694 | 0 | 0.78130E-06 | 448446.9 | 3763458.4 | 238.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005695 | 0 | 0.78130E-06 | 448446.8 | 3763449.8 | 238.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005696 | 0 | 0.78130E-06 | 448446.7 | 3763441.2 | 238.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005697 | 0 | 0.78130E-06 | 448446.6 | 3763432.6 | 237.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005698 | 0 | 0.78130E-06 | 448446.5 | 3763424.1 | 237.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005699 | 0 | 0.78130E-06 | 448446.4 | 3763415.5 | 237.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005700 | 0 | 0.78130E-06 | 448446.3 | 3763406.9 | 237.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005701 | 0 | 0.78130E-06 | 448446.2 | 3763398.3 | 237.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005702 | 0 | 0.78130E-06 | 448446.1 | 3763389.7 | 237.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005703 | 0 | 0.78130E-06 | 448446.0 | 3763381.1 | 237.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005704 | 0 | 0.78130E-06 | 448445.9 | 3763372.5 | 237.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005705 | 0 | 0.78130E-06 | 448445.8 | 3763363.9 | 237.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005706 | 0 | 0.78130E-06 | 448445.7 | 3763355.3 | 237.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005707 | 0 | 0.78130E-06 | 448445.6 | 3763346.7 | 236.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005708 | 0 | 0.78130E-06 | 448445.5 | 3763338.2 | 236.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005709 | 0 | 0.78130E-06 | 448445.4 | 3763329.6 | 236.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005710 | 0 | 0.78130E-06 | 448445.3 | 3763321.0 | 236.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005711 | 0 | 0.78130E-06 | 448445.2 | 3763312.4 | 235.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005712 | 0 | 0.78130E-06 | 448445.1 | 3763303.8 | 235.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005713 | 0 | 0.78130E-06 | 448445.0 | 3763295.2 | 235.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005714 | 0 | 0.78130E-06 | 448444.9 | 3763286.6 | 235.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005715 | 0 | 0.78130E-06 | 448444.8 | 3763278.0 | 235.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005716 | 0 | 0.78130E-06 | 448444.6 | 3763269.4 | 235.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005717 | 0 | 0.78130E-06 | 448444.5 | 3763260.9 | 235.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005718 | 0 | 0.78130E-06 | 448444.4 | 3763252.3 | 235.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005719 | 0 | 0.78130E-06 | 448444.3 | 3763243.7 | 235.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005720 | 0 | 0.78130E-06 | 448444.2 | 3763235.1 | 235.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005721 | 0 | 0.78130E-06 | 448444.1 | 3763226.5 | 235.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005722 | 0 | 0.78130E-06 | 448444.0 | 3763217.9 | 234.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005723 | 0 | 0.78130E-06 | 448443.9 | 3763209.3 | 234.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005724 | 0 | 0.78130E-06 | 448443.8 | 3763200.7 | 234.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005725 | 0 | 0.78130E-06 | 448443.7 | 3763192.1 | 234.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005726 | 0 | 0.78130E-06 | 448443.6 | 3763183.5 | 234.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005727 | 0 | 0.78130E-06 | 448443.5 | 3763175.0 | 234.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 14

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | SOURCE | SCALAR | VARY | | X | Y | | |
| ID | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |
| (METERS) | | | | | | | | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005728 | 0 | 0.78130E-06 | 448443.4 | 3763166.4 | 234.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005729 | 0 | 0.78130E-06 | 448443.3 | 3763157.8 | 234.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005730 | 0 | 0.78130E-06 | 448443.2 | 3763149.2 | 234.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005731 | 0 | 0.78130E-06 | 448443.1 | 3763140.6 | 233.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005732 | 0 | 0.78130E-06 | 448443.0 | 3763132.0 | 233.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005733 | 0 | 0.78130E-06 | 448442.9 | 3763123.4 | 233.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005734 | 0 | 0.78130E-06 | 448442.8 | 3763114.8 | 233.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005735 | 0 | 0.78130E-06 | 448442.7 | 3763106.2 | 233.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005736 | 0 | 0.78130E-06 | 448442.6 | 3763097.7 | 233.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005737 | 0 | 0.78130E-06 | 448442.5 | 3763089.1 | 233.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005738 | 0 | 0.78130E-06 | 448442.4 | 3763080.5 | 233.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005739 | 0 | 0.78130E-06 | 448442.3 | 3763071.9 | 233.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005740 | 0 | 0.78130E-06 | 448442.2 | 3763063.3 | 232.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005741 | 0 | 0.78130E-06 | 448442.1 | 3763054.7 | 232.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005742 | 0 | 0.78130E-06 | 448442.0 | 3763046.1 | 232.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005743 | 0 | 0.78130E-06 | 448441.9 | 3763037.5 | 232.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005744 | 0 | 0.78130E-06 | 448441.8 | 3763028.9 | 232.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005745 | 0 | 0.78130E-06 | 448441.7 | 3763020.4 | 232.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005746 | 0 | 0.78130E-06 | 448441.6 | 3763011.8 | 232.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005747 | 0 | 0.78130E-06 | 448441.5 | 3763003.2 | 232.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005748 | 0 | 0.78130E-06 | 448441.4 | 3762994.6 | 232.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005749 | 0 | 0.78130E-06 | 448441.3 | 3762986.0 | 232.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005750 | 0 | 0.78130E-06 | 448441.2 | 3762977.4 | 232.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005751 | 0 | 0.78130E-06 | 448441.1 | 3762968.8 | 232.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005752 | 0 | 0.78130E-06 | 448441.0 | 3762960.2 | 232.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005753 | 0 | 0.78130E-06 | 448440.9 | 3762951.6 | 232.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005754 | 0 | 0.78130E-06 | 448440.8 | 3762943.0 | 232.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005755 | 0 | 0.78130E-06 | 448440.7 | 3762934.5 | 232.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005756 | 0 | 0.78130E-06 | 448440.6 | 3762925.9 | 231.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005757 | 0 | 0.78130E-06 | 448440.5 | 3762917.3 | 231.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005758 | 0 | 0.78130E-06 | 448440.4 | 3762908.7 | 231.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005759 | 0 | 0.78130E-06 | 448440.3 | 3762900.1 | 231.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005760 | 0 | 0.78130E-06 | 448440.2 | 3762891.5 | 231.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005761 | 0 | 0.78130E-06 | 448440.1 | 3762882.9 | 231.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005762 | 0 | 0.78130E-06 | 448440.0 | 3762874.3 | 231.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005763 | 0 | 0.78130E-06 | 448439.9 | 3762865.7 | 231.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005764 | 0 | 0.78130E-06 | 448439.8 | 3762857.2 | 230.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005765 | 0 | 0.78130E-06 | 448439.7 | 3762848.6 | 230.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005766 | 0 | 0.78130E-06 | 448439.6 | 3762840.0 | 230.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005767 | 0 | 0.78130E-06 | 448439.5 | 3762831.4 | 230.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

```

*** AERMOD - VERSION 19191 ***      *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC                        ***      07/09/20
*** AERMET - VERSION 16216 ***      ***
***                                  ***
                                  17:37:35

```

PAGE 15

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | X | Y | | |
| (METERS) | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005768 | 0 | 0.78130E-06 | 448439.4 | 3762822.8 | 230.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005769 | 0 | 0.78130E-06 | 448439.3 | 3762814.2 | 229.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005770 | 0 | 0.78130E-06 | 448439.2 | 3762805.6 | 229.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005771 | 0 | 0.78130E-06 | 448439.1 | 3762797.0 | 229.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005772 | 0 | 0.78130E-06 | 448439.0 | 3762788.4 | 229.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005773 | 0 | 0.78130E-06 | 448438.8 | 3762779.8 | 229.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005774 | 0 | 0.78130E-06 | 448438.7 | 3762771.3 | 229.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005775 | 0 | 0.78130E-06 | 448438.6 | 3762762.7 | 228.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005776 | 0 | 0.78130E-06 | 448438.5 | 3762754.1 | 228.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005777 | 0 | 0.78130E-06 | 448438.4 | 3762745.5 | 228.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005778 | 0 | 0.78130E-06 | 448438.3 | 3762736.9 | 228.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005779 | 0 | 0.78130E-06 | 448438.2 | 3762728.3 | 228.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005780 | 0 | 0.78130E-06 | 448438.1 | 3762719.7 | 228.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005781 | 0 | 0.78130E-06 | 448438.0 | 3762711.1 | 228.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005782 | 0 | 0.78130E-06 | 448437.9 | 3762702.5 | 228.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005783 | 0 | 0.78130E-06 | 448437.8 | 3762694.0 | 228.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005784 | 0 | 0.78130E-06 | 448437.7 | 3762685.4 | 228.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005785 | 0 | 0.78130E-06 | 448437.6 | 3762676.8 | 228.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005786 | 0 | 0.78130E-06 | 448437.5 | 3762668.2 | 228.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005787 | 0 | 0.78130E-06 | 448437.4 | 3762659.6 | 228.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005788 | 0 | 0.78130E-06 | 448437.3 | 3762651.0 | 228.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005789 | 0 | 0.78130E-06 | 448437.2 | 3762642.4 | 228.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005790 | 0 | 0.78130E-06 | 448437.1 | 3762633.8 | 228.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005791 | 0 | 0.78130E-06 | 448437.0 | 3762625.2 | 228.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005792 | 0 | 0.78130E-06 | 448436.9 | 3762616.6 | 228.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005793 | 0 | 0.78130E-06 | 448436.8 | 3762608.1 | 228.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005794 | 0 | 0.78130E-06 | 448436.7 | 3762599.5 | 228.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005795 | 0 | 0.78130E-06 | 448436.6 | 3762590.9 | 228.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005796 | 0 | 0.78130E-06 | 448436.5 | 3762582.3 | 228.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005797 | 0 | 0.78130E-06 | 448436.4 | 3762573.7 | 228.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005798 | 0 | 0.78130E-06 | 448436.3 | 3762565.1 | 228.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005799 | 0 | 0.78130E-06 | 448436.2 | 3762556.5 | 228.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005800 | 0 | 0.78130E-06 | 448436.1 | 3762547.9 | 228.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005801 | 0 | 0.78130E-06 | 448436.0 | 3762539.3 | 228.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005802 | 0 | 0.78130E-06 | 448435.9 | 3762530.8 | 228.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005803 | 0 | 0.78130E-06 | 448435.8 | 3762522.2 | 228.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005804 | 0 | 0.78130E-06 | 448435.7 | 3762513.6 | 228.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005805 | 0 | 0.78130E-06 | 448435.6 | 3762505.0 | 228.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005806 | 0 | 0.78130E-06 | 448435.5 | 3762496.4 | 228.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005807 | 0 | 0.78130E-06 | 448435.4 | 3762487.8 | 228.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 16

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | SOURCE | SCALAR | VARY | | X | Y | | |
| ID | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |
| (METERS) | | | | | | | | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005808 | 0 | 0.78130E-06 | 448435.3 | 3762479.2 | 227.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005809 | 0 | 0.78130E-06 | 448435.2 | 3762470.6 | 227.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005810 | 0 | 0.78130E-06 | 448435.1 | 3762462.0 | 227.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005811 | 0 | 0.78130E-06 | 448435.0 | 3762453.5 | 227.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005812 | 0 | 0.78130E-06 | 448434.9 | 3762444.9 | 227.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005813 | 0 | 0.78130E-06 | 448434.8 | 3762436.3 | 227.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005814 | 0 | 0.78130E-06 | 448434.7 | 3762427.7 | 227.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005815 | 0 | 0.78130E-06 | 448434.6 | 3762419.1 | 227.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005816 | 0 | 0.78130E-06 | 448434.5 | 3762410.5 | 226.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005817 | 0 | 0.78130E-06 | 448434.4 | 3762401.9 | 226.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005818 | 0 | 0.78130E-06 | 448434.3 | 3762393.3 | 226.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005819 | 0 | 0.98310E-07 | 448228.7 | 3764390.5 | 243.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005820 | 0 | 0.98310E-07 | 448220.1 | 3764390.9 | 243.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005821 | 0 | 0.98310E-07 | 448211.5 | 3764391.3 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005822 | 0 | 0.98310E-07 | 448202.9 | 3764391.6 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005823 | 0 | 0.98310E-07 | 448194.3 | 3764392.0 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005824 | 0 | 0.98310E-07 | 448185.8 | 3764392.4 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005825 | 0 | 0.98310E-07 | 448177.2 | 3764392.8 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005826 | 0 | 0.98310E-07 | 448168.6 | 3764393.2 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005827 | 0 | 0.98310E-07 | 448160.0 | 3764393.5 | 243.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005828 | 0 | 0.98310E-07 | 448151.4 | 3764393.9 | 243.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005829 | 0 | 0.98310E-07 | 448142.8 | 3764394.3 | 243.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005830 | 0 | 0.98310E-07 | 448134.3 | 3764394.7 | 243.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005831 | 0 | 0.98310E-07 | 448125.7 | 3764395.1 | 243.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005832 | 0 | 0.98310E-07 | 448117.1 | 3764395.4 | 243.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005833 | 0 | 0.98310E-07 | 448108.5 | 3764395.8 | 243.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005834 | 0 | 0.98310E-07 | 448099.9 | 3764396.2 | 243.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005835 | 0 | 0.98310E-07 | 448091.4 | 3764396.6 | 244.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005836 | 0 | 0.98310E-07 | 448082.8 | 3764396.7 | 244.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005837 | 0 | 0.98310E-07 | 448074.2 | 3764396.8 | 244.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005838 | 0 | 0.98310E-07 | 448065.6 | 3764397.0 | 244.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005839 | 0 | 0.98310E-07 | 448057.0 | 3764397.1 | 244.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005840 | 0 | 0.98310E-07 | 448048.4 | 3764397.2 | 244.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005841 | 0 | 0.98310E-07 | 448039.8 | 3764397.3 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005842 | 0 | 0.98310E-07 | 448031.2 | 3764397.4 | 243.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005843 | 0 | 0.98310E-07 | 448022.6 | 3764397.6 | 243.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005844 | 0 | 0.98310E-07 | 448014.1 | 3764397.7 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005845 | 0 | 0.98310E-07 | 448005.5 | 3764397.8 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005846 | 0 | 0.98310E-07 | 447996.9 | 3764397.9 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005847 | 0 | 0.98310E-07 | 447988.3 | 3764398.0 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 17

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|----------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | | (METERS) | (METERS) | (METERS) |
| (METERS) | | CATS. | BY | | | | | |
| | | | | (METERS) | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005848 | 0 | 0.98310E-07 | 447979.7 | 3764398.2 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005849 | 0 | 0.98310E-07 | 447971.1 | 3764398.3 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005850 | 0 | 0.98310E-07 | 447962.5 | 3764398.4 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005851 | 0 | 0.98310E-07 | 447953.9 | 3764398.5 | 243.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005852 | 0 | 0.98310E-07 | 447945.3 | 3764398.6 | 244.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005853 | 0 | 0.98310E-07 | 447936.8 | 3764398.8 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005854 | 0 | 0.98310E-07 | 447928.2 | 3764398.9 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005855 | 0 | 0.98310E-07 | 447919.6 | 3764399.0 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005856 | 0 | 0.98310E-07 | 447911.0 | 3764399.1 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005857 | 0 | 0.98310E-07 | 447902.4 | 3764399.2 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005858 | 0 | 0.98310E-07 | 447893.8 | 3764399.4 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005859 | 0 | 0.98310E-07 | 447885.2 | 3764399.5 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005860 | 0 | 0.98310E-07 | 447876.6 | 3764399.6 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005861 | 0 | 0.98310E-07 | 447868.0 | 3764399.7 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005862 | 0 | 0.98310E-07 | 447859.4 | 3764399.8 | 244.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005863 | 0 | 0.98310E-07 | 447850.9 | 3764400.0 | 244.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005864 | 0 | 0.98310E-07 | 447842.3 | 3764400.1 | 243.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005865 | 0 | 0.98310E-07 | 447833.7 | 3764400.2 | 243.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005866 | 0 | 0.98310E-07 | 447825.1 | 3764400.3 | 243.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005867 | 0 | 0.98310E-07 | 447816.5 | 3764400.4 | 243.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005868 | 0 | 0.98310E-07 | 447807.9 | 3764400.6 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005869 | 0 | 0.98310E-07 | 447799.3 | 3764400.7 | 243.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005870 | 0 | 0.98310E-07 | 447790.7 | 3764400.8 | 243.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005871 | 0 | 0.98310E-07 | 447782.1 | 3764400.9 | 243.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005872 | 0 | 0.98310E-07 | 447773.6 | 3764401.0 | 243.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005873 | 0 | 0.98310E-07 | 447765.0 | 3764401.2 | 243.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005874 | 0 | 0.98310E-07 | 447756.4 | 3764401.3 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005875 | 0 | 0.98310E-07 | 447747.8 | 3764401.4 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005876 | 0 | 0.98310E-07 | 447739.2 | 3764401.5 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005877 | 0 | 0.98310E-07 | 447730.6 | 3764401.6 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005878 | 0 | 0.98310E-07 | 447722.0 | 3764401.8 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005879 | 0 | 0.98310E-07 | 447713.4 | 3764401.9 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005880 | 0 | 0.98310E-07 | 447704.8 | 3764402.0 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005881 | 0 | 0.98310E-07 | 447696.3 | 3764402.1 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005882 | 0 | 0.98310E-07 | 447687.7 | 3764402.2 | 243.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005883 | 0 | 0.98310E-07 | 447679.1 | 3764402.4 | 244.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005884 | 0 | 0.98310E-07 | 447670.5 | 3764402.5 | 244.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005885 | 0 | 0.98310E-07 | 447661.9 | 3764402.6 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005886 | 0 | 0.98310E-07 | 447653.3 | 3764402.7 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005887 | 0 | 0.98310E-07 | 447644.7 | 3764402.8 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 18

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | SOURCE | SCALAR | VARY | | X | Y | | |
| ID | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |
| (METERS) | | | | | | | | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005888 | 0 | 0.98310E-07 | 447636.1 | 3764403.0 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005889 | 0 | 0.98310E-07 | 447627.5 | 3764403.1 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005890 | 0 | 0.98310E-07 | 447619.0 | 3764403.2 | 244.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005891 | 0 | 0.98310E-07 | 447610.4 | 3764403.3 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005892 | 0 | 0.98310E-07 | 447601.8 | 3764403.4 | 243.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005893 | 0 | 0.98310E-07 | 447593.2 | 3764403.6 | 243.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005894 | 0 | 0.98310E-07 | 447584.6 | 3764403.7 | 243.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005895 | 0 | 0.98310E-07 | 447576.0 | 3764403.8 | 243.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005896 | 0 | 0.98310E-07 | 447567.4 | 3764403.9 | 244.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005897 | 0 | 0.98310E-07 | 447558.8 | 3764404.0 | 244.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005898 | 0 | 0.98310E-07 | 447550.2 | 3764404.2 | 244.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005899 | 0 | 0.98310E-07 | 447541.6 | 3764404.3 | 244.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005900 | 0 | 0.98310E-07 | 447533.1 | 3764404.4 | 245.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005901 | 0 | 0.98310E-07 | 447524.5 | 3764404.5 | 245.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005902 | 0 | 0.98310E-07 | 447515.9 | 3764404.6 | 246.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005903 | 0 | 0.98310E-07 | 447507.3 | 3764404.8 | 246.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005904 | 0 | 0.98310E-07 | 447498.7 | 3764404.9 | 246.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005905 | 0 | 0.98310E-07 | 447490.1 | 3764405.0 | 246.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005906 | 0 | 0.98310E-07 | 447481.5 | 3764405.1 | 246.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005907 | 0 | 0.98310E-07 | 447472.9 | 3764405.2 | 246.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005908 | 0 | 0.98310E-07 | 447464.3 | 3764405.4 | 246.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005909 | 0 | 0.98310E-07 | 447455.8 | 3764405.5 | 246.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005910 | 0 | 0.98310E-07 | 447447.2 | 3764405.6 | 246.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005911 | 0 | 0.98310E-07 | 447438.6 | 3764405.7 | 246.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005912 | 0 | 0.98310E-07 | 447430.0 | 3764405.8 | 246.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005913 | 0 | 0.98310E-07 | 447421.4 | 3764406.0 | 246.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005914 | 0 | 0.98310E-07 | 447412.8 | 3764406.1 | 245.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005915 | 0 | 0.98310E-07 | 447404.2 | 3764406.2 | 245.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005916 | 0 | 0.98310E-07 | 447395.6 | 3764406.3 | 245.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005917 | 0 | 0.98310E-07 | 447387.0 | 3764406.4 | 244.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005918 | 0 | 0.98310E-07 | 447378.5 | 3764406.6 | 244.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005919 | 0 | 0.98310E-07 | 447369.9 | 3764406.7 | 244.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005920 | 0 | 0.98310E-07 | 447361.3 | 3764406.8 | 244.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005921 | 0 | 0.98310E-07 | 447352.7 | 3764406.9 | 244.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005922 | 0 | 0.98310E-07 | 447344.1 | 3764407.0 | 244.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005923 | 0 | 0.98310E-07 | 447335.5 | 3764407.1 | 244.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005924 | 0 | 0.98310E-07 | 447326.9 | 3764407.3 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005925 | 0 | 0.98310E-07 | 447318.3 | 3764407.4 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005926 | 0 | 0.98310E-07 | 447309.7 | 3764407.5 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005927 | 0 | 0.98310E-07 | 447301.2 | 3764407.6 | 244.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 19

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|-------------|----------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | SOURCE | PART. | (GRAMS/SEC) | X | Y | (METERS) | (METERS) | (METERS) |
| ID | | SCALAR | VARY | | | | | |
| (METERS) | | CATS. | BY | (METERS) | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005928 | 0 | 0.98310E-07 | 447292.6 | 3764407.7 | 244.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005929 | 0 | 0.98310E-07 | 447284.0 | 3764407.9 | 244.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005930 | 0 | 0.98310E-07 | 447275.4 | 3764408.0 | 244.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005931 | 0 | 0.98310E-07 | 447266.8 | 3764408.1 | 244.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005932 | 0 | 0.98310E-07 | 447258.2 | 3764408.2 | 244.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005933 | 0 | 0.98310E-07 | 447249.6 | 3764408.3 | 244.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005934 | 0 | 0.98310E-07 | 447241.0 | 3764408.5 | 244.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005935 | 0 | 0.98310E-07 | 447232.4 | 3764408.6 | 244.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005936 | 0 | 0.98310E-07 | 447223.9 | 3764408.7 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005937 | 0 | 0.98310E-07 | 447215.3 | 3764408.8 | 243.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005938 | 0 | 0.98310E-07 | 447206.7 | 3764408.9 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005939 | 0 | 0.98310E-07 | 447198.1 | 3764409.1 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005940 | 0 | 0.98310E-07 | 447189.5 | 3764409.2 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005941 | 0 | 0.98310E-07 | 447180.9 | 3764409.3 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005942 | 0 | 0.98310E-07 | 447172.3 | 3764409.4 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005943 | 0 | 0.98310E-07 | 447163.7 | 3764409.5 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005944 | 0 | 0.98310E-07 | 447155.1 | 3764409.7 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005945 | 0 | 0.98310E-07 | 447146.5 | 3764409.8 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005946 | 0 | 0.98310E-07 | 447138.0 | 3764409.9 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005947 | 0 | 0.98310E-07 | 447129.4 | 3764410.0 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005948 | 0 | 0.98310E-07 | 447120.8 | 3764410.1 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005949 | 0 | 0.98310E-07 | 447112.2 | 3764410.3 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005950 | 0 | 0.98310E-07 | 447103.6 | 3764410.4 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005951 | 0 | 0.98310E-07 | 447095.0 | 3764410.5 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005952 | 0 | 0.98310E-07 | 447086.4 | 3764410.6 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005953 | 0 | 0.98310E-07 | 447077.8 | 3764410.7 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005954 | 0 | 0.98310E-07 | 447069.2 | 3764410.9 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005955 | 0 | 0.98310E-07 | 447060.7 | 3764411.0 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005956 | 0 | 0.98310E-07 | 447052.1 | 3764411.1 | 243.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005957 | 0 | 0.98310E-07 | 447043.5 | 3764411.2 | 243.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005958 | 0 | 0.98310E-07 | 447034.9 | 3764411.3 | 243.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005959 | 0 | 0.98310E-07 | 447026.3 | 3764411.5 | 243.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005960 | 0 | 0.98310E-07 | 447017.7 | 3764411.6 | 243.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005961 | 0 | 0.98310E-07 | 447009.1 | 3764411.7 | 243.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005962 | 0 | 0.98310E-07 | 447000.5 | 3764411.8 | 242.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005963 | 0 | 0.98310E-07 | 446991.9 | 3764411.9 | 242.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005964 | 0 | 0.98310E-07 | 446983.4 | 3764412.1 | 242.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005965 | 0 | 0.98310E-07 | 446974.8 | 3764412.2 | 242.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005966 | 0 | 0.98310E-07 | 446966.2 | 3764412.3 | 242.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005967 | 0 | 0.98310E-07 | 446957.6 | 3764412.4 | 242.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 20

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | SOURCE | SCALAR | VARY | | X | Y | | |
| ID | | CATS. | | | (METERS) | (METERS) | (METERS) | (METERS) |
| (METERS) | | BY | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005968 | 0 | 0.98310E-07 | 446949.0 | 3764412.5 | 242.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005969 | 0 | 0.98310E-07 | 446940.4 | 3764412.7 | 242.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005970 | 0 | 0.98310E-07 | 446931.8 | 3764412.8 | 242.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0005971 | 0 | 0.98310E-07 | 446923.2 | 3764412.9 | 242.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005972 | 0 | 0.98310E-07 | 446914.6 | 3764413.0 | 242.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005973 | 0 | 0.98310E-07 | 446906.1 | 3764413.1 | 242.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005974 | 0 | 0.98310E-07 | 446897.5 | 3764413.3 | 242.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005975 | 0 | 0.98310E-07 | 446888.9 | 3764413.4 | 242.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005976 | 0 | 0.98310E-07 | 446880.3 | 3764413.5 | 242.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005977 | 0 | 0.98310E-07 | 446871.7 | 3764413.6 | 242.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005978 | 0 | 0.98310E-07 | 446863.1 | 3764413.7 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005979 | 0 | 0.98310E-07 | 446854.5 | 3764413.9 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005980 | 0 | 0.98310E-07 | 446845.9 | 3764414.0 | 242.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005981 | 0 | 0.98310E-07 | 446837.3 | 3764414.1 | 242.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005982 | 0 | 0.98310E-07 | 446828.7 | 3764414.2 | 241.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005983 | 0 | 0.98310E-07 | 446820.2 | 3764414.3 | 241.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005984 | 0 | 0.98310E-07 | 446811.6 | 3764414.5 | 241.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005985 | 0 | 0.98310E-07 | 446803.0 | 3764414.6 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005986 | 0 | 0.98310E-07 | 446794.4 | 3764414.7 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005987 | 0 | 0.98310E-07 | 446785.8 | 3764414.8 | 241.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005988 | 0 | 0.98310E-07 | 446777.2 | 3764414.9 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005989 | 0 | 0.98310E-07 | 446768.6 | 3764415.1 | 241.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005990 | 0 | 0.98310E-07 | 446760.0 | 3764415.2 | 241.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005991 | 0 | 0.98310E-07 | 446751.4 | 3764415.3 | 241.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005992 | 0 | 0.98310E-07 | 446742.9 | 3764415.4 | 241.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005993 | 0 | 0.98310E-07 | 446734.3 | 3764415.5 | 241.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005994 | 0 | 0.98310E-07 | 446725.7 | 3764415.7 | 241.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0005995 | 0 | 0.98310E-07 | 446717.1 | 3764415.8 | 241.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0005996 | 0 | 0.98310E-07 | 446708.5 | 3764415.9 | 241.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005997 | 0 | 0.98310E-07 | 446699.9 | 3764416.0 | 241.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005998 | 0 | 0.98310E-07 | 446691.3 | 3764416.1 | 241.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0005999 | 0 | 0.98310E-07 | 446682.7 | 3764416.3 | 241.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006000 | 0 | 0.98310E-07 | 446674.1 | 3764416.4 | 241.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006001 | 0 | 0.98310E-07 | 446665.6 | 3764416.5 | 240.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006002 | 0 | 0.98310E-07 | 446657.0 | 3764416.6 | 240.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006003 | 0 | 0.98310E-07 | 446648.4 | 3764416.7 | 240.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006004 | 0 | 0.98310E-07 | 446639.8 | 3764416.9 | 240.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006005 | 0 | 0.98310E-07 | 446631.2 | 3764417.0 | 240.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006006 | 0 | 0.98310E-07 | 446622.6 | 3764417.1 | 240.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006007 | 0 | 0.98310E-07 | 446614.0 | 3764417.2 | 240.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 21

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | X | Y | (METERS) | (METERS) |
| (METERS) | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006008 | 0 | 0.98310E-07 | 446605.4 | 3764417.3 | 240.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006009 | 0 | 0.98310E-07 | 446596.8 | 3764417.5 | 240.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006010 | 0 | 0.98310E-07 | 446588.3 | 3764417.6 | 240.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0006011 | 0 | 0.98310E-07 | 446579.7 | 3764417.7 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006012 | 0 | 0.98310E-07 | 446571.1 | 3764417.8 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006013 | 0 | 0.98310E-07 | 446562.5 | 3764417.9 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006014 | 0 | 0.98310E-07 | 446553.9 | 3764418.1 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006015 | 0 | 0.98310E-07 | 446545.3 | 3764418.2 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006016 | 0 | 0.98310E-07 | 446536.7 | 3764418.3 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006017 | 0 | 0.98310E-07 | 446528.1 | 3764418.4 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006018 | 0 | 0.98310E-07 | 446519.5 | 3764418.5 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006019 | 0 | 0.98310E-07 | 446511.0 | 3764418.7 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006020 | 0 | 0.98310E-07 | 446502.4 | 3764418.8 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006021 | 0 | 0.98310E-07 | 446493.8 | 3764418.9 | 240.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006022 | 0 | 0.98310E-07 | 446485.2 | 3764419.0 | 240.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006023 | 0 | 0.98310E-07 | 446476.6 | 3764419.1 | 240.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006024 | 0 | 0.98310E-07 | 446468.0 | 3764419.3 | 240.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006025 | 0 | 0.98310E-07 | 446459.4 | 3764419.4 | 241.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006026 | 0 | 0.98310E-07 | 446450.8 | 3764419.5 | 241.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006027 | 0 | 0.98310E-07 | 446442.2 | 3764419.6 | 241.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006028 | 0 | 0.98310E-07 | 446433.6 | 3764419.7 | 241.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006029 | 0 | 0.98310E-07 | 446425.1 | 3764419.8 | 241.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006030 | 0 | 0.98310E-07 | 446416.5 | 3764420.0 | 241.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006031 | 0 | 0.98310E-07 | 446407.9 | 3764420.1 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006032 | 0 | 0.98310E-07 | 446399.3 | 3764420.2 | 242.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006033 | 0 | 0.98310E-07 | 446390.7 | 3764420.3 | 242.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006034 | 0 | 0.98310E-07 | 446382.1 | 3764420.4 | 242.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006035 | 0 | 0.98310E-07 | 446373.5 | 3764420.6 | 242.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006036 | 0 | 0.98310E-07 | 446364.9 | 3764420.7 | 242.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006037 | 0 | 0.98310E-07 | 446356.3 | 3764420.8 | 242.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006038 | 0 | 0.98310E-07 | 446347.8 | 3764420.9 | 242.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006039 | 0 | 0.98310E-07 | 446339.2 | 3764421.0 | 242.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006040 | 0 | 0.98310E-07 | 446330.6 | 3764421.2 | 242.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006041 | 0 | 0.98310E-07 | 446322.0 | 3764421.3 | 242.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006042 | 0 | 0.98310E-07 | 446313.4 | 3764421.4 | 243.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006043 | 0 | 0.98310E-07 | 446304.8 | 3764421.5 | 243.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006044 | 0 | 0.98310E-07 | 446296.2 | 3764421.6 | 243.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006045 | 0 | 0.98310E-07 | 446287.6 | 3764421.8 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006046 | 0 | 0.98310E-07 | 446279.0 | 3764421.9 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006047 | 0 | 0.98310E-07 | 446270.5 | 3764422.0 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 22

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | X | Y | | |
| (METERS) | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006048 | 0 | 0.98310E-07 | 446261.9 | 3764422.1 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006049 | 0 | 0.98310E-07 | 446253.3 | 3764422.2 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006050 | 0 | 0.98310E-07 | 446244.7 | 3764422.4 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0006051 | 0 | 0.98310E-07 | 446236.1 | 3764422.5 | 243.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006052 | 0 | 0.98310E-07 | 446227.5 | 3764422.6 | 243.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006053 | 0 | 0.98310E-07 | 446218.9 | 3764422.7 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006054 | 0 | 0.98310E-07 | 446210.3 | 3764422.8 | 242.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006055 | 0 | 0.98310E-07 | 446201.7 | 3764423.0 | 242.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006056 | 0 | 0.98310E-07 | 446193.2 | 3764423.1 | 241.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006057 | 0 | 0.98310E-07 | 446184.6 | 3764423.2 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006058 | 0 | 0.98310E-07 | 446176.0 | 3764423.3 | 241.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006059 | 0 | 0.98310E-07 | 446167.4 | 3764423.4 | 241.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006060 | 0 | 0.98310E-07 | 446158.8 | 3764423.6 | 240.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006061 | 0 | 0.98310E-07 | 446150.2 | 3764423.7 | 241.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006062 | 0 | 0.98310E-07 | 446141.6 | 3764423.8 | 241.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006063 | 0 | 0.98310E-07 | 446133.0 | 3764423.9 | 241.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006064 | 0 | 0.98310E-07 | 446124.4 | 3764424.0 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006065 | 0 | 0.98310E-07 | 446115.8 | 3764424.2 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006066 | 0 | 0.98310E-07 | 446107.3 | 3764424.3 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006067 | 0 | 0.98310E-07 | 446098.7 | 3764424.4 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006068 | 0 | 0.98310E-07 | 446090.1 | 3764424.5 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006069 | 0 | 0.98310E-07 | 446081.5 | 3764424.6 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006070 | 0 | 0.98310E-07 | 446072.9 | 3764424.8 | 241.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006071 | 0 | 0.98310E-07 | 446064.3 | 3764424.9 | 241.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006072 | 0 | 0.98310E-07 | 446055.7 | 3764425.0 | 241.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006073 | 0 | 0.98310E-07 | 446047.1 | 3764425.1 | 241.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006074 | 0 | 0.98310E-07 | 446038.5 | 3764425.2 | 241.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006075 | 0 | 0.98310E-07 | 446030.0 | 3764425.4 | 240.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0006076 | 0 | 0.98310E-07 | 446021.4 | 3764425.5 | 240.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006077 | 0 | 0.98310E-07 | 446012.8 | 3764425.6 | 240.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006078 | 0 | 0.98310E-07 | 446004.2 | 3764425.7 | 240.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006079 | 0 | 0.98310E-07 | 445995.6 | 3764425.8 | 240.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006080 | 0 | 0.98310E-07 | 445987.0 | 3764426.0 | 240.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006081 | 0 | 0.98310E-07 | 445978.4 | 3764426.1 | 240.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006082 | 0 | 0.98310E-07 | 445969.8 | 3764426.2 | 240.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006083 | 0 | 0.98310E-07 | 445961.2 | 3764426.3 | 240.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006084 | 0 | 0.98310E-07 | 445952.7 | 3764426.4 | 240.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006085 | 0 | 0.98310E-07 | 445944.1 | 3764426.6 | 240.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006086 | 0 | 0.98310E-07 | 445935.5 | 3764426.7 | 240.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006087 | 0 | 0.98310E-07 | 445926.9 | 3764426.8 | 239.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

```

*** AERMOD - VERSION 19191 ***      *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC                         ***      07/09/20
*** AERMET - VERSION 16216 ***      ***
***                                     ***
17:37:35

```

PAGE 23

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | X | Y | | |
| (METERS) | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0006088 | 0 | 0.98310E-07 | 445918.3 | 3764426.9 | 239.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006089 | 0 | 0.98310E-07 | 445909.7 | 3764427.0 | 239.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006090 | 0 | 0.98310E-07 | 445901.1 | 3764427.2 | 239.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006091 | 0 | 0.98310E-07 | 445892.5 | 3764427.3 | 239.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006092 | 0 | 0.98310E-07 | 445883.9 | 3764427.4 | 239.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006093 | 0 | 0.98310E-07 | 445875.4 | 3764427.5 | 239.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006094 | 0 | 0.98310E-07 | 445866.8 | 3764427.6 | 239.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006095 | 0 | 0.98310E-07 | 445858.2 | 3764427.8 | 239.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006096 | 0 | 0.98310E-07 | 445849.6 | 3764427.9 | 239.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006097 | 0 | 0.98310E-07 | 445841.0 | 3764428.0 | 239.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006098 | 0 | 0.98310E-07 | 445832.4 | 3764428.1 | 239.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006099 | 0 | 0.98310E-07 | 445823.8 | 3764428.2 | 238.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006100 | 0 | 0.98310E-07 | 445815.2 | 3764428.4 | 238.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006101 | 0 | 0.98310E-07 | 445806.6 | 3764428.5 | 238.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006102 | 0 | 0.98310E-07 | 445798.0 | 3764428.6 | 238.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006103 | 0 | 0.98310E-07 | 445789.5 | 3764428.7 | 238.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006104 | 0 | 0.98310E-07 | 445780.9 | 3764428.8 | 238.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006105 | 0 | 0.98310E-07 | 445772.3 | 3764429.0 | 238.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006106 | 0 | 0.98310E-07 | 445763.7 | 3764429.1 | 238.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006107 | 0 | 0.98310E-07 | 445755.1 | 3764429.2 | 238.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006108 | 0 | 0.98310E-07 | 445746.5 | 3764429.3 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006109 | 0 | 0.98310E-07 | 445737.9 | 3764429.4 | 238.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006110 | 0 | 0.98310E-07 | 445729.3 | 3764429.6 | 237.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006111 | 0 | 0.98310E-07 | 445720.7 | 3764429.7 | 237.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006112 | 0 | 0.98310E-07 | 445712.2 | 3764429.8 | 237.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006113 | 0 | 0.98310E-07 | 445703.6 | 3764429.9 | 237.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006114 | 0 | 0.98310E-07 | 445695.0 | 3764430.0 | 237.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006115 | 0 | 0.98310E-07 | 445686.4 | 3764430.2 | 238.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006116 | 0 | 0.98310E-07 | 445677.8 | 3764430.3 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006117 | 0 | 0.98310E-07 | 445669.2 | 3764430.4 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006118 | 0 | 0.98310E-07 | 445660.6 | 3764430.5 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006119 | 0 | 0.98310E-07 | 445652.0 | 3764430.6 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006120 | 0 | 0.98310E-07 | 445643.4 | 3764430.8 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006121 | 0 | 0.98310E-07 | 445634.9 | 3764430.9 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006122 | 0 | 0.98310E-07 | 445626.3 | 3764431.0 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006123 | 0 | 0.98310E-07 | 445617.7 | 3764431.1 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006124 | 0 | 0.98310E-07 | 445609.1 | 3764431.2 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006125 | 0 | 0.98310E-07 | 445600.5 | 3764431.4 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006126 | 0 | 0.98310E-07 | 445591.9 | 3764431.5 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006127 | 0 | 0.98310E-07 | 445583.3 | 3764431.6 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 24

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | X | Y | (METERS) | (METERS) |
| (METERS) | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006128 | 0 | 0.98310E-07 | 445574.7 | 3764431.7 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006129 | 0 | 0.98310E-07 | 445566.1 | 3764431.8 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006130 | 0 | 0.98310E-07 | 445557.6 | 3764432.0 | 238.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0006131 | 0 | 0.98310E-07 | 445549.0 | 3764432.1 | 238.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006132 | 0 | 0.98310E-07 | 445540.4 | 3764432.2 | 238.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006133 | 0 | 0.98310E-07 | 445531.8 | 3764432.3 | 238.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006134 | 0 | 0.98310E-07 | 445523.2 | 3764432.4 | 238.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006135 | 0 | 0.98310E-07 | 445514.6 | 3764432.5 | 238.2 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006136 | 0 | 0.98310E-07 | 445506.0 | 3764432.7 | 238.3 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006137 | 0 | 0.98310E-07 | 445497.4 | 3764432.8 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006138 | 0 | 0.98310E-07 | 445488.8 | 3764432.9 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006139 | 0 | 0.98310E-07 | 445480.3 | 3764433.0 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006140 | 0 | 0.98310E-07 | 445471.7 | 3764433.1 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006141 | 0 | 0.98310E-07 | 445463.1 | 3764433.3 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006142 | 0 | 0.98310E-07 | 445454.5 | 3764433.4 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006143 | 0 | 0.98310E-07 | 445445.9 | 3764433.5 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006144 | 0 | 0.98310E-07 | 445437.3 | 3764433.6 | 238.4 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006145 | 0 | 0.98310E-07 | 445428.7 | 3764433.7 | 238.5 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006146 | 0 | 0.98310E-07 | 445420.1 | 3764433.9 | 238.6 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006147 | 0 | 0.98310E-07 | 445411.5 | 3764434.0 | 238.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006148 | 0 | 0.98310E-07 | 445402.9 | 3764434.1 | 238.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006149 | 0 | 0.98310E-07 | 445394.4 | 3764434.2 | 238.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006150 | 0 | 0.98310E-07 | 445385.8 | 3764434.3 | 238.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006151 | 0 | 0.98310E-07 | 445377.2 | 3764434.5 | 238.7 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006152 | 0 | 0.98310E-07 | 445368.6 | 3764434.6 | 238.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006153 | 0 | 0.98310E-07 | 445360.0 | 3764434.7 | 238.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006154 | 0 | 0.98310E-07 | 445351.4 | 3764434.8 | 239.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006155 | 0 | 0.98310E-07 | 445342.8 | 3764434.9 | 239.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006156 | 0 | 0.98310E-07 | 445334.2 | 3764435.1 | 239.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006157 | 0 | 0.98310E-07 | 445325.6 | 3764435.2 | 239.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006158 | 0 | 0.98310E-07 | 445317.1 | 3764435.3 | 239.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006159 | 0 | 0.98310E-07 | 445308.5 | 3764435.4 | 239.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006160 | 0 | 0.98310E-07 | 445299.9 | 3764435.5 | 239.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006161 | 0 | 0.98310E-07 | 445291.3 | 3764435.7 | 239.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006162 | 0 | 0.98310E-07 | 445282.7 | 3764435.8 | 239.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006163 | 0 | 0.98240E-07 | 448238.5 | 3764386.3 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006164 | 0 | 0.98240E-07 | 448247.1 | 3764386.3 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006165 | 0 | 0.98240E-07 | 448255.7 | 3764386.2 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006166 | 0 | 0.98240E-07 | 448264.2 | 3764386.1 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006167 | 0 | 0.98240E-07 | 448272.8 | 3764386.0 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 25

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | X | Y | | |
| (METERS) | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006168 | 0 | 0.98240E-07 | 448281.4 | 3764386.0 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006169 | 0 | 0.98240E-07 | 448290.0 | 3764385.9 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006170 | 0 | 0.98240E-07 | 448298.6 | 3764385.8 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006171 | 0 | 0.98240E-07 | 448307.2 | 3764385.8 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006172 | 0 | 0.98240E-07 | 448315.8 | 3764385.7 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006173 | 0 | 0.98240E-07 | 448324.4 | 3764385.6 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006174 | 0 | 0.98240E-07 | 448333.0 | 3764385.5 | 243.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006175 | 0 | 0.98240E-07 | 448341.6 | 3764385.5 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006176 | 0 | 0.98240E-07 | 448350.1 | 3764385.4 | 244.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006177 | 0 | 0.98240E-07 | 448358.7 | 3764385.3 | 244.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006178 | 0 | 0.98240E-07 | 448367.3 | 3764385.2 | 244.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006179 | 0 | 0.98240E-07 | 448375.9 | 3764385.2 | 244.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006180 | 0 | 0.98240E-07 | 448384.5 | 3764385.1 | 244.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006181 | 0 | 0.98240E-07 | 448393.1 | 3764385.0 | 244.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006182 | 0 | 0.98240E-07 | 448401.7 | 3764385.0 | 245.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006183 | 0 | 0.98240E-07 | 448410.3 | 3764384.9 | 245.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006184 | 0 | 0.98240E-07 | 448418.9 | 3764384.8 | 245.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006185 | 0 | 0.98240E-07 | 448427.5 | 3764384.7 | 246.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006186 | 0 | 0.98240E-07 | 448436.0 | 3764384.7 | 246.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006187 | 0 | 0.98240E-07 | 448444.6 | 3764384.6 | 246.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006188 | 0 | 0.98240E-07 | 448453.2 | 3764384.5 | 246.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006189 | 0 | 0.98240E-07 | 448461.8 | 3764384.4 | 246.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006190 | 0 | 0.98240E-07 | 448470.4 | 3764384.4 | 245.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006191 | 0 | 0.98240E-07 | 448479.0 | 3764384.3 | 245.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006192 | 0 | 0.98240E-07 | 448487.6 | 3764384.2 | 245.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006193 | 0 | 0.98240E-07 | 448496.2 | 3764384.2 | 244.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006194 | 0 | 0.98240E-07 | 448504.8 | 3764384.1 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006195 | 0 | 0.98240E-07 | 448513.3 | 3764384.0 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006196 | 0 | 0.98240E-07 | 448521.9 | 3764383.9 | 244.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006197 | 0 | 0.98240E-07 | 448530.5 | 3764383.9 | 244.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006198 | 0 | 0.98240E-07 | 448539.1 | 3764383.8 | 244.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006199 | 0 | 0.98240E-07 | 448547.7 | 3764383.7 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006200 | 0 | 0.98240E-07 | 448556.3 | 3764383.6 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006201 | 0 | 0.98240E-07 | 448564.9 | 3764383.6 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006202 | 0 | 0.98240E-07 | 448573.5 | 3764383.5 | 244.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006203 | 0 | 0.98240E-07 | 448582.1 | 3764383.4 | 244.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006204 | 0 | 0.98240E-07 | 448590.7 | 3764383.4 | 244.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006205 | 0 | 0.98240E-07 | 448599.2 | 3764383.3 | 244.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006206 | 0 | 0.98240E-07 | 448607.8 | 3764383.2 | 244.1 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006207 | 0 | 0.98240E-07 | 448616.4 | 3764383.1 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

*** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 26

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | RATE | | BASE | RELEASE | INIT. |
|----------|--------|----------|----------|------|----------|----------|----------|----------|
| SOURCE | SOURCE | EMISSION | RATE | | | ELEV. | HEIGHT | SY |
| SZ | ID | SCALAR | VARY | | X | Y | | |
| (METERS) | | CATS. | BY | | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006208 | 0 | 0.98240E-07 | 448625.0 | 3764383.1 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006209 | 0 | 0.98240E-07 | 448633.6 | 3764383.0 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006210 | 0 | 0.98240E-07 | 448642.2 | 3764382.9 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006211 | 0 | 0.98240E-07 | 448650.8 | 3764382.8 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006212 | 0 | 0.98240E-07 | 448659.4 | 3764382.8 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006213 | 0 | 0.98240E-07 | 448668.0 | 3764382.7 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006214 | 0 | 0.98240E-07 | 448676.6 | 3764382.6 | 244.0 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006215 | 0 | 0.98240E-07 | 448685.1 | 3764382.6 | 243.9 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006216 | 0 | 0.98240E-07 | 448693.7 | 3764382.5 | 243.8 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006217 | 0 | 0.98240E-07 | 448702.3 | 3764382.4 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006218 | 0 | 0.98240E-07 | 448710.9 | 3764382.3 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006219 | 0 | 0.98240E-07 | 448719.5 | 3764382.3 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006220 | 0 | 0.98240E-07 | 448728.1 | 3764382.2 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006221 | 0 | 0.98240E-07 | 448736.7 | 3764382.1 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006222 | 0 | 0.98240E-07 | 448745.3 | 3764382.0 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006223 | 0 | 0.98240E-07 | 448753.9 | 3764382.0 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006224 | 0 | 0.98240E-07 | 448762.4 | 3764381.9 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006225 | 0 | 0.98240E-07 | 448771.0 | 3764381.8 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006226 | 0 | 0.98240E-07 | 448779.6 | 3764381.8 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006227 | 0 | 0.98240E-07 | 448788.2 | 3764381.7 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006228 | 0 | 0.98240E-07 | 448796.8 | 3764381.6 | 243.7 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006229 | 0 | 0.98240E-07 | 448805.4 | 3764381.5 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006230 | 0 | 0.98240E-07 | 448814.0 | 3764381.5 | 243.6 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006231 | 0 | 0.98240E-07 | 448822.6 | 3764381.4 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006232 | 0 | 0.98240E-07 | 448831.2 | 3764381.3 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006233 | 0 | 0.98240E-07 | 448839.8 | 3764381.2 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006234 | 0 | 0.98240E-07 | 448848.3 | 3764381.2 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006235 | 0 | 0.98240E-07 | 448856.9 | 3764381.1 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006236 | 0 | 0.98240E-07 | 448865.5 | 3764381.0 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006237 | 0 | 0.98240E-07 | 448874.1 | 3764381.0 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006238 | 0 | 0.98240E-07 | 448882.7 | 3764380.9 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006239 | 0 | 0.98240E-07 | 448891.3 | 3764380.8 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006240 | 0 | 0.98240E-07 | 448899.9 | 3764380.7 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006241 | 0 | 0.98240E-07 | 448908.5 | 3764380.7 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006242 | 0 | 0.98240E-07 | 448917.1 | 3764380.6 | 243.5 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006243 | 0 | 0.98240E-07 | 448925.7 | 3764380.5 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006244 | 0 | 0.98240E-07 | 448934.2 | 3764380.4 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006245 | 0 | 0.98240E-07 | 448942.8 | 3764380.4 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006246 | 0 | 0.98240E-07 | 448951.4 | 3764380.3 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006247 | 0 | 0.98240E-07 | 448960.0 | 3764380.2 | 243.4 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

```

^ *** AERMOD - VERSION 19191 ***      *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC                        ***      07/09/20
*** AERMET - VERSION 16216 ***      ***
***                                     17:37:35

```

PAGE 27

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

| INIT. | URBAN | NUMBER | EMISSION | | | BASE | RELEASE | INIT. |
|--------|--------|----------|----------|----------|----------|----------|----------|----------|
| SOURCE | | EMISSION | RATE | X | Y | ELEV. | HEIGHT | SY |
| SZ | SOURCE | SCALAR | VARY | | | (METERS) | (METERS) | (METERS) |
| ID | | CATS. | BY | (METERS) | (METERS) | (METERS) | (METERS) | (METERS) |

| | | | | | | | |
|----------|-----|-------------|----------|-----------|-------|------|------|
| L0006248 | 0 | 0.98240E-07 | 448968.6 | 3764380.2 | 243.3 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006249 | 0 | 0.98240E-07 | 448977.2 | 3764380.1 | 243.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |
| L0006250 | 0 | 0.98240E-07 | 448985.8 | 3764380.0 | 243.2 | 3.49 | 4.00 |
| 3.25 | YES | | | | | | |

| | | | | | | | |
|----------|---|-------------|----------|-----------|-------|------|------|
| L0006251 | 0 | 0.98240E-07 | 448994.4 | 3764379.9 | 243.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006252 | 0 | 0.98240E-07 | 449003.0 | 3764379.9 | 243.1 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006253 | 0 | 0.98240E-07 | 449011.5 | 3764379.8 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006254 | 0 | 0.98240E-07 | 449020.1 | 3764379.7 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006255 | 0 | 0.98240E-07 | 449028.7 | 3764379.6 | 243.0 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006256 | 0 | 0.98240E-07 | 449037.3 | 3764379.6 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006257 | 0 | 0.98240E-07 | 449045.9 | 3764379.5 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006258 | 0 | 0.98240E-07 | 449054.5 | 3764379.4 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006259 | 0 | 0.98240E-07 | 449063.1 | 3764379.4 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006260 | 0 | 0.98240E-07 | 449071.7 | 3764379.3 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006261 | 0 | 0.98240E-07 | 449080.3 | 3764379.2 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006262 | 0 | 0.98240E-07 | 449088.9 | 3764379.1 | 242.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006263 | 0 | 0.98240E-07 | 449097.4 | 3764379.1 | 242.8 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |
| L0006264 | 0 | 0.98240E-07 | 449106.0 | 3764379.0 | 242.9 | 3.49 | 4.00 |
| 3.25 YES | | | | | | | |

▲ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20

*** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 28

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS

| SRCGROUP ID | SOURCE IDs | | | | | |
|-------------|------------|------------|------------|------------|------------|---|
| ----- | ----- | | | | | |
| ALL | L0004259 | , L0004260 | , L0004261 | , L0004262 | , L0004263 | , |
| L0005276 | , L0005277 | , L0005278 | , | | | |
| L0005284 | , L0005279 | , L0005280 | , L0005281 | , L0005282 | , L0005283 | , |
| | , L0005285 | , L0005286 | , | | | |

| | | | | | | |
|----------|------------------------|--------------------------|-----------------|------------|------------|---|
| L0005292 | L0005287 , L0005293 | , L0005288 , L0005294 | , L0005289 , | , L0005290 | , L0005291 | , |
| L0005300 | L0005295 , L0005301 | , L0005296 , L0005302 | , L0005297 , | , L0005298 | , L0005299 | , |
| L0005308 | L0005303 , L0005309 | , L0005304 , L0005310 | , L0005305 , | , L0005306 | , L0005307 | , |
| L0005316 | L0005311 , L0005317 | , L0005312 , L0005318 | , L0005313 , | , L0005314 | , L0005315 | , |
| L0004312 | L0004307 , L0004313 | , L0004308 , L0004314 | , L0004309 , | , L0004310 | , L0004311 | , |
| L0004320 | L0004315 , L0004321 | , L0004316 , L0004322 | , L0004317 , | , L0004318 | , L0004319 | , |
| L0004328 | L0004323 , L0004329 | , L0004324 , L0004330 | , L0004325 , | , L0004326 | , L0004327 | , |
| L0004336 | L0004331 , L0004337 | , L0004332 , L0004338 | , L0004333 , | , L0004334 | , L0004335 | , |
| L0004344 | L0004339 , L0004345 | , L0004340 , L0004346 | , L0004341 , | , L0004342 | , L0004343 | , |
| L0004352 | L0004347 , L0004353 | , L0004348 , L0004354 | , L0004349 , | , L0004350 | , L0004351 | , |
| L0004360 | L0004355 , L0004361 | , L0004356 , L0004362 | , L0004357 , | , L0004358 | , L0004359 | , |
| L0004368 | L0004363 , L0004369 | , L0004364 , L0004370 | , L0004365 , | , L0004366 | , L0004367 | , |
| L0005322 | L0004371 , L0005323 | , L0004372 , L0005324 | , L0005319 , | , L0005320 | , L0005321 | , |
| L0005330 | L0005325 , L0005331 | , L0005326 , L0005332 | , L0005327 , | , L0005328 | , L0005329 | , |
| L0005338 | L0005333 , L0005339 | , L0005334 , L0005340 | , L0005335 , | , L0005336 | , L0005337 | , |
| L0005346 | L0005341 , L0005347 | , L0005342 , L0005348 | , L0005343 , | , L0005344 | , L0005345 | , |
| L0005354 | L0005349 , L0005355 | , L0005350 , L0005356 | , L0005351 , | , L0005352 | , L0005353 | , |

L0005357 , L0005358 , L0005359 , L0005360 , L0005361 ,
 L0005362 , L0005363 , L0005364 ,
 *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 29

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS

| SRCGROUP ID | SOURCE IDs |
|-------------|---|
| ----- | ----- |
| L0005370 | L0005365 , L0005366 , L0005367 , L0005368 , L0005369 , , L0005371 , L0005372 , |
| L0005378 | L0005373 , L0005374 , L0005375 , L0005376 , L0005377 , , L0005379 , L0005380 , |
| L0005386 | L0005381 , L0005382 , L0005383 , L0005384 , L0005385 , , L0005387 , L0005388 , |
| L0004448 | L0005389 , L0005390 , L0005391 , L0005392 , L0005393 , , L0004449 , L0004450 , |
| L0004456 | L0004451 , L0004452 , L0004453 , L0004454 , L0004455 , , L0004457 , L0004458 , |
| L0004464 | L0004459 , L0004460 , L0004461 , L0004462 , L0004463 , , L0004465 , L0004466 , |
| L0004472 | L0004467 , L0004468 , L0004469 , L0004470 , L0004471 , , L0004473 , L0004474 , |
| L0004480 | L0004475 , L0004476 , L0004477 , L0004478 , L0004479 , , L0004481 , L0004482 , |
| L0004488 | L0004483 , L0004484 , L0004485 , L0004486 , L0004487 , , L0004489 , L0004490 , |
| L0004496 | L0004491 , L0004492 , L0004493 , L0004494 , L0004495 , , L0004497 , L0004498 , |
| | L0004499 , L0004500 , L0004501 , L0004502 , L0004503 , |

L0004504 , L0004505 , L0004506 ,
 L0004512 , L0004513 , L0004514 , L0004507 , L0004508 , L0004509 , L0004510 , L0004511 ,
 L0005398 , L0005399 , L0005400 , L0005394 , L0005395 , L0005396 , L0005397 ,
 L0005406 , L0005407 , L0005408 , L0005401 , L0005402 , L0005403 , L0005404 , L0005405 ,
 L0005414 , L0005415 , L0005416 , L0005409 , L0005410 , L0005411 , L0005412 , L0005413 ,
 L0005422 , L0005423 , L0005424 , L0005417 , L0005418 , L0005419 , L0005420 , L0005421 ,
 L0005430 , L0005431 , L0005432 , L0005425 , L0005426 , L0005427 , L0005428 , L0005429 ,
 L0005438 , L0005439 , L0005440 , L0005433 , L0005434 , L0005435 , L0005436 , L0005437 ,
 L0005446 , L0005447 , L0005448 , L0005441 , L0005442 , L0005443 , L0005444 , L0005445 ,
 L0005454 , L0005455 , L0005456 , L0005449 , L0005450 , L0005451 , L0005452 , L0005453 ,
 *** AERMOD - VERSION 19191 *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 ***
 *** 17:37:35

PAGE 30

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS

| SRCGROUP ID | SOURCE IDs |
|-------------|--|
| ----- | ----- |
| L0005462 | L0005457 , L0005458 , L0005459 , L0005460 , L0005461 , L0005462 , L0005463 , L0005464 , |
| L0005470 | L0005465 , L0005466 , L0005467 , L0005468 , L0005469 , L0005470 , L0005471 , L0005472 , |

| | | | | | | |
|----------|------------------------|--------------------------|-----------------|------------|------------|---|
| L0005478 | L0005473 , L0005479 | , L0005474 , L0005480 | , L0005475 , | , L0005476 | , L0005477 | , |
| L0005486 | L0005481 , L0005487 | , L0005482 , L0005488 | , L0005483 , | , L0005484 | , L0005485 | , |
| L0005494 | L0005489 , L0005495 | , L0005490 , L0005496 | , L0005491 , | , L0005492 | , L0005493 | , |
| L0005502 | L0005497 , L0005503 | , L0005498 , L0005504 | , L0005499 , | , L0005500 | , L0005501 | , |
| L0005621 | L0005616 , L0005622 | , L0005617 , L0005623 | , L0005618 , | , L0005619 | , L0005620 | , |
| L0005629 | L0005624 , L0005630 | , L0005625 , L0005631 | , L0005626 , | , L0005627 | , L0005628 | , |
| L0005637 | L0005632 , L0005638 | , L0005633 , L0005639 | , L0005634 , | , L0005635 | , L0005636 | , |
| L0005645 | L0005640 , L0005646 | , L0005641 , L0005647 | , L0005642 , | , L0005643 | , L0005644 | , |
| L0005653 | L0005648 , L0005654 | , L0005649 , L0005655 | , L0005650 , | , L0005651 | , L0005652 | , |
| L0005661 | L0005656 , L0005662 | , L0005657 , L0005663 | , L0005658 , | , L0005659 | , L0005660 | , |
| L0005669 | L0005664 , L0005670 | , L0005665 , L0005671 | , L0005666 , | , L0005667 | , L0005668 | , |
| L0005677 | L0005672 , L0005678 | , L0005673 , L0005679 | , L0005674 , | , L0005675 | , L0005676 | , |
| L0005685 | L0005680 , L0005686 | , L0005681 , L0005687 | , L0005682 , | , L0005683 | , L0005684 | , |
| L0005693 | L0005688 , L0005694 | , L0005689 , L0005695 | , L0005690 , | , L0005691 | , L0005692 | , |
| L0005701 | L0005696 , L0005702 | , L0005697 , L0005703 | , L0005698 , | , L0005699 | , L0005700 | , |
| L0005709 | L0005704 , L0005710 | , L0005705 , L0005711 | , L0005706 , | , L0005707 | , L0005708 | , |
| L0005717 | L0005712 , L0005718 | , L0005713 , L0005719 | , L0005714 , | , L0005715 | , L0005716 | , |

L0005720 , L0005721 , L0005722 , L0005723 , L0005724 ,
 L0005725 , L0005726 , L0005727 ,
 *** AERMOD - VERSION 19191 *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 ***
 *** 17:37:35

PAGE 31

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS

| SRCGROUP ID | SOURCE IDs |
|-------------|---|
| ----- | ----- |
| L0005733 | L0005728 , L0005729 , L0005730 , L0005731 , L0005732 , L0005734 , L0005735 , |
| L0005741 | L0005736 , L0005737 , L0005738 , L0005739 , L0005740 , L0005742 , L0005743 , |
| L0005749 | L0005744 , L0005745 , L0005746 , L0005747 , L0005748 , L0005750 , L0005751 , |
| L0005757 | L0005752 , L0005753 , L0005754 , L0005755 , L0005756 , L0005758 , L0005759 , |
| L0005765 | L0005760 , L0005761 , L0005762 , L0005763 , L0005764 , L0005766 , L0005767 , |
| L0005773 | L0005768 , L0005769 , L0005770 , L0005771 , L0005772 , L0005774 , L0005775 , |
| L0005781 | L0005776 , L0005777 , L0005778 , L0005779 , L0005780 , L0005782 , L0005783 , |
| L0005789 | L0005784 , L0005785 , L0005786 , L0005787 , L0005788 , L0005790 , L0005791 , |
| L0005797 | L0005792 , L0005793 , L0005794 , L0005795 , L0005796 , L0005798 , L0005799 , |
| L0005805 | L0005800 , L0005801 , L0005802 , L0005803 , L0005804 , L0005806 , L0005807 , |
| | L0005808 , L0005809 , L0005810 , L0005811 , L0005812 , |

L0005813 , L0005814 , L0005815 ,
 L0005821 , L0005816 , L0005817 , L0005818 , L0005819 , L0005820 ,
 L0005822 , L0005823 ,
 L0005829 , L0005824 , L0005825 , L0005826 , L0005827 , L0005828 ,
 L0005830 , L0005831 ,
 L0005837 , L0005832 , L0005833 , L0005834 , L0005835 , L0005836 ,
 L0005838 , L0005839 ,
 L0005845 , L0005840 , L0005841 , L0005842 , L0005843 , L0005844 ,
 L0005846 , L0005847 ,
 L0005853 , L0005848 , L0005849 , L0005850 , L0005851 , L0005852 ,
 L0005854 , L0005855 ,
 L0005861 , L0005856 , L0005857 , L0005858 , L0005859 , L0005860 ,
 L0005862 , L0005863 ,
 L0005869 , L0005864 , L0005865 , L0005866 , L0005867 , L0005868 ,
 L0005870 , L0005871 ,
 L0005877 , L0005872 , L0005873 , L0005874 , L0005875 , L0005876 ,
 L0005878 , L0005879 ,
 L0005885 , L0005880 , L0005881 , L0005882 , L0005883 , L0005884 ,
 L0005886 , L0005887 ,
 *** AERMOD - VERSION 19191 *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 ***
 *** 17:37:35

PAGE 32

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS

| SRCGROUP ID | SOURCE IDs |
|---|------------|
| ----- | ----- |
| L0005893 , L0005888 , L0005894 , L0005889 , L0005895 , L0005890 , L0005891 , L0005892 , | |
| L0005901 , L0005896 , L0005902 , L0005897 , L0005903 , L0005898 , L0005899 , L0005900 , | |

| | | | | | | |
|----------|------------------------|--------------------------|-----------------|------------|------------|---|
| L0005909 | L0005904 , L0005910 | , L0005905 , L0005911 | , L0005906 , | , L0005907 | , L0005908 | , |
| L0005917 | L0005912 , L0005918 | , L0005913 , L0005919 | , L0005914 , | , L0005915 | , L0005916 | , |
| L0005925 | L0005920 , L0005926 | , L0005921 , L0005927 | , L0005922 , | , L0005923 | , L0005924 | , |
| L0005933 | L0005928 , L0005934 | , L0005929 , L0005935 | , L0005930 , | , L0005931 | , L0005932 | , |
| L0005941 | L0005936 , L0005942 | , L0005937 , L0005943 | , L0005938 , | , L0005939 | , L0005940 | , |
| L0005949 | L0005944 , L0005950 | , L0005945 , L0005951 | , L0005946 , | , L0005947 | , L0005948 | , |
| L0005957 | L0005952 , L0005958 | , L0005953 , L0005959 | , L0005954 , | , L0005955 | , L0005956 | , |
| L0005965 | L0005960 , L0005966 | , L0005961 , L0005967 | , L0005962 , | , L0005963 | , L0005964 | , |
| L0005973 | L0005968 , L0005974 | , L0005969 , L0005975 | , L0005970 , | , L0005971 | , L0005972 | , |
| L0005981 | L0005976 , L0005982 | , L0005977 , L0005983 | , L0005978 , | , L0005979 | , L0005980 | , |
| L0005989 | L0005984 , L0005990 | , L0005985 , L0005991 | , L0005986 , | , L0005987 | , L0005988 | , |
| L0005997 | L0005992 , L0005998 | , L0005993 , L0005999 | , L0005994 , | , L0005995 | , L0005996 | , |
| L0006005 | L0006000 , L0006006 | , L0006001 , L0006007 | , L0006002 , | , L0006003 | , L0006004 | , |
| L0006013 | L0006008 , L0006014 | , L0006009 , L0006015 | , L0006010 , | , L0006011 | , L0006012 | , |
| L0006021 | L0006016 , L0006022 | , L0006017 , L0006023 | , L0006018 , | , L0006019 | , L0006020 | , |
| L0006029 | L0006024 , L0006030 | , L0006025 , L0006031 | , L0006026 , | , L0006027 | , L0006028 | , |
| L0006037 | L0006032 , L0006038 | , L0006033 , L0006039 | , L0006034 , | , L0006035 | , L0006036 | , |

L0006040 , L0006041 , L0006042 , L0006043 , L0006044 ,
 L0006045 , L0006046 , L0006047 ,
 *** AERMOD - VERSION 19191 *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 ***
 *** 17:37:35

PAGE 33

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS

| SRCGROUP ID | SOURCE IDs |
|-------------|---|
| ----- | ----- |
| L0006053 | L0006048 , L0006049 , L0006050 , L0006051 , L0006052 , , L0006054 , L0006055 , |
| L0006061 | L0006056 , L0006057 , L0006058 , L0006059 , L0006060 , , L0006062 , L0006063 , |
| L0006069 | L0006064 , L0006065 , L0006066 , L0006067 , L0006068 , , L0006070 , L0006071 , |
| L0006077 | L0006072 , L0006073 , L0006074 , L0006075 , L0006076 , , L0006078 , L0006079 , |
| L0006085 | L0006080 , L0006081 , L0006082 , L0006083 , L0006084 , , L0006086 , L0006087 , |
| L0006093 | L0006088 , L0006089 , L0006090 , L0006091 , L0006092 , , L0006094 , L0006095 , |
| L0006101 | L0006096 , L0006097 , L0006098 , L0006099 , L0006100 , , L0006102 , L0006103 , |
| L0006109 | L0006104 , L0006105 , L0006106 , L0006107 , L0006108 , , L0006110 , L0006111 , |
| L0006117 | L0006112 , L0006113 , L0006114 , L0006115 , L0006116 , , L0006118 , L0006119 , |
| L0006125 | L0006120 , L0006121 , L0006122 , L0006123 , L0006124 , , L0006126 , L0006127 , |
| | L0006128 , L0006129 , L0006130 , L0006131 , L0006132 , |


```

L0006133 , L0006134 , L0006135 ,
      L0006136 , L0006137 , L0006138 , L0006139 , L0006140 ,
L0006141 , L0006142 , L0006143 ,
      L0006144 , L0006145 , L0006146 , L0006147 , L0006148 ,
L0006149 , L0006150 , L0006151 ,
      L0006152 , L0006153 , L0006154 , L0006155 , L0006156 ,
L0006157 , L0006158 , L0006159 ,
      L0006160 , L0006161 , L0006162 , L0006163 , L0006164 ,
L0006165 , L0006166 , L0006167 ,
      L0006168 , L0006169 , L0006170 , L0006171 , L0006172 ,
L0006173 , L0006174 , L0006175 ,
      L0006176 , L0006177 , L0006178 , L0006179 , L0006180 ,
L0006181 , L0006182 , L0006183 ,
      L0006184 , L0006185 , L0006186 , L0006187 , L0006188 ,
L0006189 , L0006190 , L0006191 ,
      L0006192 , L0006193 , L0006194 , L0006195 , L0006196 ,
L0006197 , L0006198 , L0006199 ,
      L0006200 , L0006201 , L0006202 , L0006203 , L0006204 ,
L0006205 , L0006206 , L0006207 ,
▲ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC *** 07/09/20
*** AERMET - VERSION 16216 *** ***
*** 17:37:35

```

PAGE 34

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS

```

SRCGROUP ID                               SOURCE IDs
-----
      L0006208 , L0006209 , L0006210 , L0006211 , L0006212 ,
L0006213 , L0006214 , L0006215 ,
      L0006216 , L0006217 , L0006218 , L0006219 , L0006220 ,
L0006221 , L0006222 , L0006223 ,

```

L0006229 L0006224 , L0006225 , L0006226 , L0006227 , L0006228 ,
 , L0006230 , L0006231 ,
 L0006237 L0006232 , L0006233 , L0006234 , L0006235 , L0006236 ,
 , L0006238 , L0006239 ,
 L0006245 L0006240 , L0006241 , L0006242 , L0006243 , L0006244 ,
 , L0006246 , L0006247 ,
 L0006253 L0006248 , L0006249 , L0006250 , L0006251 , L0006252 ,
 , L0006254 , L0006255 ,
 L0006261 L0006256 , L0006257 , L0006258 , L0006259 , L0006260 ,
 , L0006262 , L0006263 ,

 L0006264 ,
 ▲ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 35

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES

| URBAN ID | URBAN POP | SOURCE IDs |
|----------------------|----------------------------------|---|
| ----- | ----- | ----- |
| L0004263 L0005278 | 2035210. L0005276 L0005278 | L0004259 , L0004260 , L0004261 , L0004262 , , L0005277 , , |
| L0005284 | L0005279 L0005285 | , L0005280 , L0005281 , L0005282 , L0005283 , , L0005286 , |
| L0005292 | L0005287 L0005293 | , L0005288 , L0005289 , L0005290 , L0005291 , , L0005294 , |
| L0005300 | L0005295 L0005301 | , L0005296 , L0005297 , L0005298 , L0005299 , , L0005302 , |
| L0005308 | L0005303 L0005309 | , L0005304 , L0005305 , L0005306 , L0005307 , , L0005310 , |
| L0005316 | L0005311 L0005317 | , L0005312 , L0005313 , L0005314 , L0005315 , , L0005318 , |

L0004312 L0004307 , L0004308 , L0004309 , L0004310 , L0004311 ,
 , L0004313 , L0004314 ,

 L0004320 L0004315 , L0004316 , L0004317 , L0004318 , L0004319 ,
 , L0004321 , L0004322 ,

 L0004328 L0004323 , L0004324 , L0004325 , L0004326 , L0004327 ,
 , L0004329 , L0004330 ,

 L0004336 L0004331 , L0004332 , L0004333 , L0004334 , L0004335 ,
 , L0004337 , L0004338 ,

 L0004344 L0004339 , L0004340 , L0004341 , L0004342 , L0004343 ,
 , L0004345 , L0004346 ,

 L0004352 L0004347 , L0004348 , L0004349 , L0004350 , L0004351 ,
 , L0004353 , L0004354 ,

 L0004360 L0004355 , L0004356 , L0004357 , L0004358 , L0004359 ,
 , L0004361 , L0004362 ,

 L0004368 L0004363 , L0004364 , L0004365 , L0004366 , L0004367 ,
 , L0004369 , L0004370 ,

 L0005322 L0004371 , L0004372 , L0005319 , L0005320 , L0005321 ,
 , L0005323 , L0005324 ,

 L0005330 L0005325 , L0005326 , L0005327 , L0005328 , L0005329 ,
 , L0005331 , L0005332 ,

 L0005338 L0005333 , L0005334 , L0005335 , L0005336 , L0005337 ,
 , L0005339 , L0005340 ,

 L0005346 L0005341 , L0005342 , L0005343 , L0005344 , L0005345 ,
 , L0005347 , L0005348 ,

 L0005354 L0005349 , L0005350 , L0005351 , L0005352 , L0005353 ,
 , L0005355 , L0005356 ,

 L0005362 L0005357 , L0005358 , L0005359 , L0005360 , L0005361 ,
 , L0005363 , L0005364 ,

*** AERMOD - VERSION 19191 *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES

| URBAN ID ----- | URBAN POP ----- | SOURCE IDs ----- | | | | |
|-------------------|------------------------|--------------------------|-----------------|------------|-----------------|--|
| L0005370 | L0005365 , L0005371 | , L0005366 , L0005372 | , L0005367 , | , L0005368 | , L0005369 , | |
| L0005378 | L0005373 , L0005379 | , L0005374 , L0005380 | , L0005375 , | , L0005376 | , L0005377 , | |
| L0005386 | L0005381 , L0005387 | , L0005382 , L0005388 | , L0005383 , | , L0005384 | , L0005385 , | |
| L0004448 | L0005389 , L0004449 | , L0005390 , L0004450 | , L0005391 , | , L0005392 | , L0005393 , | |
| L0004456 | L0004451 , L0004457 | , L0004452 , L0004458 | , L0004453 , | , L0004454 | , L0004455 , | |
| L0004464 | L0004459 , L0004465 | , L0004460 , L0004466 | , L0004461 , | , L0004462 | , L0004463 , | |
| L0004472 | L0004467 , L0004473 | , L0004468 , L0004474 | , L0004469 , | , L0004470 | , L0004471 , | |
| L0004480 | L0004475 , L0004481 | , L0004476 , L0004482 | , L0004477 , | , L0004478 | , L0004479 , | |
| L0004488 | L0004483 , L0004489 | , L0004484 , L0004490 | , L0004485 , | , L0004486 | , L0004487 , | |
| L0004496 | L0004491 , L0004497 | , L0004492 , L0004498 | , L0004493 , | , L0004494 | , L0004495 , | |
| L0004504 | L0004499 , L0004505 | , L0004500 , L0004506 | , L0004501 , | , L0004502 | , L0004503 , | |
| L0004512 | L0004507 , L0004513 | , L0004508 , L0004514 | , L0004509 , | , L0004510 | , L0004511 , | |
| L0005398 | L0004515 , L0005399 | , L0005394 , L0005400 | , L0005395 , | , L0005396 | , L0005397 , | |
| L0005406 | L0005401 , L0005407 | , L0005402 , L0005408 | , L0005403 , | , L0005404 | , L0005405 , | |

```

L0005414      L0005409      , L0005410      , L0005411      , L0005412      , L0005413      ,
              , L0005415      , L0005416      ,
L0005422      L0005417      , L0005418      , L0005419      , L0005420      , L0005421      ,
              , L0005423      , L0005424      ,
L0005430      L0005425      , L0005426      , L0005427      , L0005428      , L0005429      ,
              , L0005431      , L0005432      ,
L0005438      L0005433      , L0005434      , L0005435      , L0005436      , L0005437      ,
              , L0005439      , L0005440      ,
L0005446      L0005441      , L0005442      , L0005443      , L0005444      , L0005445      ,
              , L0005447      , L0005448      ,
L0005454      L0005449      , L0005450      , L0005451      , L0005452      , L0005453      ,
              , L0005455      , L0005456      ,
^ *** AERMOD - VERSION 19191 ***      *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC          ***      07/09/20
*** AERMET - VERSION 16216 ***      ***
***      ***      17:37:35

```

PAGE 37

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES

| URBAN ID | URBAN POP | SOURCE IDs |
|----------|---------------------|---|
| ----- | ----- | ----- |
| L0005462 | L0005457 , L0005463 | L0005458 , L0005459 , L0005460 , L0005461 , L0005462 , L0005463 |
| L0005470 | L0005465 , L0005471 | L0005466 , L0005467 , L0005468 , L0005469 , L0005470 , L0005471 |
| L0005478 | L0005473 , L0005479 | L0005474 , L0005475 , L0005476 , L0005477 , L0005478 , L0005479 |
| L0005486 | L0005481 , L0005487 | L0005482 , L0005483 , L0005484 , L0005485 , L0005486 , L0005487 |
| L0005494 | L0005489 , L0005495 | L0005490 , L0005491 , L0005492 , L0005493 , L0005494 , L0005495 |
| L0005502 | L0005497 , L0005503 | L0005498 , L0005499 , L0005500 , L0005501 , L0005502 , L0005503 |

| | | | | | |
|----------|---------------------|---------------------|------------|------------|------------|
| L0005621 | L0005616 , L0005622 | L0005617 , L0005623 | L0005618 , | L0005619 , | L0005620 , |
| L0005629 | L0005624 , L0005630 | L0005625 , L0005631 | L0005626 , | L0005627 , | L0005628 , |
| L0005637 | L0005632 , L0005638 | L0005633 , L0005639 | L0005634 , | L0005635 , | L0005636 , |
| L0005645 | L0005640 , L0005646 | L0005641 , L0005647 | L0005642 , | L0005643 , | L0005644 , |
| L0005653 | L0005648 , L0005654 | L0005649 , L0005655 | L0005650 , | L0005651 , | L0005652 , |
| L0005661 | L0005656 , L0005662 | L0005657 , L0005663 | L0005658 , | L0005659 , | L0005660 , |
| L0005669 | L0005664 , L0005670 | L0005665 , L0005671 | L0005666 , | L0005667 , | L0005668 , |
| L0005677 | L0005672 , L0005678 | L0005673 , L0005679 | L0005674 , | L0005675 , | L0005676 , |
| L0005685 | L0005680 , L0005686 | L0005681 , L0005687 | L0005682 , | L0005683 , | L0005684 , |
| L0005693 | L0005688 , L0005694 | L0005689 , L0005695 | L0005690 , | L0005691 , | L0005692 , |
| L0005701 | L0005696 , L0005702 | L0005697 , L0005703 | L0005698 , | L0005699 , | L0005700 , |
| L0005709 | L0005704 , L0005710 | L0005705 , L0005711 | L0005706 , | L0005707 , | L0005708 , |
| L0005717 | L0005712 , L0005718 | L0005713 , L0005719 | L0005714 , | L0005715 , | L0005716 , |

| | | | | | |
|----------|---------------------|---------------------|------------|------------|------------|
| L0005725 | L0005720 , L0005726 | L0005721 , L0005727 | L0005722 , | L0005723 , | L0005724 , |
|----------|---------------------|---------------------|------------|------------|------------|

```

▲ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC *** 07/09/20
*** AERMET - VERSION 16216 *** ***
*** 17:37:35

```

*** SOURCE IDs DEFINED AS URBAN SOURCES

| URBAN ID ----- | URBAN POP ----- | SOURCE IDs ----- | | | | | |
|-------------------|------------------------|--------------------------|-----------------|------------|------------|---|--|
| L0005733 | L0005728 , L0005734 | , L0005729 , L0005735 | , L0005730 , | , L0005731 | , L0005732 | , | |
| L0005741 | L0005736 , L0005742 | , L0005737 , L0005743 | , L0005738 , | , L0005739 | , L0005740 | , | |
| L0005749 | L0005744 , L0005750 | , L0005745 , L0005751 | , L0005746 , | , L0005747 | , L0005748 | , | |
| L0005757 | L0005752 , L0005758 | , L0005753 , L0005759 | , L0005754 , | , L0005755 | , L0005756 | , | |
| L0005765 | L0005760 , L0005766 | , L0005761 , L0005767 | , L0005762 , | , L0005763 | , L0005764 | , | |
| L0005773 | L0005768 , L0005774 | , L0005769 , L0005775 | , L0005770 , | , L0005771 | , L0005772 | , | |
| L0005781 | L0005776 , L0005782 | , L0005777 , L0005783 | , L0005778 , | , L0005779 | , L0005780 | , | |
| L0005789 | L0005784 , L0005790 | , L0005785 , L0005791 | , L0005786 , | , L0005787 | , L0005788 | , | |
| L0005797 | L0005792 , L0005798 | , L0005793 , L0005799 | , L0005794 , | , L0005795 | , L0005796 | , | |
| L0005805 | L0005800 , L0005806 | , L0005801 , L0005807 | , L0005802 , | , L0005803 | , L0005804 | , | |
| L0005813 | L0005808 , L0005814 | , L0005809 , L0005815 | , L0005810 , | , L0005811 | , L0005812 | , | |
| L0005821 | L0005816 , L0005822 | , L0005817 , L0005823 | , L0005818 , | , L0005819 | , L0005820 | , | |
| L0005829 | L0005824 , L0005830 | , L0005825 , L0005831 | , L0005826 , | , L0005827 | , L0005828 | , | |
| L0005837 | L0005832 , L0005838 | , L0005833 , L0005839 | , L0005834 , | , L0005835 | , L0005836 | , | |

```

L0005845      L0005840      , L0005841      , L0005842      , L0005843      , L0005844      ,
, L0005846      , L0005847      ,

L0005853      L0005848      , L0005849      , L0005850      , L0005851      , L0005852      ,
, L0005854      , L0005855      ,

L0005861      L0005856      , L0005857      , L0005858      , L0005859      , L0005860      ,
, L0005862      , L0005863      ,

L0005869      L0005864      , L0005865      , L0005866      , L0005867      , L0005868      ,
, L0005870      , L0005871      ,

L0005877      L0005872      , L0005873      , L0005874      , L0005875      , L0005876      ,
, L0005878      , L0005879      ,

L0005885      L0005880      , L0005881      , L0005882      , L0005883      , L0005884      ,
, L0005886      , L0005887      ,
^ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC *** 07/09/20
*** AERMET - VERSION 16216 *** ***
*** 17:37:35

```

PAGE 39

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES

| URBAN ID | URBAN POP | SOURCE IDs |
|----------|---------------------|---|
| ----- | ----- | ----- |
| L0005893 | L0005888 , L0005894 | L0005889 , L0005890 , L0005891 , L0005892 |
| L0005901 | L0005896 , L0005902 | L0005897 , L0005898 , L0005899 , L0005900 |
| L0005909 | L0005904 , L0005910 | L0005905 , L0005906 , L0005907 , L0005908 |
| L0005917 | L0005912 , L0005918 | L0005913 , L0005914 , L0005915 , L0005916 |
| L0005925 | L0005920 , L0005926 | L0005921 , L0005922 , L0005923 , L0005924 |
| L0005933 | L0005928 , L0005934 | L0005929 , L0005930 , L0005931 , L0005932 |

L0005941 L0005936 , L0005937 , L0005938 , L0005939 , L0005940 ,
 , L0005942 , L0005943 ,

 L0005949 L0005944 , L0005945 , L0005946 , L0005947 , L0005948 ,
 , L0005950 , L0005951 ,

 L0005957 L0005952 , L0005953 , L0005954 , L0005955 , L0005956 ,
 , L0005958 , L0005959 ,

 L0005965 L0005960 , L0005961 , L0005962 , L0005963 , L0005964 ,
 , L0005966 , L0005967 ,

 L0005973 L0005968 , L0005969 , L0005970 , L0005971 , L0005972 ,
 , L0005974 , L0005975 ,

 L0005981 L0005976 , L0005977 , L0005978 , L0005979 , L0005980 ,
 , L0005982 , L0005983 ,

 L0005989 L0005984 , L0005985 , L0005986 , L0005987 , L0005988 ,
 , L0005990 , L0005991 ,

 L0005997 L0005992 , L0005993 , L0005994 , L0005995 , L0005996 ,
 , L0005998 , L0005999 ,

 L0006005 L0006000 , L0006001 , L0006002 , L0006003 , L0006004 ,
 , L0006006 , L0006007 ,

 L0006013 L0006008 , L0006009 , L0006010 , L0006011 , L0006012 ,
 , L0006014 , L0006015 ,

 L0006021 L0006016 , L0006017 , L0006018 , L0006019 , L0006020 ,
 , L0006022 , L0006023 ,

 L0006029 L0006024 , L0006025 , L0006026 , L0006027 , L0006028 ,
 , L0006030 , L0006031 ,

 L0006037 L0006032 , L0006033 , L0006034 , L0006035 , L0006036 ,
 , L0006038 , L0006039 ,

 L0006045 L0006040 , L0006041 , L0006042 , L0006043 , L0006044 ,
 , L0006046 , L0006047 ,

*** AERMOD - VERSION 19191 *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES

| URBAN ID ----- | URBAN POP ----- | SOURCE IDs ----- | | | | | |
|-------------------|------------------------|--------------------------|-----------------|------------|------------|---|--|
| L0006053 | L0006048 , L0006054 | , L0006049 , L0006055 | , L0006050 , | , L0006051 | , L0006052 | , | |
| L0006061 | L0006056 , L0006062 | , L0006057 , L0006063 | , L0006058 , | , L0006059 | , L0006060 | , | |
| L0006069 | L0006064 , L0006070 | , L0006065 , L0006071 | , L0006066 , | , L0006067 | , L0006068 | , | |
| L0006077 | L0006072 , L0006078 | , L0006073 , L0006079 | , L0006074 , | , L0006075 | , L0006076 | , | |
| L0006085 | L0006080 , L0006086 | , L0006081 , L0006087 | , L0006082 , | , L0006083 | , L0006084 | , | |
| L0006093 | L0006088 , L0006094 | , L0006089 , L0006095 | , L0006090 , | , L0006091 | , L0006092 | , | |
| L0006101 | L0006096 , L0006102 | , L0006097 , L0006103 | , L0006098 , | , L0006099 | , L0006100 | , | |
| L0006109 | L0006104 , L0006110 | , L0006105 , L0006111 | , L0006106 , | , L0006107 | , L0006108 | , | |
| L0006117 | L0006112 , L0006118 | , L0006113 , L0006119 | , L0006114 , | , L0006115 | , L0006116 | , | |
| L0006125 | L0006120 , L0006126 | , L0006121 , L0006127 | , L0006122 , | , L0006123 | , L0006124 | , | |
| L0006133 | L0006128 , L0006134 | , L0006129 , L0006135 | , L0006130 , | , L0006131 | , L0006132 | , | |
| L0006141 | L0006136 , L0006142 | , L0006137 , L0006143 | , L0006138 , | , L0006139 | , L0006140 | , | |
| L0006149 | L0006144 , L0006150 | , L0006145 , L0006151 | , L0006146 , | , L0006147 | , L0006148 | , | |
| L0006157 | L0006152 , L0006158 | , L0006153 , L0006159 | , L0006154 , | , L0006155 | , L0006156 | , | |

```

L0006165      L0006160      , L0006161      , L0006162      , L0006163      , L0006164      ,
, L0006166      , L0006167      ,

L0006173      L0006168      , L0006169      , L0006170      , L0006171      , L0006172      ,
, L0006174      , L0006175      ,

L0006181      L0006176      , L0006177      , L0006178      , L0006179      , L0006180      ,
, L0006182      , L0006183      ,

L0006189      L0006184      , L0006185      , L0006186      , L0006187      , L0006188      ,
, L0006190      , L0006191      ,

L0006197      L0006192      , L0006193      , L0006194      , L0006195      , L0006196      ,
, L0006198      , L0006199      ,

L0006205      L0006200      , L0006201      , L0006202      , L0006203      , L0006204      ,
, L0006206      , L0006207      ,
^ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC *** 07/09/20
*** AERMET - VERSION 16216 *** ***
*** 17:37:35

```

PAGE 41

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES

| URBAN ID | URBAN POP | SOURCE IDs |
|----------|---------------------|--|
| ----- | ----- | ----- |
| L0006213 | L0006208 , L0006214 | L0006209 , L0006210 , L0006211 , L0006212 , L0006215 |
| L0006221 | L0006216 , L0006222 | L0006217 , L0006218 , L0006219 , L0006220 , L0006223 |
| L0006229 | L0006224 , L0006230 | L0006225 , L0006226 , L0006227 , L0006228 , L0006231 |
| L0006237 | L0006232 , L0006238 | L0006233 , L0006234 , L0006235 , L0006236 , L0006239 |
| L0006245 | L0006240 , L0006246 | L0006241 , L0006242 , L0006243 , L0006244 , L0006247 |
| L0006253 | L0006248 , L0006254 | L0006249 , L0006250 , L0006251 , L0006252 , L0006255 |

L0006256 , L0006257 , L0006258 , L0006259 , L0006260 ,
 L0006261 , L0006262 , L0006263 ,

L0006264 ,
 ^ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 42

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(448034.5, 3764448.2, 244.3, 244.3, 0.0); (448044.1,
 3764368.1, 243.8, 243.8, 0.0);
 (448037.0, 3764240.5, 243.8, 243.8, 0.0); (448040.2,
 3764088.6, 241.7, 241.7, 0.0);
 (448023.6, 3763919.4, 240.8, 240.8, 0.0); (448033.2,
 3763752.1, 238.3, 238.3, 0.0);
 (448508.1, 3764439.6, 245.4, 245.4, 0.0); (448499.4,
 3764339.9, 243.5, 243.5, 0.0);
 (448490.7, 3764188.2, 242.6, 242.6, 0.0); (448512.4,
 3763910.8, 240.5, 240.5, 0.0);
 (448492.2, 3763712.9, 239.3, 239.3, 0.0); (448493.6,
 3763499.1, 238.3, 238.3, 0.0);
 (447587.5, 3764352.9, 243.8, 243.8, 0.0); (447388.6,
 3764370.1, 243.8, 243.8, 0.0);
 (447550.3, 3764257.1, 243.1, 243.1, 0.0); (447550.3,
 3763958.0, 239.7, 239.7, 0.0);
 (447443.6, 3764982.9, 249.9, 249.9, 0.0);

^ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 43

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR

PROCESSING ***

(1=YES; 0=NO)

1
 1
 1

```

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

```

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

CATEGORIES *** ***/ UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED (METERS/SEC)

10.80, 1.54, 3.09, 5.14, 8.23,

```

^ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC *** 07/09/20
*** AERMET - VERSION 16216 *** ***
*** 17:37:35

```

PAGE 44

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

DATA *** ***/ UP TO THE FIRST 24 HOURS OF METEOROLOGICAL

```

Surface file: KONT_V9_ADJU\KONT_V9.SFC
Met Version: 16216
Profile file: KONT_V9_ADJU\KONT_V9.PFL

```

Surface format: FREE

Profile format: FREE

```

Surface station no.: 3102
Name: UNKNOWN

```

```

Upper air station no.: 3190
Name: UNKNOWN

```

Year: 2012

Year: 2012

First 24 hours of scalar data

```

YR MO DY JDY HR H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN

```

| ALBEDO | REF | WS | WD | HT | REF | TA | HT | | | | | | |
|--------|------|------|-----|-------|-------|-------|--------|--------|-------|------|-------|------|------|
| 12 | 01 | 01 | 1 | 01 | -16.4 | 0.171 | -9.000 | -9.000 | -999. | 170. | 32.3 | 0.09 | 1.12 |
| 1.00 | 2.03 | 43. | 7.9 | 285.9 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 02 | -18.8 | 0.194 | -9.000 | -9.000 | -999. | 205. | 41.3 | 0.09 | 1.12 |
| 1.00 | 2.28 | 34. | 7.9 | 285.4 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 03 | -17.8 | 0.182 | -9.000 | -9.000 | -999. | 187. | 36.5 | 0.09 | 1.12 |
| 1.00 | 2.15 | 24. | 7.9 | 282.0 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 04 | -9.4 | 0.128 | -9.000 | -9.000 | -999. | 110. | 19.6 | 0.09 | 1.12 |
| 1.00 | 1.55 | 41. | 7.9 | 283.1 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 05 | -16.9 | 0.173 | -9.000 | -9.000 | -999. | 173. | 33.0 | 0.09 | 1.12 |
| 1.00 | 2.05 | 39. | 7.9 | 280.4 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 06 | -8.0 | 0.117 | -9.000 | -9.000 | -999. | 97. | 17.8 | 0.09 | 1.12 |
| 1.00 | 1.43 | 21. | 7.9 | 282.0 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 07 | -7.6 | 0.115 | -9.000 | -9.000 | -999. | 93. | 17.4 | 0.09 | 1.12 |
| 1.00 | 1.40 | 31. | 7.9 | 282.5 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 08 | -13.6 | 0.184 | -9.000 | -9.000 | -999. | 190. | 40.5 | 0.09 | 1.12 |
| 0.54 | 2.16 | 34. | 7.9 | 284.2 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 09 | 28.4 | 0.126 | 0.300 | 0.011 | 33. | 108. | -6.2 | 0.09 | 1.12 |
| 0.32 | 1.03 | 29. | 7.9 | 289.2 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 10 | 79.8 | 0.133 | 0.607 | 0.010 | 99. | 116. | -2.6 | 0.09 | 1.12 |
| 0.25 | 0.94 | 173. | 7.9 | 292.5 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 11 | 115.8 | 0.137 | 0.932 | 0.006 | 246. | 121. | -2.0 | 0.09 | 1.12 |
| 0.22 | 0.92 | 172. | 7.9 | 295.4 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 12 | 133.7 | 0.139 | 1.197 | 0.005 | 453. | 125. | -1.8 | 0.09 | 1.12 |
| 0.21 | 0.92 | 146. | 7.9 | 297.5 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 13 | 133.2 | 0.160 | 1.354 | 0.005 | 657. | 153. | -2.7 | 0.09 | 1.12 |
| 0.21 | 1.14 | 117. | 7.9 | 299.9 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 14 | 113.5 | 0.159 | 1.454 | 0.005 | 955. | 151. | -3.1 | 0.09 | 1.12 |
| 0.23 | 1.16 | 285. | 7.9 | 300.9 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 15 | 76.2 | 0.166 | 1.350 | 0.005 | 1138. | 163. | -5.3 | 0.09 | 1.12 |
| 0.26 | 1.33 | 72. | 7.9 | 302.0 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 16 | 23.5 | 0.175 | 0.925 | 0.005 | 1183. | 175. | -19.9 | 0.09 | 1.12 |
| 0.35 | 1.65 | 107. | 7.9 | 301.4 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 17 | -6.1 | 0.107 | -9.000 | -9.000 | -999. | 86. | 18.0 | 0.09 | 1.12 |
| 0.63 | 1.31 | 107. | 7.9 | 298.1 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 18 | -11.1 | 0.141 | -9.000 | -9.000 | -999. | 127. | 22.1 | 0.09 | 1.12 |
| 1.00 | 1.69 | 86. | 7.9 | 293.1 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 19 | -3.2 | 0.076 | -9.000 | -9.000 | -999. | 51. | 11.8 | 0.09 | 1.12 |
| 1.00 | 0.91 | 64. | 7.9 | 292.0 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 20 | -2.3 | 0.066 | -9.000 | -9.000 | -999. | 41. | 11.2 | 0.09 | 1.12 |
| 1.00 | 0.74 | 73. | 7.9 | 288.8 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 21 | -10.0 | 0.133 | -9.000 | -9.000 | -999. | 116. | 20.5 | 0.09 | 1.12 |
| 1.00 | 1.60 | 14. | 7.9 | 288.1 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 22 | -19.4 | 0.201 | -9.000 | -9.000 | -999. | 216. | 44.5 | 0.09 | 1.12 |
| 1.00 | 2.36 | 22. | 7.9 | 287.5 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 23 | -23.7 | 0.246 | -9.000 | -9.000 | -999. | 293. | 66.5 | 0.09 | 1.12 |
| 1.00 | 2.86 | 40. | 7.9 | 287.0 | 2.0 | | | | | | | | |
| 12 | 01 | 01 | 1 | 24 | -12.3 | 0.147 | -9.000 | -9.000 | -999. | 139. | 23.8 | 0.09 | 1.12 |

1.00 1.76 40. 7.9 283.8 2.0

First hour of profile data

YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
12 01 01 01 7.9 1 43. 2.03 286.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)

▲ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC *** 07/09/20
*** AERMET - VERSION 16216 *** ***
*** 17:37:35

PAGE 45

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5
YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0004259 , L0004260
, L0004261 , L0004262 , L0004263 ,
, L0005276 , L0005277 , L0005278 , L0005279 , L0005280
, L0005281 , L0005282 , L0005283 ,
, L0005284 , L0005285 , L0005286 , L0005287 , L0005288
, L0005289 , L0005290 , L0005291 ,
, L0005292 , L0005293 , L0005294 , L0005295 , L0005296
, L0005297 , L0005298 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF DPM IN MICROGRAMS/M**3

**

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) |
|-------------|-------------|---------|-------------|
| Y-COORD (M) | CONC | | |
| 448034.47 | 3764448.23 | 0.00454 | 448044.09 |
| 3764368.10 | 0.00626 | | |
| 448037.04 | 3764240.54 | 0.00858 | 448040.24 |
| 3764088.63 | 0.01089 | | |
| 448023.58 | 3763919.40 | 0.00743 | 448033.19 |
| 3763752.10 | 0.00535 | | |
| 448508.08 | 3764439.59 | 0.01230 | 448499.41 |
| 3764339.91 | 0.01821 | | |
| 448490.74 | 3764188.21 | 0.03364 | 448512.41 |
| 3763910.84 | 0.01194 | | |
| 448492.18 | 3763712.92 | 0.00798 | 448493.63 |
| 3763499.10 | 0.00606 | | |
| 447587.51 | 3764352.93 | 0.00185 | 447388.63 |

3764370.10 0.00149
 447550.31 3764257.07 0.00161 447550.31
 3763958.05 0.00164
 447443.56 3764982.94 0.00059

▲ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
 HRA CSO.ISC *** 07/09/20
 *** AERMET - VERSION 16216 *** ***
 *** 17:37:35

PAGE 46

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS

AVERAGED OVER 5 YEARS ***

** CONC OF DPM IN MICROGRAMS/M**3

**

| GROUP ID | NETWORK | AVERAGE CONC | RECEPTOR (XR, YR, |
|----------------------|-----------------------|--------------|------------------------|
| ZELEV, ZHILL, ZFLAG) | OF TYPE | GRID-ID | ----- |
| ALL | 1ST HIGHEST VALUE IS | 0.03364 AT (| 448490.74, 3764188.21, |
| 242.62, | 242.62, 0.00) DC | | |
| | 2ND HIGHEST VALUE IS | 0.01821 AT (| 448499.41, 3764339.91, |
| 243.54, | 243.54, 0.00) DC | | |
| | 3RD HIGHEST VALUE IS | 0.01230 AT (| 448508.08, 3764439.59, |
| 245.38, | 245.38, 0.00) DC | | |
| | 4TH HIGHEST VALUE IS | 0.01194 AT (| 448512.41, 3763910.84, |
| 240.49, | 240.49, 0.00) DC | | |
| | 5TH HIGHEST VALUE IS | 0.01089 AT (| 448040.24, 3764088.63, |
| 241.68, | 241.68, 0.00) DC | | |
| | 6TH HIGHEST VALUE IS | 0.00858 AT (| 448037.04, 3764240.54, |
| 243.84, | 243.84, 0.00) DC | | |
| | 7TH HIGHEST VALUE IS | 0.00798 AT (| 448492.18, 3763712.92, |
| 239.34, | 239.34, 0.00) DC | | |
| | 8TH HIGHEST VALUE IS | 0.00743 AT (| 448023.58, 3763919.40, |
| 240.75, | 240.75, 0.00) DC | | |
| | 9TH HIGHEST VALUE IS | 0.00626 AT (| 448044.09, 3764368.10, |
| 243.80, | 243.80, 0.00) DC | | |
| | 10TH HIGHEST VALUE IS | 0.00606 AT (| 448493.63, 3763499.10, |
| 238.34, | 238.34, 0.00) DC | | |

*** RECEPTOR TYPES: GC = GRIDCART

GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

▲ *** AERMOD - VERSION 19191 *** *** C:\LAKES\AERMOD VIEW\13214 HRA CSO\13214
HRA CSO.ISC *** 07/09/20
*** AERMET - VERSION 16216 *** ***
*** 17:37:35

PAGE 47

*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 2 Warning Message(s)
A Total of 1628 Informational Message(s)

A Total of 43848 Hours Were Processed

A Total of 1278 Calm Hours Identified

A Total of 350 Missing Hours Identified (0.80 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 2346 MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used
0.50
ME W187 2346 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

*** AERMOD Finishes Successfully ***

**AVERAGE EMISSION FACTOR
SAN BERNARDINO 2020**

| Speed | LHD1 | MHD | HHD |
|-------|----------|----------|---------|
| 0 | 0.368 | 0.226104 | 0.02848 |
| 5 | 0.038326 | 0.204018 | 0.13117 |
| 25 | 0.013428 | 0.072307 | 0.05076 |

| Speed | Weighted Average Emissions |
|-------|----------------------------|
| 0 | 0.19233 |
| 5 | 0.10852 |

**AVERAGE EMISSION FACTOR
SAN BERNARDINO 2020**

| Speed | LHD1 | MHD | HHD |
|-------|----------|----------|---------|
| 0 | 0.368 | 0.226104 | 0.02848 |
| 5 | 0.038326 | 0.204018 | 0.13117 |
| 25 | 0.013428 | 0.072307 | 0.05076 |

| Speed | Weighted Average Emissions |
|-------|----------------------------|
| 0 | 0.12998 |
| 5 | 0.13274 |

**AVERAGE EMISSION FACTOR
SAN BERNARDINO 2020**

| Speed | LHD1 | MHD | HHD |
|-------|----------|----------|---------|
| 0 | 0.368 | 0.226104 | 0.02848 |
| 5 | 0.038326 | 0.204018 | 0.13117 |
| 25 | 0.013428 | 0.072307 | 0.05076 |

| Speed | Weighted Average Emissions |
|-------|----------------------------|
| 0 | 0.13258 |
| 5 | 0.13145 |

**AVERAGE EMISSION FACTOR
SAN BERNARDINO 2020 - COMBINED**

| Speed | LHD1 | MHD | HHD |
|-------|----------|----------|---------|
| 0 | 0.368 | 0.226104 | 0.02848 |
| 5 | 0.038326 | 0.204018 | 0.13117 |
| 25 | 0.013428 | 0.072307 | 0.05076 |

| Speed | Weighted Average Emissions |
|-------|----------------------------|
| 25 | 0.04837 |

Emission Rates - 2020 Emission Factors

| Truck Emission Rates | | | | | | |
|---|----------------|---------------------------------|--|---|---|--------------------------------------|
| Source | Trucks Per Day | VMT ^a (miles/day) | Truck Emission Rate ^b (grams/mile) | Truck Emission Rate ^b (grams/idle-hour) | Daily Truck Emissions ^c (grams/day) | Modeled Emission Rates (g/second) |
| On-Site Idling Building A (Light Industrial) | 32 | | | 0.1923 | 1.51 | 1.753E-05 |
| On-Site Idling Buildings C (Cold Storage Warehousing) | 54 | | | 0.1300 | 18.39 | 2.128E-04 |
| On-Site Idling Buildings D (Cold Storage Warehousing) | 58 | | | 0.1300 | 19.76 | 2.287E-04 |
| On-Site Idling Buildings E (Manufacturing) | 100 | | | 0.1326 | 3.31 | 3.836E-05 |
| On-Site Idling Buildings F (Manufacturing) | 55 | | | 0.1326 | 1.81 | 2.091E-05 |
| On-Site Travel Building A (Light Industrial) | 63 | 11.56 | 0.1085 | | 1.25 | 1.452E-05 |
| On-Site Travel Buildings C (Cold Storage Warehousing) | 108 | 21.36 | 0.1327 | | 5.47 | 6.326E-05 |
| On-Site Travel Buildings D (Cold Storage Warehousing) | 117 | 23.63 | 0.1327 | | 6.05 | 7.001E-05 |
| On-Site Travel Buildings E (Manufacturing) | 200 | 51.83 | 0.1314 | | 6.81 | 7.886E-05 |
| On-Site Travel Buildings F (Manufacturing) | 109 | 10.82 | 0.1314 | | 1.42 | 1.646E-05 |
| Off-Site Travel 50% Miliken Ave | 299 | 177.30 | 0.0484 | | 12.67 | 1.467E-04 |
| Off-Site Travel 40% Hamner Ave | 239 | 258.56 | 0.0484 | | 13.71 | 1.586E-04 |
| Off-Site Travel 5% Riverside (to the west) | 30 | 54.80 | 0.0484 | | 2.92 | 3.382E-05 |
| Off-Site Travel 5% Riverside (to the east) | 30 | 16.24 | 0.0484 | | 0.87 | 1.002E-05 |

^a Vehicle miles traveled are for modeled truck route only.

^b Emission rates determined using EMFAC 2017. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

^c This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes. TRUs presumed to idle for 30 minutes.

Idling / TRU Unmitigated

| | |
|--|-------------------|
| Emission Factor: | |
| TRU EF | 0.12 g/bhp-hr |
| TRU HP | 23 HP |
| TRU Load Factor | 0.46 |
| TRU EF @23 HP and 0.53 LF | 1.2696 g/idle-hr |
| Emission Factor: | |
| TRU EF | 0.01 g/bhp-hr |
| TRU HP | 34 HP |
| TRU Load Factor | 0.53 |
| TRU EF @34 HP and 0.53 LF | 0.1802 g/idle-hr |
| Emission Factor: | |
| Weighted Avg TRU EF (60% 25+ HP, 40% <25 HP) | 0.61596 g/idle-hr |

| calendar_y | season_m | sub_area | vehicle_class | fuel | temperatu | relative_h | process | speed_tim | pollutant | emission_rate |
|------------|----------|------------|---------------|------|-----------|------------|---------|-----------|-----------|---------------|
| 2020 | Annual | San Bernar | HHDT | Dsl | 60 | 70 | RUNEX | 5 | PM10 | 0.13646 |
| 2020 | Annual | San Bernar | HHDT | Dsl | 60 | 70 | RUNEX | 25 | PM10 | 0.05281 |
| 2020 | Annual | San Bernar | LHDT1 | Dsl | 60 | 70 | RUNEX | 5 | PM10 | 0.082601 |
| 2020 | Annual | San Bernar | LHDT1 | Dsl | 60 | 70 | RUNEX | 25 | PM10 | 0.028941 |
| 2020 | Annual | San Bernar | MHDT | Dsl | 60 | 70 | RUNEX | 5 | PM10 | 0.231545 |
| 2020 | Annual | San Bernar | MHDT | Dsl | 60 | 70 | RUNEX | 25 | PM10 | 0.082063 |
| 2020 | Annual | San Bernar | HHDT | Dsl | | | IDLEX | | PM10 | 0.029628 |
| 2020 | Annual | San Bernar | LHDT1 | Dsl | | | IDLEX | | PM10 | 0.793125 |
| 2020 | Annual | San Bernar | MHDT | Dsl | | | IDLEX | | PM10 | 0.256611 |

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: County

Region: SAN BERNARDINO

Calendar Year: 2020

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

| Region | Calendar Y | Vehicle Ca | Model Yea | Speed | Fuel | Population |
|----------|------------|------------|-----------|-----------|------|------------|
| SAN BERN | 2020 | HHDT | Aggregate | Aggregate | GAS | 9.540219 |
| SAN BERN | 2020 | HHDT | Aggregate | Aggregate | DSL | 27707.12 |
| SAN BERN | 2020 | HHDT | Aggregate | Aggregate | NG | 1108.036 |
| SAN BERN | 2020 | LHDT1 | Aggregate | Aggregate | GAS | 26438.2 |
| SAN BERN | 2020 | LHDT1 | Aggregate | Aggregate | DSL | 22885.62 |
| SAN BERN | 2020 | MHDT | Aggregate | Aggregate | GAS | 2348.721 |
| SAN BERN | 2020 | MHDT | Aggregate | Aggregate | DSL | 17407.58 |

| | |
|--------------|----------|
| HHDT% GAS/NG | 0.038771 |
| HHDT% DSL | 0.961229 |
| LHDT1% GAS | 0.536013 |
| LHDT1% DSL | 0.463987 |
| MHDT% GAS | 0.118885 |
| MHDT% DSL | 0.881115 |

APPENDIX 2.2:
RISK CALCULATIONS

Table 1
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
-0.25 to 0 Age Bin Exposure Scenario

| Source (a) | Mass GLC | | Weight Fraction (d) | Contaminant (e) | Carcinogenic Risk | | | | Noncarcinogenic Hazards/ Toxicological Endpoints** | | | | | | | | | |
|---------------|-----------------------------|-----------------------------|---------------------------|--------------------|--|---|----------------------------|-------------|--|---------------------------|-------------|----------------|--------------|--------------|-------------|--------------|--------------|-------------|
| | (ug/m ³) (b) | (mg/m ³) (c) | | | URF (ug/m ³) ⁻¹ (f) | CPF (mg/kg/day) ⁻¹ (g) | DOSE (mg/kg-day) (h) | RISK (i) | REL (ug/m ³) (j) | RfD (mg/kg/day) (k) | RESP (l) | CNS/PNS (m) | CV/BL (n) | IMMUN (o) | KIDN (p) | GI/LV (q) | REPRO (r) | EYES (s) |
| | | 0.01089 | | | 1.09E-05 | 1.00E+00 | Diesel Particulate | 3.0E-04 | 1.1E+00 | 3.8E-06 | 1.2E-07 | 5.0E+00 | 1.4E-03 | 2.2E-03 | | | | |
| TOTAL | | | | | | | | 1.2E-07 | | | 2.2E-03 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |

** Key to Toxicological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g. teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year) 350
exposure duration (years) 0.25
inhalation rate (L/kg-day) 361
inhalation absorption factor 1
averaging time (years) 70
fraction of time at home 0.85
age sensitivity factor (age third trimester) 10

Table 2
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
0-2 Age Bin Exposure Scenario

| Source (a) | Mass GLC | | Weight Fraction (d) | Contaminant (e) | Carcinogenic Risk | | | | Noncarcinogenic Hazards/ Toxicological Endpoints** | | | | | | | | | | |
|---------------|-----------------------------|-----------------------------|---------------------------|--------------------|--|---|----------------------------|-------------|--|---------------------------|-------------|----------------|--------------|--------------|-------------|--------------|--------------|-------------|---------|
| | (ug/m ³) (b) | (mg/m ³) (c) | | | URF (ug/m ³) ⁻¹ (f) | CPF (mg/kg/day) ⁻¹ (g) | DOSE (mg/kg-day) (h) | RISK (i) | REL (ug/m ³) (j) | RfD (mg/kg/day) (k) | RESP (l) | CNS/PNS (m) | CV/BL (n) | IMMUN (o) | KIDN (p) | GI/LV (q) | REPRO (r) | EYES (s) | |
| | | 0.01089 | | | 1.09E-05 | 1.00E+00 | Diesel Particulate | 3.0E-04 | 1.1E+00 | 1.1E-05 | 2.9E-06 | 5.0E+00 | 1.4E-03 | 2.2E-03 | | | | | |
| TOTAL | | | | | | | | 2.9E-06 | | | 2.2E-03 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |

** Key to Toxicological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g. teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year) 350
exposure duration (years) 2
inhalation rate (L/kg-day) 1090
inhalation absorption factor 1
averaging time (years) 70
fraction of time at home 0.85
age sensitivity factor (0 to 2 years old) 10

Table 3
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
2-16 Age Bin Exposure Scenario

| Source (a) | Mass GLC | | Weight Fraction (d) | Contaminant (e) | Carcinogenic Risk | | | | Noncarcinogenic Hazards/ Toxicological Endpoints** | | | | | | | | | |
|---------------|-----------------------------|-----------------------------|---------------------------|--------------------|--|---|----------------------------|-------------|--|---------------------------|-------------|----------------|--------------|--------------|-------------|--------------|--------------|-------------|
| | (ug/m ³) (b) | (mg/m ³) (c) | | | URF (ug/m ³) ⁻¹ (f) | CPF (mg/kg/day) ⁻¹ (g) | DOSE (mg/kg-day) (h) | RISK (i) | REL (ug/m ³) (j) | RfD (mg/kg/day) (k) | RESP (l) | CNS/PNS (m) | CV/BL (n) | IMMUN (o) | KIDN (p) | GI/LV (q) | REPRO (r) | EYES (s) |
| | | 0.01089 | | | 1.09E-05 | 1.00E+00 | Diesel Particulate | 3.0E-04 | 1.1E+00 | 6.0E-06 | 2.7E-06 | 5.0E+00 | 1.4E-03 | 2.2E-03 | | | | |
| TOTAL | | | | | | | | 2.7E-06 | | | 2.2E-03 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |

** Key to Toxicological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g. teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year) 350
exposure duration (years) 14
inhalation rate (L/kg-day) 572
inhalation absorption factor 1
averaging time (years) 70
fraction of time at home 0.72
age sensitivity factor (ages 2 to 16 years) 3

Table 4
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
16-30 Age Bin Exposure Scenario

| Source (a) | Mass GLC | | Weight Fraction (d) | Contaminant (e) | Carcinogenic Risk | | | | Noncarcinogenic Hazards/ Toxicological Endpoints** | | | | | | | | | |
|---------------|-----------------------------|-----------------------------|---------------------------|--------------------|--|---|----------------------------|-------------|--|---------------------------|-------------|----------------|--------------|--------------|-------------|--------------|--------------|-------------|
| | (ug/m ³) (b) | (mg/m ³) (c) | | | URF (ug/m ³) ⁻¹ (f) | CPF (mg/kg/day) ⁻¹ (g) | DOSE (mg/kg-day) (h) | RISK (i) | REL (ug/m ³) (j) | RfD (mg/kg/day) (k) | RESP (l) | CNS/PNS (m) | CV/BL (n) | IMMUN (o) | KIDN (p) | GI/LV (q) | REPRO (r) | EYES (s) |
| | | 0.01089 | | | 1.09E-05 | 1.00E+00 | Diesel Particulate | 3.0E-04 | 1.1E+00 | 2.7E-06 | 4.2E-07 | 5.0E+00 | 1.4E-03 | 2.2E-03 | | | | |
| TOTAL | | | | | | | | 4.2E-07 | | | 2.2E-03 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |

0.42

** Key to Toxicological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g. teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year) 350
exposure duration (years) 14
inhalation rate (L/kg-day) 261
inhalation absorption factor 1
averaging time (years) 70
fraction of time at home 0.73
age sensitivity factor (ages 16 to 30 years old) 1

Total Risk for All Age Bins (per million) 6.15

Table 5
Quantification of Carcinogenic Risks and Noncarcinogenic Risks
25-Year Worker Exposure Scenario

| | Source (a) | Mass GLC | | Weight Fraction (d) | Contaminant (e) | Carcinogenic Risk | | | | Noncarcinogenic Hazards/ Toxicological Endpoints** | | | | | | | | | |
|-------|---------------------|----------------------|----------------------|------------------------|--------------------|--|---|----------------------------|-------------|--|---------------------------|-------------|----------------|--------------|--------------|-------------|--------------|--------------|-------------|
| | | (b) | (c) | | | URF (ug/m ³) ⁻¹ (f) | CPF (mg/kg/day) ⁻¹ (g) | DOSE (mg/kg-day) (h) | RISK (i) | REL (ug/m ³) (j) | RfD (mg/kg/day) (k) | RESP (l) | CNS/PNS (m) | CV/BL (n) | IMMUN (o) | KIDN (p) | GI/LV (q) | REPRO (r) | EYES (s) |
| | | (ug/m ³) | (mg/m ³) | | | | | | | | | | | | | | | | |
| 1 | Diesel Particulates | 3.36E-02 | 3.36E-05 | 1.00E+00 | Diesel Particulate | 3.0E-04 | 1.1E+00 | 5.3E-06 | 2.0E-06 | 5.0E+00 | 1.4E-03 | 6.7E-03 | | | | | | | |
| TOTAL | | | | | | | | | 2.0E-06 | | 6.8E-03 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |
| | | | | | | | | | 2.00 | | | | | | | | | | |

** Key to Toxicological Endpoints

Note: Exposure factors used to calculate contaminant intake

| | | | |
|---------|--|--------------------------------|-----|
| RESP | Respiratory System | exposure frequency (days/year) | 250 |
| CNS/PNS | Central/Peripheral Nervous System | exposure duration (years) | 25 |
| CV/BL | Cardiovascular/Blood System | inhalation rate (L/kg-day) | 230 |
| IMMUN | Immune System | inhalation absorption factor | 1 |
| KIDN | Kidney | averaging time (years) | 70 |
| GI/LV | Gastrointestinal System/Liver | | |
| REPRO | Reproductive System (e.g. teratogenic and developmental effects) | | |
| EYES | Eye irritation and/or other effects | | |

Table 6
Quantification of Carcinogenic Risks and Noncarcinogenic Risks
9-Year School Child Exposure Scenario

| | Source (a) | Mass GLC | | Weight Fraction (d) | Contaminant (e) | Carcinogenic Risk | | | | Noncarcinogenic Hazards/ Toxicological Endpoints** | | | | | | | | | | | | | | | | |
|-------|---------------------|-------------------------------|-------------------------------|------------------------------|--------------------------|--|---|------------------------------|--------------------|--|-----------------------------|---------------|------------------|----------------|----------------|---------------|----------------|----------------|---------------|---------|---------|--|--|--|--|--|
| | | (ug/m ³) (b) | (mg/m ³) (c) | | | URF (ug/m ³) ⁻¹ (f) | CPF (mg/kg/day) ⁻¹ (g) | DOSE (mg/kg-day) (h) | RISK (i) | REL (ug/m ³) (j) | RfD (mg/kg/day) (k) | RESP (l) | CNS/PNS (m) | CV/BL (n) | IMMUN (o) | KIDN (p) | GI/LV (q) | REPRO (r) | EYES (s) | | | | | | | |
| | | 1 | Diesel Particulates | | | 1.85E-03 | 1.85E-06 | 1.00E+00 | Diesel Particulate | 3.0E-04 | 1.1E+00 | 5.2E-07 | 2.1E-07 | 5.0E+00 | 1.4E-03 | 3.7E-04 | | | | | | | | | | |
| TOTAL | | | | | | | | | 2.3E-07 0.23 | 4.1E-04 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | | | | | |

** Key to Toxicological Endpoints

Note: Exposure factors used to calculate contaminant intake

| | | | |
|---------|--|------------------------------------|-----|
| RESP | Respiratory System | exposure frequency (days/year) | 180 |
| CNS/PNS | Central/Peripheral Nervous System | exposure duration (years) | 9 |
| CV/BL | Cardiovascular/Blood System | inhalation rate (L/kg-day) | 572 |
| IMMUN | Immune System | inhalation absorption factor | 1 |
| KIDN | Kidney | averaging time (years) | 70 |
| GI/LV | Gastrointestinal System/Liver | age sensitivity factor (ages 4-13) | 3 |
| REPRO | Reproductive System (e.g. teratogenic and developmental effects) | | |
| EYES | Eye irritation and/or other effects | | |

To: Jared Riemer / Crow Holdings Industrial
From: Chambers Group, Inc.
Date: January 4, 2019
Project: Ontario Development
Subject: Burrowing Owl and Delhi Sands Flower-Loving Fly Habitat Assessment

The purpose of this memo is to summarize the results of the habitat assessment survey for burrowing owl (*Athene cunicularia*; BUOW) and Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*; DSF), for the Ontario Development Project (Project), as required by the Planning Department of the City of Ontario, San Bernardino County, California.

PROJECT LOCATION AND DESCRIPTION

The Project site is located on the southwest corner of the intersection at Riverside Drive and Hamner Avenue within the United States Geological Survey (USGS) *Guasti* topographic quadrangle (see Attachment 1, Project Location Map). The elevation of the Project site ranges from 744 to 787 feet above mean sea level. The Project proposes to construct six buildings totaling 1,040,727 square feet on approximately 46.64 acres of land (Assessor Parcel Numbers: 0218-171-27 and 0218-171-21). Riverside Drive and a disturbed open space parcel border the Project on the north, Hamner Avenue and commercial buildings are on the east, a construction yard is located south and east of Sunshine Growers Nursery, and a utility right-of-way with disturbed open space and residential properties exists to the west.

BACKGROUND

Burrowing Owl

The BUOW is a California Species of Special Concern (SSC). It is broadly distributed across the western United States, with populations in Florida and Central and South America. The BUOW breeds in open plains from western Canada and the western United States, Mexico through Central America, and into South America to Argentina (Klute 2003). This species inhabits dry, open, native or non-native grasslands, deserts, and other arid environments with low-growing and low-density vegetation (Ehrlich 1988). It may occupy golf courses, cemeteries, road rights-of way, airstrips, abandoned buildings, irrigation ditches, and vacant lots with holes or cracks suitable for use as burrows (TLMA 2006). BUOWs typically use burrows made by mammals such as California ground squirrels, foxes, or badgers (Trulio 1997). When burrows are scarce, the burrowing owl may use man-made structures such as openings beneath cement or asphalt pavement, pipes, culverts, and nest boxes (TLMA 2006). BUOWs often are found within, under, or in close proximity to man-made structures. Prey sources for this species include small rodents; arthropods such as spiders, crickets, centipedes, and grasshoppers; smaller birds;

amphibians; reptiles; and carrion. Threats to the BUOW include loss of nesting burrows, habitat loss, and mortality from motor vehicles.

Delhi Sands Flower-Loving Fly

The DSF is a federally listed endangered species occurring within southwestern San Bernardino and Riverside counties in southern California. This species requires the biologically unique arid dunes with fine, sandy soils classified as belonging to the “Delhi” series. The sand is blown in by the fall Santa Ana winds from the San Gabriel and San Bernardino mountains, creating the Colton Dunes Ecosystem (USFWS 1997). The largest populations are on the 12 permanently protected sites located within the Colton, Jurupa, and Ontario recovery units (USFWS 2008). Characteristics of these sites where DSF is known to occur include fine, sandy soils, often with whole or partial stabilized dunes, with sparse native vegetation (USFWS 1997). Native vegetation within the Colton Dunes include: California buckwheat (*Eriogonum fasciculatum* spp.), California croton (*Croton californicus*), deerweed (*Acmispon glaber*), and California evening primrose (*Oenothera californica* ssp. *californica*) (USFWS 1997). Only two of the 12 protected populations are considered secure, as the populations are isolated, and the dune system is becoming eliminated (USFWS 1997). Delhi Sands flower-loving fly ‘s habitat has been reduced by 97 percent due to a loss of habitat from development, agricultural conversion, sand mining, invasion by exotic species, dumping of cow manure and trash, collection, and off-road vehicle (ORV) use, dating back to the 1800s (USFWS 1997). In the final rule, the primary habitat degrading activity of DSF habitat was soil disturbance resulting from grading, plowing, and disking, to remove vegetation for fire control and ORV use (USFWS 2008). DSF spend their larval stages underground, and the flight season occurs from July through September (USFWS 2008). Trampling and vehicular activity compact soils and crush vegetation and subterranean animals. Disruption of the substrate destroys the cryptoflora crust, opening the system up to invasive organisms, causing erosion, and decreasing the integrity of the ecosystem (USFWS 1997). Since the Recovery Plan was written and finalized in 1997, habitat assessment surveys have resulted in the discovery that moderately disturbed lands, such as abandoned vineyards and grazing lands, also provide habitat for DSF; however, populations that have been identified in these habitats, are small and unlikely to persist without substantial restoration (USFWS 2008).

METHODS

Literature Review

Prior to performing the site visit, soils were determined in accordance with categories set forth by the U.S. Department of Agriculture (USDA) Soil Conservation Service and by referencing the USDA Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2018). The USDA soil report is included as Attachment 2. In addition, the geotechnical report prepared for the Project was reviewed for current soil conditions (GPI 2018).

Chambers Group, Inc. (Chambers Group) staff reviewed the most recent records of the California Natural Diversity Database (CNDDDB) managed by the California Department of Fish and Wildlife (CDFW), and quadrangles containing and surrounding the Project site (*Corona North, Cucamonga Peak, Devore, Fontana, Guasti, Mount Baldy, Ontario, Prado Dam, Riverside West*) were queried (CDFW 2018). This

database contains records of reported occurrences of federal- and state-listed endangered or threatened or proposed endangered or threatened species, California SSC, and otherwise sensitive species or habitats that may occur within or in the immediate vicinity of the Project site. In addition, a Trust Resource Report was generated through the United States Fish and Wildlife (USFWS) Information for Planning and Conservation (IPaC) process for critical habitat on or within the Project vicinity and federally listed species identified as potentially occurring in or near the proposed Project area (USFWS 2018). A list of occurrences for BUOW and DSF within and/or in the vicinity of the Project site was developed from the database searches. All BUOW and DSF occurrences that either overlap the Project or that exist within 5 miles of the Project site were mapped (see Attachment 1, Burrowing Owl and Delhi Sands Flower-loving Fly Designated Habitat and Species Occurrences Map).

Habitat Assessment

The site visit was conducted on foot by Chambers Group Biologists Corey Jacobs and Saraiah Skidmore on December 19, 2018. The purpose of the site visit was to document current site conditions, with a focus on the Project site's potential to support BUOW and DSF.

Given the flat terrain and low height of the vegetation, wide transects spaced at approximately 50 to 75 feet (approximately 15 to 20 meters) were utilized to achieve 100 percent visual coverage in search for suitable habitat. Transects were walked within the open space areas of the Project and within a 500-foot buffer (approximately 150 meters) around the site (Survey Area), in accordance with the CDFW Burrowing Owl Staff Report (CDFW 2012). Vegetation communities on the Project site were identified (Attachment 1, Biological Resources Map). Plant and wildlife species observed or detected during the survey were recorded (Attachment 3). Site photographs were taken depicting current conditions of the Survey Area (Attachment 4).

Upon completion of the habitat assessment survey on the Project site, several DSF protected sites were visited for habitat comparisons. The Colton Recovery Unit sites visited and listed in the recovery plan and 5-year review for DSF (USFWS 1997, 2008) included the Angelus Block conservation area located along Industrial Drive in Rialto (listed as site B under the Colton Recovery Units), the Hospital Reserve located northeast of the intersection of Valley Boulevard and Pepper Avenues in the City of Colton (listed as site C under the Colton Recovery Units), habitat located east of Riverside Drive and south of San Bernardino Avenue (behind the Rialto Grace Vargas Senior Center) and at the corner of Indigo and Woodland avenues (listed as site D under the Colton Recovery Units), and at the northeast intersection of Randall and Pepper avenues in unincorporated San Bernardino County (listed as site E under the Colton Recovery Units). Photos of the sites are included in Attachment 4.

RESULTS

Literature Review

One soil type, Delhi fine sand (Db), resulted from the USDA database search within the Project site and immediate buffer (USDA 2018). According to the USDA report, the Delhi series consists of deep wind

deposited (aeolian) soil (USDA 2006). Delhi fine sand has 0- to 2-percent slopes and is sandy alluvium derived from granite (USDA 2018). This soil is somewhat excessively drained with little to no runoff. Delhi fine sand is prime farmland if irrigated (USDA 2018). The soil report and detailed descriptions are included as Attachment 2. Although the site was mapped as Delhi fine sand at the time of the mapping by USDA, a geotechnical investigation conducted on the northern portion of the Project site in January of 2018 identified 1 to 2 feet of fill soils containing silty sands overlaying natural soils (GPI 2018). The geotechnical investigation report also discussed the presence of stockpiles that consisted of clays, sands, gravels, concrete, brick, metal, and plastic debris (GPI 2018).

The CNDDDB and USFWS literature reviews resulted in multiple occurrences of BUOW and DSF located within 5 miles of the Project site. A map with the BUOW and DSF occurrences from the database searches and within 5 miles of the Project site is included in Attachment 1.

Habitat Assessment

The habitat assessment survey was conducted on December 19, 2018, between the hours of 0700 and 1200. Weather conditions included temperatures from 51 to 77 degrees Fahrenheit (°F), wind speeds from 0 to 3 miles per hour, and cloud cover from 0 to 5 percent.

The Survey Area and buffer are highly disturbed and relatively flat. During the habitat assessment, soils were observed to be consistent with those observed by the geotechnical investigation, silty sand overlaying natural soils. Natural soils were visible at ground squirrel burrows, where underlying Delhi soils were brought to the surface.

The northern portion of the Project site consisted of open space with Ruderal vegetation, and the southern portion of the site exists as an active nursery and is considered Developed. A strip of Ornamental Landscaping occurs along the nursery's northern boundary (see Attachment 1, Biological Resource Map). Vegetation and non-vegetation communities are described in detail below. A complete list of plant and wildlife species observed is included in Attachment 3.

Areas classified as Ruderal tend to be dominated by pioneering herbaceous species that readily colonize disturbed ground and that are typically found in temporary, often frequently disturbed habitats (Barbour et al. 1999). The soils in Ruderal areas are often characterized as heavily compacted and frequently disturbed. The vegetation in these areas is adapted to living in compacted soils where water does not readily penetrate the soil. Often, Ruderal areas are dominated by species of the *Centaurea*, *Brassica*, *Malva*, *Salsola*, *Eremocarpus*, *Amaranthus*, and *Atriplex* genera. Ruderal plant species found on the Project site included non-native: pigweed (*Amaranthus* sp.), foxtail (*Bromus madritensis*), lamb's quarter's (*Chenopodium album*), red-stemmed filaree (*Erodium cicutarium*), cheeseweed (*Malva parviflora*), Russian-thistle (*Salsola australis*), and London rocket (*Sisymbrium irio*). Approximately 30 acres of Project site is Ruderal vegetation.

Developed areas are areas that have been altered by humans and now display man-made structures such as houses, paved roads, buildings, parks, and other maintained areas. Developed areas are present within

the southern portion of the Survey Area at Sunshine Growers Nursery, a wholesale plant nursery. The nursery consists of maintained areas including: compacted dirt roads; gravel/rock beds where potted plants are staged for buyers; concrete pads for sorting bulk materials including rock, mulch, and granite; and permanent and semi-permanent structures. Approximately 16 acres of the Project site is Developed.

Ornamental Landscaping includes areas where the vegetation is dominated by non-native horticultural plants (Gray and Bramlet 1992). Typically, the species composition consists of introduced trees, shrubs, flowers, and turf grass. Ornamental Landscaping is present within the Survey Area at the northern boundary of the nursery. The plant species found on the Project site typical of this community included Italian cypress (*Cupressus sempervirens*). Approximately 0.60 acre of the Project site is Ornamental Landscaping.

Wildlife species observed or detected during the site visit were characteristic of the existing site conditions. Avian species included: red-tailed hawk (*Buteo jamaicensis*), house finch (*Carduelis psaltria*), common raven (*Corvus corax*), rock pigeon (*Columba livia*), American kestrel (*Falco sparverius*), northern mockingbird (*Mimus polyglottos*), ash-throated flycatcher (*Myiarchus cinerascens*), Eurasian-collared dove (*Streptopelia decaocto*), European starling (*Sturnus vulgaris*), and mourning dove (*Zenaida macroura*). Mammal species included: coyote (*Canis latrans*), California ground squirrel (*Spermophilus beecheyi*), and Botta's gopher (*Thomomys bottae*).

DSF protected sites were visited within the Colton Recovery Unit. Delhi soils at these sites contained "clean" soils, meaning they did not appear to contain fill soils. Habitat at these sites did show varying signs of habitat disturbance including the presence of non-native weeds and vehicle or bike tracks on edges; however, the disturbance was relatively low and soils did not appear to be compacted or permanently impacted by the disturbances. Native vegetation including California buckwheat, California croton, and deerweed were also observed at these sites. These sites were mostly fenced off; and, therefore, habitat was only visible from the fence line. The edges of the habitat contained more disturbance (a higher percentage of invasive weeds) than other areas located further from the fence may have been. In general, based on limited visibility and access points, the habitat at these sites was considered to be of moderate to high quality, especially when compared to the Project site.

Burrowing Owl

BUOW's or BUOW sign was not observed or detected within the Survey Area. However, the Ruderal vegetation located in the northern portion of the Project site and in the buffer located to the north and on the west side of the Project is potential habitat for BUOW. The Ruderal vegetation was open, with low-growing vegetation. California ground squirrels and their burrows were abundant in the Survey Area, providing suitable burrows for BUOW use. A BUOW occurrence was observed in 2011 located partially within the Project site on the southeastern edge (along the driveway of the nursery) and the most recent BUOW occurrence was observed in 2016 approximately 3.5 miles north of the Project site.

Delhi Sands Flower-Loving Fly

Unsuitable to low quality soils for DSF were observed within the Project site. Soils along the roadsides were compact and contained coarse sand and gravels, likely from stockpiles observed during the geotechnical investigation that were not present during the habitat assessment survey. The soil surface further from the roads contained silty sand, and the Survey Area showed signs of being regularly disked. The Survey Area contained non-native invasive weeds, another sign that the site has been highly disturbed for such an extended period of time that native plant species have been removed and outcompeted by non-native species. The disking has resulted in a flattened landscape, aside from one location where black solid silt fencing was installed along the fence bordering the northern boundary of the nursery. As a result of the silt fencing, silty sand has blown up against the fence line. The nearest and most recent DSF occurrence was an observation in 2001 located approximately 0.5 mile north of the Project site.

CONCLUSIONS AND RECOMMENDATIONS

The open Ruderal vegetation community, combined with the presence of California ground squirrel burrows, provides suitable habitat for BUOW. Due to the presence of suitable habitat for BUOW, according to the 2012 CDFW BUOW Staff Report, occupancy surveys will be required. In addition, regardless of the presence or absence of BUOW during the habitat assessment or occupancy surveys, because suitable habitat is present on the Project site and in the buffer, a take avoidance survey will be required no less than 14 days prior to ground disturbance.

The compacted, heavily mixed, silty, sandy soils; regular disking; non-native vegetation; and isolation from undisturbed Delhi sands soil offers unsuitable to low quality habitat for DSF; therefore, no further surveys are recommended for DSF.

Please contact me at (909) 335-7068 ext. 7330 if you have any questions or concerns regarding this memo report.

Sincerely,



Saraiah Skidmore
Senior Biologist
sskidmore@chambersgroupinc.com

TECHNICAL MEMORANDUM

ATTACHMENTS:

Attachment 1: Report Figures

Attachment 2: USDA Soil Reports and Descriptions

Attachment 3: Plant and Wildlife Species Observed/Detected Lists

Attachment 4: Site Photographs

REFERENCES

- Barbour, M.G., J.H. Burk, W.D. Pitts, F.S. Gilliam, and M.W. Schwartz
1999 *Terrestrial Plant Ecology, Third Edition*. Addison Wesley Longman, Inc. Menlo Park, California.
- California Department of Fish and Wildlife (CDFW)
2012 Staff Report on Burrowing Owl Mitigation. March 2012.
- 2018 California Natural Diversity Database (CNDDDB). RareFind Version 3.1.0. Database Query for the *Corona North, Cucamonga Peak, Devore, Fontana, Guasti, Mount Baldy, Ontario, Prado Dam, Riverside West*, California, USGS 7.5-minute quadrangles. Wildlife and Habitat Data Analysis Branch. Accessed December 16, 2018.
- Ehrlich, P., D. Dobkin, and D. Wheye
1988 *The Birder's Handbook: A Field Guide to the Natural History of North American Birds*. Simon & Schuster, Inc., New York, New York.
- Geotechnical Professionals, Inc. (GPI)
2018 Preliminary Geotechnical Investigation for the Proposed Industrial Building Development on the southwest corner of Hamner Avenue and East Riverside Drive, Ontario, California.
- Gray, J., and D. Bramlet
1992 Habitat Classification System, Natural Resources, Geographic Information System (GIS) Project. County of Orange Environmental Management Agency, Santa Ana, California.
- Klute, D.S., L.W. Ayers, M.T. Green, W.H. Howe, S.L. Jones, J.A. Shaffer, S.R. Sheffield, and T.S. Zimmerman
2003 Status Assessment and Conservation Plan for the Western Burrowing Owl in the United States. U.S. Department of Interior, Fish and Wildlife Service, Biological Technical Publication FWS/BTP-R6001-2003, Washington, D.C.
- Trulio, Lynne A.
1997 Strategies for Protecting Western Burrowing Owls (*Athene cunicularia hypugaea*) from Human Activities. Proceedings of the Second International Symposium on the Biology and Conservation of Western Hemisphere Owls. February 1997. Winnipeg, Canada.
- Transportation and Land Management Agency (TLMA)
2006 Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area. Riverside, California.

TECHNICAL MEMORANDUM

U.S. Department of Agriculture (USDA)

2006 Delhi Series. Natural Cooperative Soil Survey. Accessed at https://soilseries.sc.egov.usda.gov/OSD_Docs/D/DELHI.html on December 20, 2018.

2018 Soil Survey Staff, Natural Resources Conservation Service. Official Soil Series Descriptions. Accessed at <http://websoilsurvey.nrcs.usda.gov/app/> on December 16, 2018.

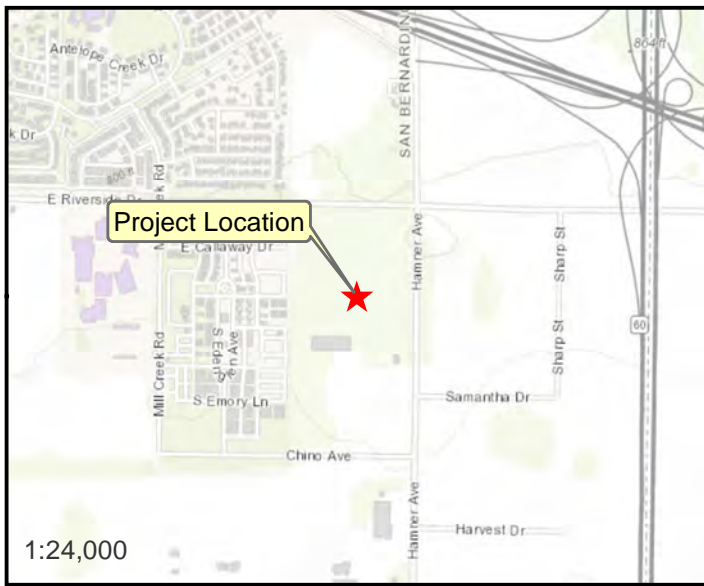
U. S. Fish and Wildlife Service (USFWS)

1997 Recovery Plan for the Delhi Sands Flower-loving Fly (*Rhaphiomidas terminatus abdominalis*). Accessed at https://www.fws.gov/carlsbad/SpeciesStatusList/RP/19970914_RP_DSF.pdf. Accessed on December 18, 2018.

2008 Delhi Sands Flower-loving Fly (*Rhaphiomidas terminatus abdominalis*) 5-Year Review, https://ecos.fws.gov/docs/five_year_review/doc1898.pdf. Accessed on December 18, 2018.

2018 Information, Planning, and Conservation (IPaC) support system website <http://ecos.fws.gov/ipac/> accessed on December 16, 2018.

ATTACHMENT 1-- REPORT FIGURES



Legend

 Project Location

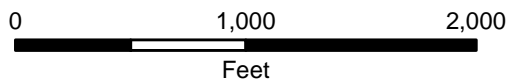
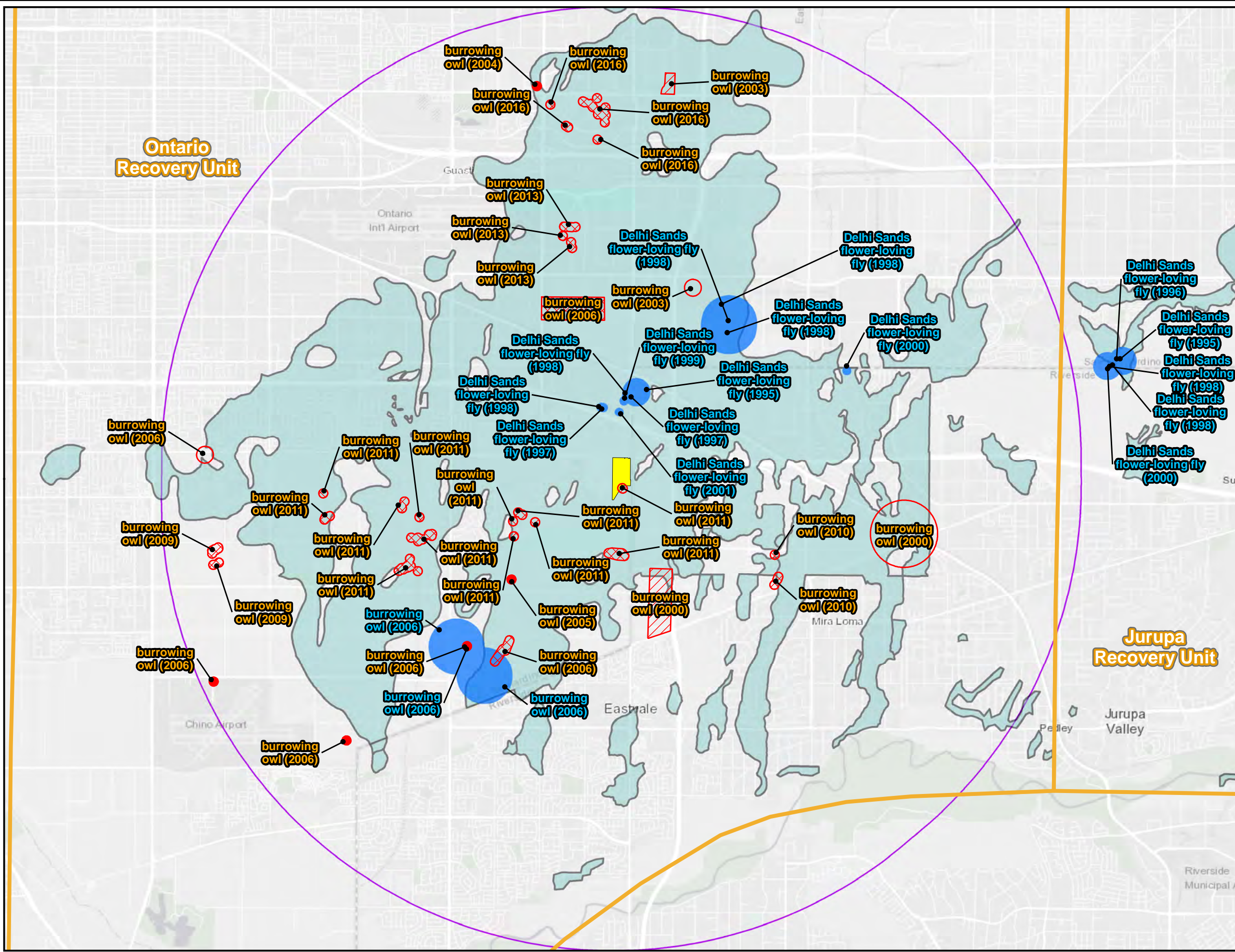


Figure 1
Project Location Map

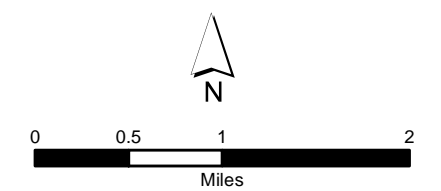
Name: 21137_Location & Vicinity.Mxd
Print Date: 12/12/2018, Author: esimmons



Figure 2
 Burrowing Owl and
 Delhi Sands Flower-Loving Fly
 Habitat Designations and
 Species Occurrences
 within Five Miles



- Legend**
- Survey Area
 - 5-mile Buffer
 - USFWS Delhi Sands flower-loving fly Recovery Unit Boundary
 - USFWS Delhi Sands flower-loving fly Soils
 - USFWS Documented Species Occurrence
 - CDFW Documented Occurrence
 - Animal (80m)
 - Animal (specific)
 - Animal (non-specific)
 - Animal (circular)



Name: 21137 BIO Fig 2 Desig Habitats & Species Occ.Mxd
 Print Date: 1/4/2019, Author: esimmons



Legend

- Project Location
- Ruderal
- Vegetation Community**
- Developed
- Ornamental Landscaping

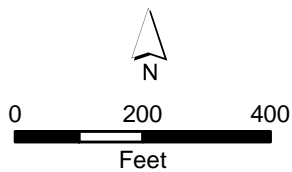


Figure 3
Biological Resources
Map

ATTACHMENT 2– USDA SOIL REPORTS AND DESCRIPTIONS

LOCATION DELHI

CA

Established Series

Rev. RCH-LCL-CAF

05/2006

DELHI SERIES

The Delhi series consists of very deep, somewhat excessively drained soils. They formed in wind modified material weathered from granitic rock sources. Delhi soils are on floodplains, alluvial fans and terraces. Slopes are 0 to 15 percent. The mean annual precipitation is about 13 inches and the mean annual temperature is about 62 degrees F.

TAXONOMIC CLASS: Mixed, thermic Typic Xeropsammets

TYPICAL PEDON: Delhi sand - annual grasses, grazed (Colors are for dry soil unless otherwise stated.)

CI--0 to 21 inches; pale brown (10YR 6/3) sand, brown (10YR 5/3) moist; single grained; loose; slightly acid (pH 6.5); gradual smooth boundary. (10 to 30 inches thick)

C2--21 to 40 inches; pale brown (10YR 6/3) sand, brown (10YR 5/3) moist; slightly lighter color than horizon above; loose; slightly acid (pH 6.5); gradual smooth boundary. (16 to 25 inches thick)

C3--40 to 70 inches; light yellowish brown (10YR 6/4) sand, yellowish brown (10YR 5/4) moist; loose; strongly acid (pH 5.5).

TYPE LOCATION: Merced County, California; south side of Bloss Avenue, 100 yards west of Highway 99, south of Delhi; section 22, T.6 S., R.11 E.

RANGE IN CHARACTERISTICS: Delhi soils have short undulating slopes of 0 to 15 percent and lack stratification. The mean annual soil temperature at a depth of 20 inches is 60 to 66 degrees F and the soil temperature usually is not below 47 degrees F at any time. The average January soil temperature is about 50 degrees F and the average July temperature is 75 to 85 degrees F. The soil between depths of about 12 to 35 inches is continuously dry from late April or May until late October or early December and is continuously moist in some or all parts all the rest of the year. Very coarse sand is 0 to 5 percent and combined coarse and very coarse sand is 35 percent or less.

The C horizon is 10YR 5/3, 5/4, 6/4, 6/3, 6/2, 6/1, 7/1, 7/2, 7/3 or 7/4. Moist colors are 10YR 4/2, 4/3, 4/4, 5/4, 5/3, 5/2, 5/1, 6/1, 6/2, 6/3 or 6/4. Usually there is little change in color with depth, but in some pedons the upper part of the profile is slightly darker than the lower part and an A horizon can be identified. The upper part is sand, fine sand, loamy fine sand or loamy sand. The lower part is sand or loamy sand. The clay content ranges from 0 to 5 percent. The soil is slightly acid to slightly alkaline.

When an A horizon is present, it has dry color of 10YR 6/2, 6/3, 5/2, 5/3, 5/4 or 4/3. Moist color is 10YR 4/3 or 4/2. Clay content is 0 to 5 percent and textures are fine sand or loamy sand. Organic matter content is less than 1 percent. Reaction is slightly acid to slightly alkaline.

COMPETING SERIES: These are the [Abaft](#), [Arnold](#), [Briones](#), [Calhi](#), [Corralitos](#), [Monoridge](#), [Monvero](#), and [Tujunga](#) series. Abaft soils have mean summer and mean winter soil temperatures that differ by more than 25 to 35 degrees F. Arnold soils have complex slopes of 9 to 60 percent and have a paralithic contact at depths of 40 to 60 inches. Briones soils have a paralithic contact at depths of 20 to 40 inches. Calhi soils are calcareous below a depth of 10 inches. Corralitos soils are moderately acid, stratified, and the average January and average July soil temperatures differ by 20 degrees F. or less. Tujunga are stratified soils on smooth slopes with some gravel and have 35 percent or more coarse and very coarse sand.

GEOGRAPHIC SETTING: Delhi soils are on 0 to 15 percent slopes at elevations of 25 to 1,400 feet. They formed in wind modified alluvium derived from granitic rock sources on floodplains, alluvial fans and terraces. The climate is dry subhumid with cool moist winters and hot dry summers. Mean annual precipitation, all in the form of rain, is 10 to 16 inches. Average annual temperature is 59 to 65 degrees F, average January temperature is 45 to 50 degrees F, and average July temperature is 75 to 80 degrees F. The frost-free period is 225 to 310 days.

GEOGRAPHICALLY ASSOCIATED SOILS: These are the competing [Tujunga](#) and the [Dello](#), [Hanford](#), [Grangeville](#), [Hilmar](#) and [Snelling](#) soils. Dello soils are saturated with water during part of the year and are mottled within a depth of 20 inches. Hanford soils have a coarse-loamy textural control section. Grangeville soils are seasonally saturated with water and have a mollic epipedon. Hilmar soils have contrasting loamy texture within the 10 to 40 inch section. Snelling soils have an argillic horizon.

DRAINAGE AND PERMEABILITY: Somewhat excessively drained; negligible to slow runoff; rapid permeability.

USE AND VEGETATION: Used for growing grapes, peaches, truck crops, alfalfa and for homesites. Principal native plants are buckwheat and a few shrubs and trees. Typical vegetation is annual grasses and forbs.

DISTRIBUTION AND EXTENT: East side of San Joaquin Valley, central valley and intermountain valleys in the western part of southern California. The series is extensive in MLRA-17.

MLRA SOIL SURVEY REGIONAL OFFICE (MO) RESPONSIBLE: Davis, California

SERIES ESTABLISHED: Tulare County (Visalia Area), California, 1935.

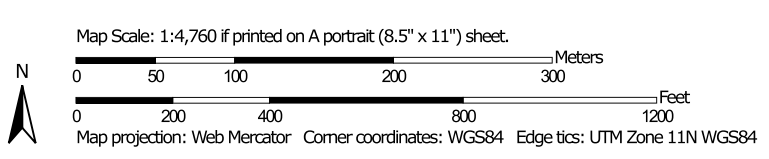
REMARKS: NSSL pedon S79CA-047-000 (type location)

National Cooperative Soil Survey
U.S.A.

Soil Map—San Bernardino County Southwestern Part, California, and Western Riverside Area, California
(Ontario Development and Buffer)







































Soil Map may not be valid at this scale.



Soil Map—San Bernardino County Southwestern Part, California, and Western Riverside Area, California
(Ontario Development and Buffer)

MAP LEGEND

| | | | | |
|---|---|---|---|------------|
| Area of Interest (AOI) |  | Area of Interest (AOI) |  | Spoil Area |
| Soils |  | Soil Map Unit Polygons |  | Stony Spot |
|  | Soil Map Unit Lines |  | Very Stony Spot | |
|  | Soil Map Unit Points |  | Wet Spot | |
| Special Point Features |  | Blowout |  | Other |
|  | Borrow Pit |  | Special Line Features | |
|  | Clay Spot | Water Features | | |
|  | Closed Depression |  | Streams and Canals | |
|  | Gravel Pit | Transportation | | |
|  | Gravelly Spot |  | Rails | |
|  | Landfill |  | Interstate Highways | |
|  | Lava Flow |  | US Routes | |
|  | Marsh or swamp |  | Major Roads | |
|  | Mine or Quarry |  | Local Roads | |
|  | Miscellaneous Water | Background | | |
|  | Perennial Water |  | Aerial Photography | |
|  | Rock Outcrop | | | |
|  | Saline Spot | | | |
|  | Sandy Spot | | | |
|  | Severely Eroded Spot | | | |
|  | Sinkhole | | | |
|  | Slide or Slip | | | |
|  | Sodic Spot | | | |

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at scales ranging from 1:15,800 to 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Bernardino County Southwestern Part, California
Survey Area Data: Version 10, Sep 12, 2018

Soil Survey Area: Western Riverside Area, California
Survey Area Data: Version 11, Sep 12, 2018

Your area of interest (AOI) includes more than one soil survey area. These survey areas may have been mapped at different scales, with a different land use in mind, at different times, or at different levels of detail. This may result in map unit symbols, soil properties, and interpretations that do not completely agree across soil survey area boundaries.

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 5, 2015—Jan 18, 2015

Soil Map—San Bernardino County Southwestern Part, California, and Western Riverside Area, California
(Ontario Development and Buffer)

MAP LEGEND

MAP INFORMATION

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

| Map Unit Symbol | Map Unit Name | Acres in AOI | Percent of AOI |
|---------------------------------------|-----------------|--------------|----------------|
| Db | Delhi fine sand | 62.3 | 92.6% |
| Subtotals for Soil Survey Area | | 62.3 | 92.6% |
| Totals for Area of Interest | | 67.3 | 100.0% |

| Map Unit Symbol | Map Unit Name | Acres in AOI | Percent of AOI |
|---------------------------------------|-----------------|--------------|----------------|
| Db | Delhi fine sand | 5.0 | 7.4% |
| Subtotals for Soil Survey Area | | 5.0 | 7.4% |
| Totals for Area of Interest | | 67.3 | 100.0% |

San Bernardino County Southwestern Part, California

Db—Delhi fine sand

Map Unit Setting

National map unit symbol: hcjq
Elevation: 30 to 1,400 feet
Mean annual precipitation: 10 to 16 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 225 to 310 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Delhi and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Delhi

Setting

Landform: Alluvial fans
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Sandy alluvium derived from granite

Typical profile

H1 - 0 to 18 inches: fine sand
H2 - 18 to 60 inches: sand

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Somewhat excessively drained
Runoff class: Negligible
Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Low (about 4.4 inches)

Interpretive groups

Land capability classification (irrigated): 3e
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: A
Hydric soil rating: No

Minor Components

Unnamed

Percent of map unit: 5 percent

Landform: Depressions

Hydric soil rating: Yes

Tujunga, loamy sand

Percent of map unit: 5 percent

Hydric soil rating: No

Unnamed

Percent of map unit: 5 percent

Hydric soil rating: No

Data Source Information

Soil Survey Area: San Bernardino County Southwestern Part, California

Survey Area Data: Version 10, Sep 12, 2018

Soil Survey Area: Western Riverside Area, California

Survey Area Data: Version 11, Sep 12, 2018

ATTACHMENT 3-- PLANT AND WILDLIFE SPECIES OBSERVED/DETECTED LISTS

ATTACHMENT 3: PLANT SPECIES OBSERVED ON SITE

| Scientific Name | Common Name |
|---------------------------------|-------------------------|
| GYMNOSPERMS | |
| <i>Cupressus sempervirens</i> * | Italian cypress |
| ANGIOSPERMS (EUDICOTS) | |
| AMARANTHACEAE | AMARANTH FAMILY |
| <i>Amaranthus</i> sp. | pigweed |
| APIACEAE | CARROT FAMILY |
| <i>Foeniculum vulgare</i> * | fennel |
| ASTERACEAE | SUNFLOWER FAMILY |
| <i>Sonchus</i> spp.* | sow thistle species |
| BRASSICACEAE | MUSTARD FAMILY |
| <i>Sisymbrium irio</i> * | London rocket |
| CHENOPODIACEAE | GOOSEFOOT FAMILY |
| <i>Chenopodium album</i> * | lamb's quarters |
| <i>Salsola australis</i> * | Russian-thistle |
| GERANIACEAE | GERANIUM FAMILY |
| <i>Erodium cicutarium</i> * | red-stemmed filaree |
| MALVACEAE | MALLOW FAMILY |
| <i>Malva parviflora</i> * | cheeseweed |
| URTICACEAE | NETTLE FAMILY |
| <i>Urtica urens</i> * | dwarf nettle |
| ANGIOSPERMS (MONOCOTS) | |
| POACEAE | GRASS FAMILY |
| <i>Bromus madritensis</i> * | foxtail |
| *Non-Native Species | |

ATTACHMENT 3: WILDLIFE SPECIES OBSERVED/DETECTED ON SITE

| Scientific Name | Common Name |
|-------------------------------|--------------------------------|
| CLASS AVES | BIRDS |
| PHALACROCORACIDAE | CORMORANTS |
| <i>Phalacrocorax sp.</i> | cormorant |
| CATHARTIDAE | NEW WORLD VULTURES |
| <i>Cathartes aura</i> | turkey vulture |
| ACCIPITRIDAE | HAWKS, KITES, EAGLES |
| <i>Buteo jamaicensis</i> | red-tailed hawk |
| FALCONIDAE | FALCONS |
| <i>Falco sparverius</i> | American kestrel |
| COLUMBIDAE | PIGEONS & DOVES |
| <i>Columba livia</i> | rock pigeon |
| <i>Streptopelia decaocto</i> | Eurasian collared-dove |
| <i>Zenaida macroura</i> | mourning dove |
| TYRANNIDAE | TYRANT FLYCATCHERS |
| <i>Myiarchus cinerascens</i> | ash-throated flycatcher |
| <i>Tyrannus verticalis</i> | western kingbird |
| CORVIDAE | JAYS & CROWS |
| <i>Corvus corax</i> | common raven |
| MIMIDAE | MOCKINGBIRDS, THRASHERS |
| <i>Mimus polyglottos</i> | northern mockingbird |
| STURNIDAE | STARLINGS |
| <i>Sturnus vulgaris</i> | European starling |
| EMBERIZIDAE | EMBERIZIDS |
| <i>Zonotrichia leucophrys</i> | white-crowned sparrow |
| FRINGILLIDAE | FINCHES |
| <i>Carpodacus mexicanus</i> | house finch |
| CLASS MAMMALIA | MAMMALS |
| LEPORIDAE | HARES & RABBITS |
| <i>Sylvilagus audubonii</i> | desert cottontail |
| SCIURIDAE | SQUIRRELS |
| <i>Spermophilus beecheyi</i> | California ground squirrel |
| GEOMYIDAE | POCKET GOPHERS |
| <i>Thomomys bottae</i> | Botta's pocket gopher |
| CANIDAE | WOLVES & FOXES |
| <i>Canis familiaris</i> | domestic dog |
| <i>Canis latrans</i> | coyote |

ATTACHMENT 4-- SITE PHOTOGRAPHS

ATTACHMENT 4 – SITE PHOTOGRAPHS



Photo 1: Facing northwest. Depicting the northern portion of the Project with Ruderal vegetation, silty sand soil containing 1 to 2 feet of fill, and California ground squirrel burrows where the underlying Delhi sands soil was brought to the surface.



Photo 2: Facing west. Depicting Ruderal vegetation in the foreground, the transmission line and residential community west of the Project site in the background, and the ornamental trees on the left side of the photo that line the northern boundary of Sunshine Growers Nursery.



Photo 3: Facing southwest. Depicting Ruderal vegetation located in the northern portion of the Project. The northern portion is relatively flat, regularly disced, and contains silty, sand soil. The line of trees lining the northern border of Sunshine Growers Nursery, Ornamental Landscaping, is visible in the background of the photo.



Photo 4: Facing east. Depicting the active, maintained Sunshine Growers Nursery with the ornamental trees that line the northern boundary of the nursery on the left side of the photo.



Photo 5: Facing south. Depicting the western boundary of Sunshine Growers Nursery on the left side of the photo and the transmission right-of-way and residential properties on the right side of the photo.



Photo 6: Facing northeast. Depicting the relatively flat northern section of the Project site with Ruderal vegetation. Riverside Drive occurs on the mountain side of the photo and the commercial buildings in the background occur along Hamner Avenue.



Photo 7: Facing southwest. Depicting the compact, coarse sand and gravel in the foreground and the regularly disced, Ruderal vegetation beyond that.



Photo 8: Facing south. Depicting the build-up of silty sand along the fence line of Sunshine Growers Nursery's northern boundary.



Photo 9: Facing east. Depicting the ornamental trees that line the northern boundary of Sunshine Growers Nursery with the build-up of silty sand and non-native weeds along the bottom of the fence.



Photo 10: Facing northwest. Depicting the DSF Hospital Reserve located northeast of the intersection of Valley Boulevard and Pepper Avenues in the City of Colton (listed as site C under the Colton Recovery Units). Habitat is disturbed but Delhi sand soils appear to be “clean” as in they do not appear to contain fill soils. The DSF habitat in this photo is considered to be of moderate to high quality.



Photo 11: Facing northeast. Depicting DSF habitat located at the corner of Indigo and Woodland Avenues (listed as site D under the Colton Recovery Units). Habitat is disturbed but Delhi sand soils appear to be “clean” as in they do not appear to contain fill soils. The DSF habitat in this photo is considered to be of high quality.



Photo 12: Facing northwest. Depicting DSF habitat at the northeast intersection of Randall and Pepper Avenues in unincorporated San Bernardino County (listed as site E under the Colton Recovery Units). Habitat is disturbed but Delhi sand soils appear to be “clean” as in they do not appear to contain fill soils. The DSF habitat in this photo is considered to be of moderate quality.

**BURROWING OWL SURVEY REPORT
FOR THE
ONTARIO DEVELOPMENT PROJECT SITE**

Prepared for:
APPLIED PLANNING, Inc.
11762 De Palma Road, 1-C 310
Corona, CA 92883

Prepared by:
HARMSWORTH ASSOCIATES
19 Golf Ridge Drive
Dove Canyon CA 92679
(949) 858-1553 (949) 589-2784 fax

APRIL 2020

TABLE OF CONTENTS

| | |
|--|-----------|
| 1.0 INTRODUCTION | 1 |
| <i>1.1 Site description</i> | <i>1</i> |
| 2.0 METHODS | 5 |
| 3.0 RESULTS | 6 |
| 4.0 REFERENCES | 8 |
| 5.0 APPENDICES | 9 |
| <i>5.1 Appendix A: Weather data</i> | <i>9</i> |
| <i>5.2 Appendix B: Wildlife species detected</i> | <i>10</i> |

LIST OF FIGURES

| | |
|--|----------|
| Figure 1: Location of the Ontario Development project site in San Bernardino County, southern California..... | 2 |
| Figure 2: Location of the Ontario Development project site | 3 |
| Figure 3: Location of the Ontario Development project site | 4 |
| Figure 4: Potential burrowing habitat at the Ontario Development site | 7 |

1.0 INTRODUCTION

The Ontario Development Project site is located in the City of Ontario, San Bernardino County, California (Figure 1). The site is south of East Riverside Drive, west of Hamner Avenue, east of existing residential developments and north of some commercial developments (Figures 2 and 3). The site is within SE Section 1 of Township 2 South and Range 7 West of the Guasti, California, United States Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 1).

This report summarizes the results of focused surveys for burrowing owl (*Athene cunicularia*) conducted at the project site in spring 2020.

1.1 Site description

The entire Ontario Development project site consists of approximately 51 acres of disturbed undeveloped land and an abandoned nursery, located at the edge of the built-up city limits. The project site has been significantly impacted due to years of disking, disturbance, trash, off-road trails and footpaths. The site is flat with little topographical variation. Site topography varies from an elevation of approximately 796 feet above msl along the northern boundary to approximately 770 along the southwestern boundary of the site (Figure 3).

Vegetation in the undeveloped portion of the site consisted of semi-natural herbaceous stands. This is a type of non-native grassland community, with low to medium growing herbaceous vegetation type dominated by annual grasses and forbs of Mediterranean origin. These areas are often devoid of vegetation for portions of the year due to disking. Holland (1986) classified this habitat type as Ruderal.

On the project site, the semi-natural herbaceous stand was devoid of vegetation or sparsely vegetated due to recent disking. Plants present included summer mustard (*Hirschfeldia incana*), lamb's quarters (*Chenopodium album*), cheeseweed (*Malva parviflora*), golden crown beard (*Verbesina encelioides*), common fiddleneck (*Amsinckia intermedia*), brome grass (*Bromus* spp.), red-stemmed filaree (*Erodium cicutarium*) and London rocket (*Sisymbrium irio*).

The abandoned nursery consisted of old and abandoned buildings, sheds, concrete areas, landscaping and some of the weeds documented in the semi-natural herbaceous stand.

The site has a Mediterranean type climate, with hot dry summers, relatively cool winters and sparse rains. Annual precipitation for the region averages 13.3 inches, and average annual temperature ranges from 50⁰ to 79⁰ F. Rainfall during the 2019/2020 season was above normal throughout southern California (Appendix A).

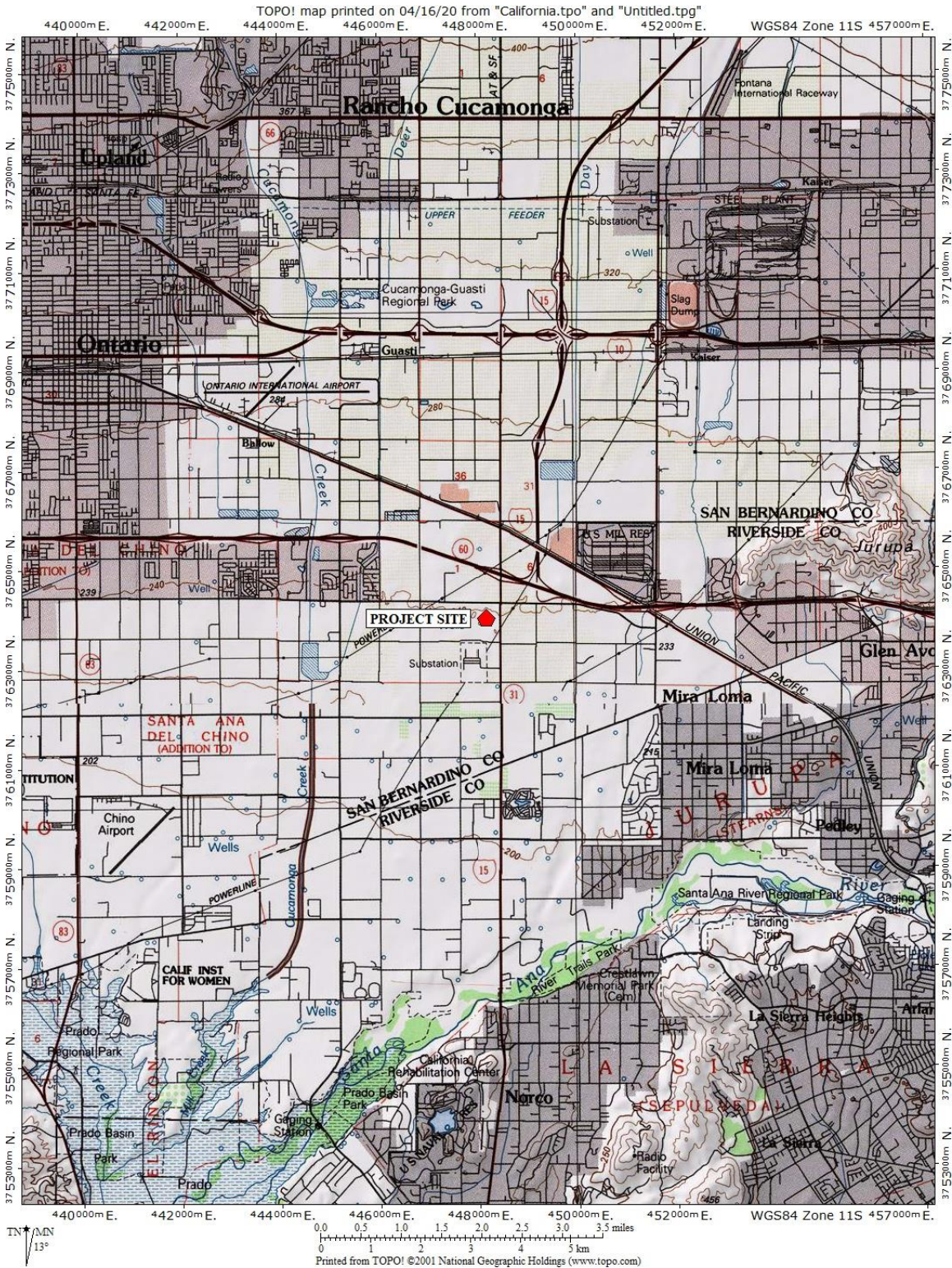


Figure 1: Location of the Ontario Development project site in San Bernardino County, southern California. Source: USGS Topographical quadrant: Guasti.

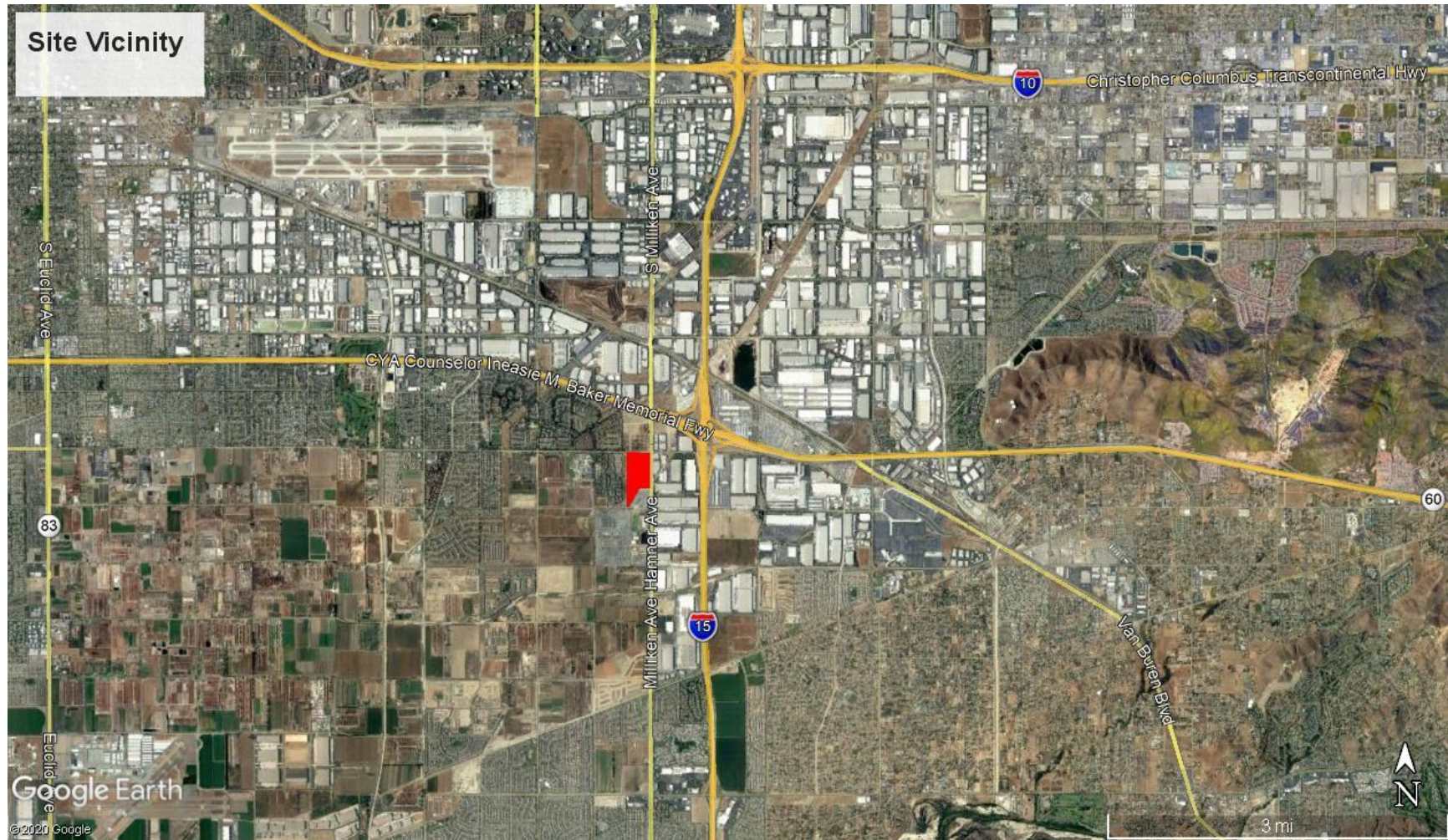


Figure 2: Location of the Ontario Development project site (in red). Source: Google Earth, Inc.



Figure 3: Location of the Ontario Development project site (in red). Source: Google Earth, Inc.

2.0 METHODS

Prior to conducting fieldwork previous results of wildlife surveys and habitat assessments in the project area were reviewed. Potential burrowing owl habitat occurs throughout the site. The entire project site and suitable off-site areas within 150 meters of the site were included in the survey area.

Focused burrowing owl surveys at the project site were conducted following standard burrowing owl survey protocols and the Fish and Game methods (CDFG 2012). The survey area consisted of all areas of the site (including the abandoned nursery) and a buffer area of 150 meters outside the entire extent of the site boundary; except the already developed off-site areas. All these areas were surveyed a total of two times. Focused burrowing owl surveys were conducted on 4 and 17 April, 2020 by Paul Galvin (Table 1, Figure 4).

Surveys were conducted during the morning hours (from before sunrise to approximately 2 hours after sunrise). All surveys were conducted during good weather conditions (not too hot and no or only light winds).

The survey methods consisted of scanning all open areas and suitable habitat with binoculars prior to walking through that area. The biologist then conducted pedestrian walking surveys through all areas. The walking transects were spaced to ensure 100% visual coverage of the ground surface. The exact distance between transect lines varied depending on topography and vegetation but was generally no more than 75 feet. All open areas, banks, rodent burrows and any other area likely to support owl burrows were checked.

Table 1: Survey conditions during burrowing owl assessment/surveys.

| Date | Biologist | Time | %Cloud cover | Temp (°F) | Wind speed (mph) | Area surveyed | BUOW |
|-------------|------------------|-------------|---------------------|------------------|-------------------------|-----------------------------------|-------------|
| 4/04/20 | PG | 6.15-9.00 | 10-0 | 51-55 | 0-0 | Project site and 150m buffer area | None |
| 4/17/20 | PG | 6.00-9.00 | 70-80 | 50-58 | 0-0 | Project site and 150m buffer area | None |

3.0 RESULTS

No burrowing owls or their sign were detected during the surveys and there was no evidence that any burrowing owls occurred onsite. In addition, this species has not been recorded from the project area in the past.

The majority of the site could be considered as burrowing owl habitat (Figure 4) since it is undeveloped or an abandoned nursery. Burrows found onsite were small mammal (California ground squirrel, rats and mice) burrows. There were also some artificial or man-made structures (such as rock crevices, debris piles, old pipes) located onsite. Both these natural and man-made structures provide potential suitable burrows for burrowing owl. However, none of these natural or artificial burrows were occupied by burrowing owl nor did they show any evidence of burrowing owl occupancy.

Burrowing owls are presumed absent from the site.



Figure 4: Potential burrowing habitat (yellow shading) at the Ontario Development site (in red). Source: Google Earth, Inc.

4.0 REFERENCES

- BLM (Bureau of Land Management) 2006. West Mojave Plan. <http://www.blm.gov/ca/cdd/wemo.html>
- California Natural Diversity Data Base (CNDDDB) 2018. Adelanto and Baldy Mesa USGS 7.5-minute quadrangles.
- Department of Fish and Game 2012. Staff report on burrowing owl mitigation. March 2012.
- Hickman, J.C. (ed). 1993. The Jepson Manual, Higher Plants of California. University of California Press. Berkeley, CA.
- Haug, E. A., B. A. Millsap, and M. S. Martell. 1993. Burrowing Owl (*Speotyto cunicularia*). In The Birds of North America, No. 130 (A. Poole and F. Gill, Eds.). Philadelphia: The Academy of Natural Sciences; Washington, D.C.: The American Ornithologists' Union.
- USFWS 2003. Status assessment and conservation plan for the western burrowing owl in the United States. Biological Technical Publication. BTP-R6001-2003.
- Zeiner, D. C., W., F. Laudenslayer, Jr., K. E. Mayer, M. White. Editors. 1990. California's Wildlife. Volume 2. Birds. State of California, Department of Fish and Game. Sacramento, California. 731 pp.

5.0 APPENDICES

5.1 Appendix A: Weather data

Public information national weather service San Diego CA; 2019-2020 rainfall season in review, <http://www.nws.noaa.gov/climate>

A wetter than normal rainfall season will end on 30 June 2019. Winter was wet across southern California. Most of coastal southern California had greater than 100% of typical rainfall in 2019/2020 and the winter is not over to-date.

| Areas | 2019-2020 Total | Normal Total | % of Normal |
|----------------------|-----------------|--------------|-------------|
| Santa Barbara | 13.13 | 17.73 | 74 |
| Lancaster | 7.6 | 5.1 | 149 |
| downtown Los Angeles | 11.83 | 14.77 | 80 |
| Long Beach Airport | 12.51 | 12.72 | 98 |
| John Wayne Airport | 14.02 | 12.76 | 110 |
| Fullerton | 14.06 | 14.72 | 96 |
| Riverside | 12.11 | 10.12 | 120 |
| Oceanside Airport | 16.48 | 10.54 | 156 |
| San Diego | 12.76 | 10.13 | 126 |
| Palm Springs | 6.7 | 5.49 | 122 |

CORONA, CALIFORNIA (042031)

Period of Record Monthly Climate Summary

Period of Record : 7/ 1/1948 to 7/31/1988

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Annual |
|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| Average Max. Temperature (F) | 66.1 | 69.0 | 70.4 | 74.9 | 79.1 | 84.8 | 91.6 | 91.6 | 89.0 | 82.1 | 73.3 | 67.5 | 78.3 |
| Average Min. Temperature (F) | 40.2 | 41.6 | 42.9 | 46.0 | 50.6 | 54.6 | 58.6 | 59.3 | 56.7 | 50.8 | 44.4 | 40.0 | 48.8 |
| Average Total Precipitation (in.) | 2.52 | 2.18 | 1.82 | 0.93 | 0.21 | 0.03 | 0.03 | 0.11 | 0.30 | 0.31 | 1.38 | 1.67 | 11.49 |
| Average Total SnowFall (in.) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Average Snow Depth (in.) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Percent of possible observations for period of record.

Max. Temp.: 99.1% Min. Temp.: 99.4% Precipitation: 100% Snowfall: 100% Snow Depth: 100%

Check Station Metadata or Metadata graphics for more detail about data completeness.

<http://www.wrcc.dri.edu/summary/climsmca.html>

5.2 Appendix B: Wildlife species detected at the Ontario Development project site, 2020.

| FAMILY/SPECIES NAME | COMMON NAME |
|---------------------------------|---|
| AVES | BIRDS |
| ACCIPITRIDAE | HAWKS, KITES, EAGLES AND ALLIES |
| <i>Buteo jamaicensis</i> | Red-tailed Hawk |
| COLUMBIDAE | PIGEONS AND DOVES |
| <i>Columba livia</i> | Rock Pigeon |
| <i>Streptopelia decaocto</i> | Eurasian Collared-Dove |
| <i>Zenaida macroura</i> | Mourning Dove |
| TROCHILIDAE | HUMMINGBIRDS |
| <i>Calypte anna</i> | Anna's Hummingbird |
| TYRANNIDAE | TYRANT FLYCATCHERS |
| <i>Sayornis nigricans</i> | Black Phoebe |
| <i>Sayornis saya</i> | Say's Phoebe |
| <i>Tyrannus verticalis</i> | Western Kingbird |
| CORVIDAE | JAYS AND CROWS |
| <i>Corvus brachyrhynchos</i> | American Crow |
| <i>Corvus corax</i> | Common Raven |
| HIRUNDINIDAE | SWALLOWS |
| <i>Hirundo rustica</i> | Barn Swallow |
| AEGITHALIDAE | BUSHTITS |
| <i>Psaltriparus minimus</i> | Bushtit |
| MIMIDAE | MOCKINGBIRDS AND THRASHERS |
| <i>Mimus polyglottos</i> | Northern Mockingbird |
| STURNIDAE | STARLINGS |
| <i>Sturnus vulgaris</i> | European Starling |
| EMBERIZIDAE | EMBERIZIDS |
| <i>Melospiza melodia</i> | Song Sparrow |
| <i>Zonotrichia leucophrys</i> | White-crowned Sparrow |
| ICTERIDAE | BLACKBIRDS |
| <i>Agelaius phoeniceus</i> | Red-winged Blackbird |
| FRINGILLIDAE | FRINGILLINE AND CARDUELINE FINCHES |
| <i>Haemorhous mexicanus</i> | House Finch |
| PASSERIDAE | OLD WORLD SPARROWS |
| <i>Passer domesticus</i> | House Sparrow |
| MAMMALIA | MAMMALS |
| LEPORIDAE | RABBITS & HARES |
| <i>Sylvilagus audubonii</i> | Desert Cottontail |
| SCIURIDAE | SQUIRRELS, CHIPMUNKS & MARMOTS |
| <i>Otospermophilus beecheyi</i> | California Ground Squirrel |
| GEOMYIDAE | POCKET GOPHERS |
| <i>Thomomys bottae</i> | Botta's Pocket Gopher |
| CANIDAE | FOXES, WOLVES & RELATIVES |
| <i>Canis latrans</i> | Coyote |

Sources:

Invertebrates: Powell and Hogue (1979) and Hogue 1993.

Butterflies: NatureServe, <http://www.natureserve.org/explorer/>

Fish: NatureServe, <http://www.natureserve.org/explorer/>

Reptiles and amphibians: North American Herpetology (NAH) nomenclature updates:
<http://www.naherpetology.org/nameslist>

Birds: American Ornithologists' Union Checklist of North American Birds - 7th Edition (2005):
<http://www.aou.org/checklist/index.php3>

Mammals: Baker, R. J., L. C. Bradley, R. D. Bradley, J. W. Dragoo, M. D. Engstrom, R. S. Hoffmann, C. A. Jones, F. Reid, D. W. Rice, and C. Jones. 2003. Revised Checklist of North American Mammals North of Mexico. Museum of Texas Tech University. OP-229.
<http://www.nsrl.ttu.edu/pubs/opapers.htm>

Common names: Grenfell, W. E., M. D. Parisi, and D. McGriff. 2003. Complete List of Amphibians, Reptiles, Birds and Mammals in California. California Department of Fish and Game & California Interagency Wildlife Task Group. http://www.dfg.ca.gov/whdab/pdfs/species_list.pdf; and Perrins, C. M, and A. L. A. Middleton (Eds.). 1983. The Encyclopedia of Birds. Andromeda Oxford Limited. 463pp.

Special Status Designations + : California Department of Fish and Game, California Natural Diversity Database (August 2019): <http://www.dfg.ca.gov/whdab/html/cnddb.html>

CULTURAL RESOURCES ASSESSMENT

The Hamner Avenue/Riverside Drive/Mill Creek Avenue Project
City of Ontario, San Bernardino County, California

Prepared for:

Amy Flores
Applied Planning, Inc.
11761 DePalma Road, 1-C 310
Corona, California 92883

Prepared by:

David Brunzell, M.A., RPA
BCR Consulting LLC
Claremont, California 91711
Project No. APP2001

Data Base Information:

Type of Study: Reconnaissance

Resources Recorded: None

Keywords: Hamner Avenue, Riverside Drive

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



BCRCONSULTING LLC

April 20, 2020

MANAGEMENT SUMMARY

BCR Consulting LLC (BCR Consulting) is under contract to Applied Planning to complete a Cultural Resources Assessment of the proposed Hamner Avenue/Riverside Drive/Mill Creek Avenue Project (project) in the City of Ontario (City), San Bernardino County, California. The project occupies approximately 47 acres and is bounded by a vacant lot to the west, East Riverside Drive to the north, an asphalt paved lot to the south, and Hamner Avenue to the east. A cultural resources records search, additional research, intensive-level pedestrian field survey, 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 records search revealed that 35 previous cultural resources studies have taken place, and three cultural resources have been recorded within one 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.

During the field survey, BCR Consulting archaeologists did not identify any cultural resources, including prehistoric or historic archaeological sites or historic-period buildings, within the project boundaries. Buildings, structures, and facilities associated with the Sunshine Growers Wholesale Nursery do occupy a portion of the project site. Although San Bernardino County Assessor records and research through the City did not yield construction dates, aerial photographs indicate that the property was never developed or cultivated prior to 1977. Since the buildings are less than 45 years old they are not from the "historic period" and do not warrant further consideration under CEQA. Due to negative findings during the research and field survey, BCR Consulting recommends that no additional cultural resource work or monitoring is necessary for proposed project activities. However, if previously undocumented cultural resources are identified during earthmoving activities, a qualified archaeologist shall be contacted to assess the nature and significance of the find, diverting construction excavation if necessary.

If human remains are encountered during the undertaking, 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 Native American Heritage Commission (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.

TABLE OF CONTENTS

MANAGEMENT SUMMARY ii

INTRODUCTION..... 1

 REGULATORY SETTING 1

NATURAL SETTING 4

CULTURAL SETTING 5

 PREHISTORIC CONTEXT 5

 HISTORY 5

PERSONNEL 7

METHODS 8

 RESEARCH 8

 FIELD SURVEY 8

RESULTS 8

 RESEARCH 8

 FIELD SURVEY 9

RECOMMENDATIONS 9

REFERENCES..... 11

FIGURES

1: Project Location Map..... 2

TABLES

A: Cultural Resources and Reports Within One Mile of the Project Site 6

APPENDICES

- A: PROJECT PHOTOGRAPHS
- B: NATIVE AMERICAN HERITAGE COMMISSION CORRESPONDENCE
- C: PALEONTOLOGICAL OVERVIEW

INTRODUCTION

BCR Consulting LLC (BCR Consulting) is under contract to Applied Planning to complete a Cultural Resources Assessment of the proposed Hamner Avenue/Riverside Drive/Mill Creek Avenue Project (project) in the City of Ontario (City), San Bernardino County, California. The project occupies approximately 47 acres and is bounded by a vacant lot to the west, East Riverside Drive to the north, an asphalt paved lot to the south, and Hamner Avenue to the east. A cultural resources records search, additional research, reconnaissance pedestrian field survey, 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 12 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).

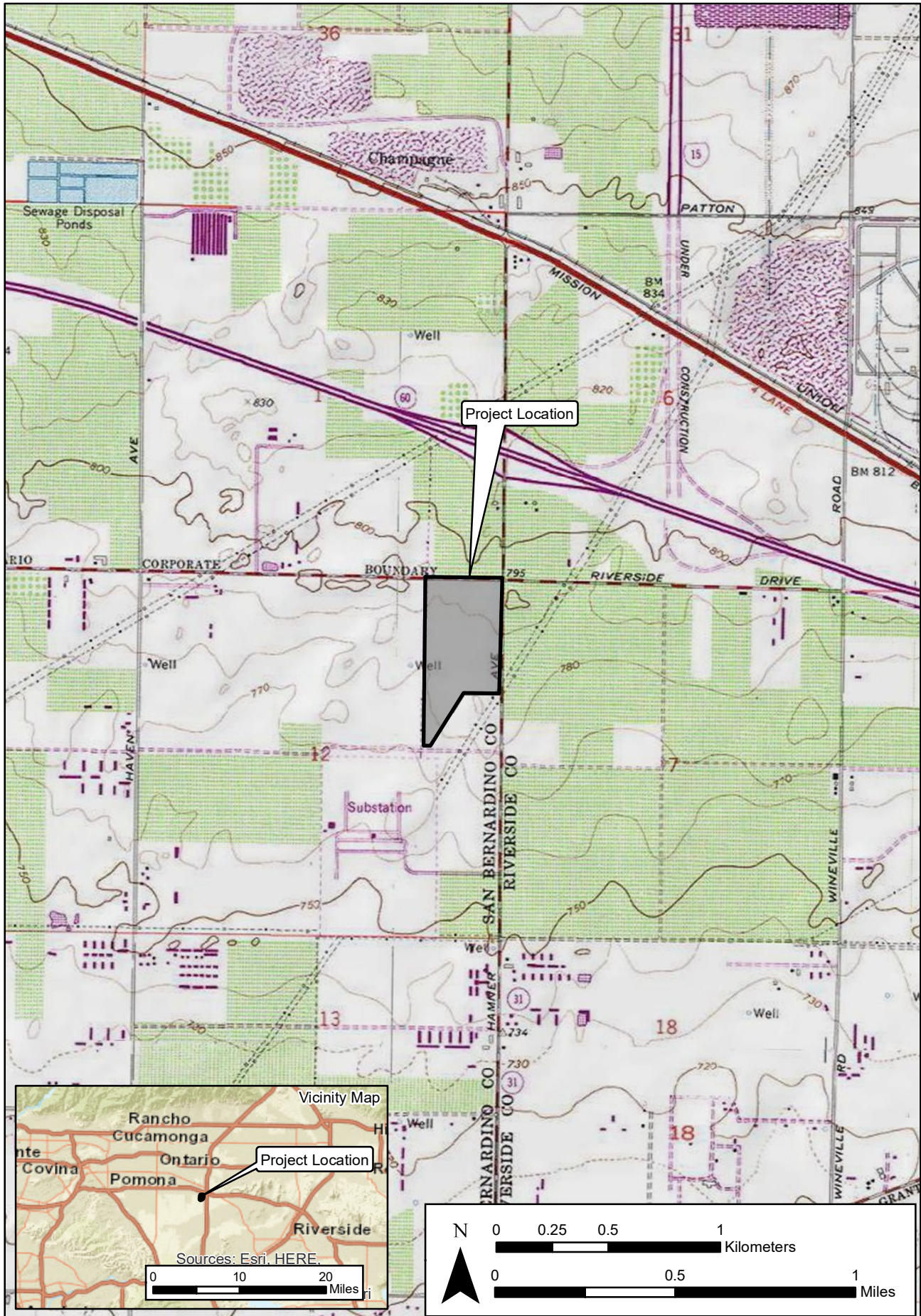
Regulatory Setting

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 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.

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 professional paleontologists from the Western Science Center is provided as Appendix C.

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 a modern nursery, 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 Garces. Having become familiar with the area, Garces 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). Garces 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 19th 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. BCR Consulting Archaeological Field Director, Joseph Orozco, M.A., RPA completed the cultural resources records searches through the South-Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC). BCR Consulting Staff Archaeologist Nicholas Shepetuk, B.A. completed the field survey. The paleontological overview (provided in Appendix C) was completed by Professional Paleontologist Darla Radford, Collections Manager for the Western Science Center.

METHODS

Research

Records Search. On October 15, 2019 (prior to the field survey) a records search was conducted at the South-Central Coastal Information Center (SCCIC) at California State University, Fullerton and at the Eastern Information Center (EIC) at the University of California, Riverside. This archival research was performed for The Toscana Square Project, located adjacent to the current project. Since the research was completed recently and comprised the same research radius, a new records search was not deemed necessary. Use of the previous records search results has been approved by Diane Ayala, Senior Planner for the City. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one mile of the project site. Additional resources reviewed included the National Register of Historic Places (National Register), the California Register of Historical Resources (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

A reconnaissance-level cultural resources field survey of the project site was conducted on April 16, 2020. 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 and the EIC revealed that 35 previous cultural resource studies have taken place, and three cultural resources have been recorded within one 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 is summarized as follows:

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

| USGS 7.5 Min Quad | Cultural Resources Within 1 Mile of Project Site | Studies W/in 1 Mile |
|----------------------|---|--|
| <i>Guasti</i> (1981) | P-36-12621: Hist.-Period Residence (3/4 Mile W) P-36-25440-Hist.-Period Transmission Line (1 Mile S) P-36-26051-Hist.-Period Transmission Line (1 Mile S) | RI-117, 4172, 4596, 4617, 6115, 6299, 6915, 8536, 9005, 9119, 9482, 10205; SB-106-613, 655, 1029, 1499, 2162, 3573, 4134, 4175, 4379, 4676, 4677, 5290, 5477, 5482, 5810, 5976, 6095, 6513, 7655, 7756, 6818, 6787, 6818 |

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 buildings, structures, and facilities associated with the Sunshine Growers Wholesale Nursery occupy a portion of the project site. Although San Bernardino County Assessor records and research through the City did not yield construction dates, aerial photographs indicate that the property was not subject to any improvements from prior to 1948 until at least 1977 (see University of California Santa Barbara 2019). According to its website, Sunshine Growers is a group of three wholesale nurseries that sell plant material to the public (Sunshine Growers Nursery 2020). Since the buildings are less than 45 years old they are not from the “historic period” and do not warrant further consideration under CEQA, or as a City landmark or District. Research has not yielded any existing evidence for historic or prehistoric resources located within the project site boundaries.

Field Survey

During the field survey Nicholas Shepetuk carefully inspected the project site, and identified no cultural resources within its boundaries. Surface visibility was approximately 80 percent within the project site. Ground disturbances were severe and resulted from a variety of natural and artificial factors, including pavement and modular buildings and greenhouse construction associated with recent operation of a modern nursery, 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. Although research indicated an operating nursery within the project site boundaries, the business has been abandoned.

RECOMMENDATIONS

During the field survey, BCR Consulting archaeologists did not identify any cultural resources, including prehistoric or historic archaeological sites or historic-period buildings, within the project boundaries. Buildings, structures, and facilities associated with the Sunshine Growers Wholesale Nursery do occupy a portion of the project site. Although San Bernardino County Assessor records and research through the City did not yield construction dates, aerial photographs indicate that the property was never developed or cultivated prior to 1977. Since the buildings are less than 45 years old they are not from the “historic period” and do not warrant further consideration under CEQA. Due to negative findings during the research and field survey, BCR Consulting recommends that no additional cultural resource work or monitoring is necessary for proposed project activities. However, if previously undocumented cultural resources are identified during earthmoving activities, a qualified archaeologist shall

be contacted to assess the nature and significance of the find, diverting construction excavation if necessary.

If human remains are encountered during the undertaking, 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 Native American Heritage Commission (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.

REFERENCES

Bean, Lowell John, and Charles Smith

1978 *California*, edited by R.F. Heizer. Handbook of North American Indians, Vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution. Washington, D.C.

Beattie, George W., and Helen P. Beattie

1974 *Heritage of the Valley: San Bernardino's First Century*. Biobooks: Oakland.

Beck, Warren A., and Ynez D. Haase

1974 *Historical Atlas of California*. Oklahoma City: University of Oklahoma Press.

Boscana, Father Geronimo

1933 *Chinigchinich: Alfred Robinson's Translation of Father Geronimo Boscana's Historic Account of the Belief, Usages, Customs and Extravagancies of the Indians of this Mission of San Juan Capistrano Called the Acagchemem Tribe*. Fine Arts Press, Santa Ana.

City of Ontario

2018 *Ontario's History*. Electronic Document: <https://www.ontarioca.gov/planning/historic-preservation/ontarios-history>. Accessed December 21, 2018.

Cleland, Robert Glass

1941 *The Cattle on a Thousand Hills—Southern California, 1850-80*. San Marino, California: Huntington Library.

Galvin & Associates

2004 *Historic Context for the New Model Colony Area*. Sacramento, California.

Hees, Randy

2015 *The Italian Vineyard Company Pacific Coast Narrow Gauge*. Electronic document: <http://www.pacificng.com/template.php?page=roads/ca/ivco/index.htm>. Accessed 11/14/2019.

Heizer, Robert F.

1968 Introduction and Notes: *The Indians of Los Angeles County: Hugo Reid's Letters of 1852*, edited and annotated by Robert F. Heizer. SW Museum, Los Angeles.

Jaeger, Edmund C., and Arthur C. Smith

1971 *Introduction to the Natural History of Southern California*. California Natural History Guides: 13. Los Angeles: University of California Press.

Johnston, B.E.

1962 *California's Gabrielino Indians*. Southwest Museum, Los Angeles.

Kroeber, Alfred L.

1925 *Handbook of the Indians of California*. Bureau of American Ethnology Bulletin No. 78. Washington D.C.: Smithsonian Institution. Reprinted 1976, Dover Publications.

McCawley, William

1996 *The First Angelinos, The Gabrielino Indians of Los Angeles*. Malki Museum Press/Ballena Press Cooperative Publication. Banning/Novato, California.

Ontario City Library

2017 *Early Ontario*. Arcadia Publishing. California.

Rounds, Michael

1999 *Ontario: the Gem of the Foothills*. Heritage Media Corp.

Sunshine Growers

2020 *Sunshine Growers Nursery Landscaping Headquarters*. Electronic Document: <https://sunshinegrowersnursery.com/>. Accessed April 20, 2020.

United States Geological Survey

1981 *Guasti, California* 7.5-minute topographic quadrangle map.

University of California, Santa Barbara

2019 Aerial Photography Information. Aerial Photograph of Ontario from February 1, 1977 UCSB Flight TG_7700, Frame 19-20. Electronic document: <https://www.library.ucsb.edu/src/airphotos/aerial-photography-information>. Accessed multiple dates.

Williams, Patricia, Leah Messinger, Sarah Johnson

2008 *Habitats Alive! An Ecological Guide to California's Diverse Habitats*. California Institute for Biodiversity, Claremont, California.

APPENDIX A
PROJECT PHOTOGRAPHS



Photo 1: Project Site Overview (View NW)



Photo 2: Project Site Overview (View West)



Photo 3: Modern Greenhouses from Former Nursery



Photo 4: Modern Greenhouse (abandoned) Overview

APPENDIX B

NATIVE AMERICAN HERITAGE COMMISSION CORRESPONDENCE

NATIVE AMERICAN HERITAGE COMMISSION

March 26, 2020

Nicholas Shepetuk
BCR Consulting LLC

Via Email to: nickshepetuk@gmail.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Hammer Avenue/Riverside Drive/Mill Creek Avenue Project, San Bernardino County

Dear Mr. Shepetuk:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Joseph Myers
Pomo

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
San Bernardino County
3/26/2020**

**Agua Caliente Band of Cahuilla
Indians**

Jeff Grubbe, Chairperson
5401 Dinah Shore Drive
Palm Springs, CA, 92264
Phone: (760) 699 - 6800
Fax: (760) 699-6919

Cahuilla

**Quechan Tribe of the Fort Yuma
Reservation**

Jill McCormick, Historic
Preservation Officer
P.O. Box 1899
Yuma, AZ, 85366
Phone: (760) 572 - 2423
historicpreservation@quechantrib
e.com

Quechan

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno

**San Fernando Band of Mission
Indians**

Donna Yocum, Chairperson
P.O. Box 221838
Newhall, CA, 91322
Phone: (503) 539 - 0933
Fax: (503) 574-3308
ddyocum@comcast.net

Kitanemuk
Vanyume
Tataviam

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrieleno

Gabrielino /Tongva Nation

Sandone Goad, Chairperson
106 1/2 Judge John Aiso St.,
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Gabrielino

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Hammer Avenue/Riverside Drive/Mill Creek Avenue Project, San Bernardino County.

APPENDIX C

PALEONTOLOGICAL OVERVIEW



BCR Consulting LLC
Nicholas Shepetuk
505 West 8th Street
Claremont, CA 91711

March 26, 2020

Dear Mr. Shepetuk,

This letter presents the results of a record search conducted for the Hamner Avenue/Riverside Drive/Mill Creek Avenue Project in the city of Ontario, San Bernardino County, California. The project site is located south of Riverside Drive and west of Hamner Avenue in Township 2 South, Range 7 West, Section 12 on the Guasti, CA USGS 7.5 minute quadrangle.

The geologic units underlying this project are mapped entirely as young eolian deposits dating from the Late Pleistocene to Holocene period (Morton & Miller, 2006). Pleistocene eolian units are considered to be of high paleontological sensitivity. The Western Science Center does not have localities within the project area or within a 1 mile radius, but does have a fossil locality associated with the Vanderham Project within 2 miles that presented paleontological finds within similar alluvial mapped units. Fossils recovered from this project include cuneiform, magnum, trapezoid, unciform, carpal, phalanx, metacarpal, ulna-radius, tibia, and ilial crest elements associated with the large Pleistocene herbivore, *Camelops sp.*

Any fossils recovered from the project area would be scientifically significant. Excavation activity associated with development of the project area would impact the paleontologically sensitive Late Pleistocene 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 current study area.

If you have any questions, or would like further information about the Vanderham Project, please feel free to contact me at dradford@westerncentermuseum.org

Sincerely,




A handwritten signature in black ink, appearing to read 'Darla Radford', is written over a light blue horizontal line.

Darla Radford
Collections Manager

Hamner Ave/Riverside Dr/Mill Creek Ave Project

Project area, one mile radius, geologic mapping, and any WSC fossil localities.

Legend

-  Project area and one mile radius
-  Qye: Young eolian deposits (Late Pleistocene to Holocene)
-  WSC 209



**PRELIMINARY GEOTECHNICAL INVESTIGATION
PROPOSED INDUSTRIAL BUILDING DEVELOPMENT
SWC HAMNER AVENUE AND E. RIVERSIDE DRIVE
ONTARIO, CALIFORNIA**

Prepared for:
CHI/Acquisitions CA, L.P.
527 W. 7th Street, Suite 308
Los Angeles, California 90014

Prepared by:
Geotechnical Professionals Inc.
5736 Corporate Avenue
Cypress, California 90630
(714) 220-2211

January 31, 2018

CHI/Acquisitions CA, L.P.
527 W. 7th Street, Suite 308
Los Angeles, California 90014

Attention: Mr. Jared J. Reimer


Subject: Report of Preliminary Geotechnical Investigation
Proposed Industrial Building Development
SWC Hamner Avenue and E. Riverside Drive
Ontario, California
GPI Project No. 2857.I

Dear Mr. Reimer:

Transmitted herewith is one copy of our preliminary geotechnical investigation report for the subject project. The remaining copies of the report have been distributed to the project team as shown below. The report presents our planning-level evaluation of the foundation conditions at the site and preliminary recommendations for design and construction. A comprehensive geotechnical investigation with additional subsurface explorations and lab testing will be required for the project design.

We appreciate the opportunity of offering our services on this project and look forward to seeing the project through its successful completion. Feel free to call us if you have questions regarding our report or need further assistance.

Very truly yours,
Geotechnical Professionals Inc.



Paul R. Schade, G.E.
Principal

PRS:sph

cc: (1) Addressee

TABLE OF CONTENTS

| | PAGE |
|---|-------------|
| 1.0 INTRODUCTION | 1 |
| 1.1 GENERAL | 1 |
| 1.2 PROJECT DESCRIPTION | 1 |
| 1.3 PURPOSE OF INVESTIGATION | 2 |
| 2.0 SCOPE OF WORK | 3 |
| 3.0 SITE CONDITIONS | 4 |
| 3.1 SURFACE CONDITIONS | 4 |
| 3.2 SUBSURFACE SOIL CONDITIONS | 4 |
| 3.3 GROUNDWATER AND CAVING | 5 |
| 4.0 CONCLUSIONS AND RECOMMENDATIONS | 6 |
| 4.1 OVERVIEW | 6 |
| 4.2 SEISMIC DESIGN | 7 |
| 4.2.1 General | 7 |
| 4.2.2 Strong Ground Motion Potential | 7 |
| 4.2.3 Potential for Ground Rupture | 7 |
| 4.2.4 Liquefaction and Seismic Settlement | 7 |
| 4.3 EARTHWORK | 8 |
| 4.3.1 Clearing | 8 |
| 4.3.2 Excavations | 9 |
| 4.3.3 Subgrade Preparation | 10 |
| 4.3.4 Material for Fill | 10 |
| 4.3.5 Placement and Compaction of Fills | 11 |
| 4.3.6 Shrinkage and Subsidence | 11 |
| 4.3.7 Trench/Wall Backfill | 11 |
| 4.3.8 Observation and Testing | 12 |
| 4.4 FOUNDATIONS | 12 |
| 4.4.1 Foundation Type | 12 |
| 4.4.2 Allowable Bearing Pressures | 12 |
| 4.4.3 Minimum Footing Width and Embedment | 13 |
| 4.4.4 Estimated Settlements | 13 |
| 4.4.5 Lateral Load Resistance | 13 |
| 4.4.6 Foundation Inspection | 13 |
| 4.4.7 Foundation Concrete | 14 |
| 4.5 CONCRETE SLABS | 14 |
| 4.6 RETAINING STRUCTURES | 15 |
| 4.7 PAVEMENTS | 16 |
| 4.8 CORROSION | 17 |
| 4.9 DRAINAGE | 17 |
| 4.10 SURFACE INFILTRATION | 17 |
| 4.11 GEOTECHNICAL OBSERVATION AND TESTING | 18 |
| 5.0 LIMITATIONS | 19 |
| REFERENCES | |
| APPENDICES | |
| A EXPLORATORY BORINGS | |
| B LABORATORY TESTS | |

LIST OF FIGURES

FIGURE NO.

| | |
|---|-------------------|
| 1 | Site Location Map |
| 2 | Site Plan |

APPENDIX A

| | |
|------------|-----------------------------|
| A-1 to A-5 | Logs of Exploratory Borings |
|------------|-----------------------------|

APPENDIX B

| | |
|-------------|----------------------------|
| B-1 | Direct Shear Test Results |
| B-2 and B-3 | Consolidation Test Results |
| Table 1 | Corrosivity Test Results |

1.0 INTRODUCTION

1.1 GENERAL

This report presents the results of a preliminary geotechnical investigation performed by Geotechnical Professionals Inc. (GPI) for the proposed industrial building development at the subject site in Ontario, California. The site location is shown on the Site Location Map, Figure 1.

The project is in a relatively early stage of planning and design. As such, details regarding the project are still being developed, and some of the geotechnical recommendations presented in this report are necessarily preliminary as they are based on limited subsurface data.

This initial investigation was limited to the roughly 30-acre open area at the southwest corner of E. Riverside Drive and Hamner Avenue. Additional explorations and lab testing, as well as structural loads and details, will be required for the comprehensive geotechnical investigation.

1.2 PROJECT DESCRIPTION

The proposed project will consist of an industrial building development on a 30+ acre site. Although building details are limited, we assume the building(s) will be one story, of tilt-up concrete construction, and have a floor slab on-grade. An early stage conceptual site plan provided by the Project Architect indicates the development may consist of three buildings with the following approximate footprints:

- Building 1: 381,270 square feet (15.7 acres)
- Building 2: 129,040 square feet (7.1 acres)
- Building 3: 170,080 square feet (7.9 acres)

Column and wall loads are not available at this preliminary stage, but we anticipate the maximum loads will be up to 100 kips and 8 kips per lineal foot, respectively. We understand the proposed development will also include truck docks and loading areas, additional pavements, site walls, and landscaping. The conceptual site configuration is shown on the Site Plan, Figure 2.

Based on information provided by the Project Civil Engineer, we understand a storm water infiltration system such as StormTrap (precast concrete) is also being considered. Although proposed depths of infiltration were not set at the time of our investigation, we selected potential infiltration depths of 5, 10, and 15 feet below existing grades when performing our field infiltration tests, based on our discussions.

Our preliminary recommendations are based upon preliminary structural and finish grade information.

1.3 PURPOSE OF INVESTIGATION

The primary purpose of this investigation and report is to provide a planning-level evaluation of the existing geotechnical conditions at the site as they relate to the design and construction of the proposed development.

2.0 SCOPE OF WORK

Our scope of work included a limited field investigation, laboratory testing, field infiltration testing, foundation analyses, and preparation of this preliminary report.

Our field investigation consisted of five exploratory borings and three infiltration wells. The borings were drilled to depths of 15 to 51 feet below existing grades. The infiltration wells were installed to depths of 5 to 15 feet below existing grades. Descriptions of the field procedures and logs of the borings are presented in Appendix A.

Our limited laboratory testing program included determinations of in-place moisture content and dry density, shear strength, fines content, consolidation, and corrosivity. Laboratory test procedures and results are presented in Appendix B.

Soil corrosivity testing was performed by HDR under subcontract to GPI. Their test results are presented at the end of Appendix B.

Limited engineering evaluations were performed to provide preliminary earthwork criteria and foundation, slab, retaining wall, and pavement design parameters. The results of our evaluations are presented in the remainder of the report.

3.0 SITE CONDITIONS

3.1 SURFACE CONDITIONS

The site covered by this report is approximately 30 acres in size and bounded by E. Riverside Drive to the north, Hamner Avenue to the east, an existing nursery to the south, and residences and other undeveloped properties to the west. The site is undeveloped and currently covered with light vegetation. Also present on the site are approximately 25 small stockpiles likely generated from off-site sources. We noted that a few stockpiles consisted of soils including clays, sands, and varying amounts of gravel. The remaining stockpiles included concrete, brick, metal, and plastic debris. The stockpiles are predominantly located along Hamner Avenue.

The topography of the site and the surrounding area is relatively flat, with less than a 1 percent downgrade to the south. Ground surface elevations across the site vary from about +786 feet in the north to +774 feet in the south.

In reviewing historical aerial photos (historicaerials.com), the site appears to have remained undeveloped since 1938, the earliest photo available. USGS topographic maps dating back to 1897 do not appear to indicate the presence of site development.

It is also our understanding that the property to the south of the undeveloped area may be included as part of the overall development in the future. The southern property is also approximately 30 acres in size, with a working nursery occupying the northern and western portions of the property. Ground surface elevations across this property range from about +774 feet in the north to +762 feet in the south. Based on aerial photographs, the nursery appears to have been in place since at least 1994. This portion of the site was not evaluated as part of this preliminary geotechnical investigation.

3.2 SUBSURFACE SOIL CONDITIONS

Our limited field investigation disclosed a subsurface profile consisting of undocumented fill soils and disturbed topsoil overlying natural soils. Detailed descriptions of the conditions encountered are shown on the Logs of Borings in Appendix A. Additional explorations will be required for the design-level geotechnical investigation report.

The shallow undocumented fills and disturbed topsoils were encountered to depths of 1 to 2 feet below existing grades. The fill soils consisted predominantly of slightly moist to moist silty sands, with minor amounts of concrete and brick debris encountered in boring B-2, located at the northeast corner of the site.

The natural soils generally consisted of loose to medium dense silty sands overlying firm to stiff silts and sandy silts. The silty sands were predominantly encountered within the upper 5 to 10 feet, with lesser amounts encountered at depth. The sandy soils were generally dry to moist while the silts were slightly moist to very moist. Trace amounts of gravel were encountered throughout the soil profile.

The natural materials exhibit low to moderate strength and moderate compressibility

characteristics. Although not tested, the upper soils are anticipated to have a very low expansion potential.

3.3 GROUNDWATER AND CAVING

Groundwater was not encountered within the 51-foot depth explored. Published data by the State on historical groundwater levels does not extend to the subject site. Based on the California Department of Water Resources *Water Data Library* (CADWR, 2018), there are two active groundwater monitoring wells within approximately 2 miles of the subject site. Data from Well Chino-1208387, located approximately 650 feet west of the site, indicated a shallowest depth to groundwater of 192 feet since January 2001 (the earliest date available). This depth reading corresponds to an approximate elevation of +602 feet and was taken in July of 2008. Data from Well Chino-1003469, located roughly 2 miles to the east of the site, indicated a shallowest depth to groundwater of approximately 207 feet since January 2001. This depth reading corresponds to an approximate elevation of +604 feet and was taken in November of 2008.

Based on the above groundwater measurements and the prevailing ground surface elevations at the site (approximately +786 feet to +774 feet), the shallowest groundwater depth within the limits of the proposed development is most likely deeper than 175 feet below the existing ground surface.

Because the drilling was performed with relatively small diameter hollow-stem auger drilling equipment, a detailed description of the caving was not obtained. However, based on the fines and moisture contents of the soils encountered, the caving potential of the upper soils is considered to be moderate to high.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 OVERVIEW

Based on the results of our planning-level investigation, it is our opinion that from a geotechnical viewpoint it is feasible to develop the site as proposed, provided the geotechnical constraints discussed below are mitigated. Based on our limited evaluation, the most significant geotechnical issues that will affect the design and construction of the proposed building are as follows:

- The undocumented fill and upper disturbed natural soils are not considered to be suitable for uniform support of new foundations or floor slabs. We recommend the existing fill and upper natural soils be removed and replaced as properly compacted fill. The existing soils are generally considered to be suitable for reuse as properly compacted fill. Details are presented in the "Earthwork" section of this report.
- There are approximately 25 small to medium sized stockpiles located onsite along Hamner Avenue. A few stockpiles contain soils consisting of clays and sands with varying amounts of gravel. The remaining stockpiles consist of concrete, brick, metal, and plastic debris. The stockpile materials were likely generated from offsite sources. We do not consider these materials suitable for use as compacted fill.
- Current moisture contents of the upper soils are generally slightly moist to moist and likely near or below the optimum moisture content. Moisture conditions (wetting) will likely be required during subgrade processing and placement and compaction of fill.
- The upper on-site soils are predominantly dry to slightly moist, loose to medium dense silty sands. As such, the soils are considered to be susceptible to caving in open cuts and excavations. Care should be taken to maintain support of the soils and structures left in-place adjacent to planned excavations.
- Due to the presence of loose to medium dense sands and silty sands and high peak ground acceleration, we computed potential total dry seismic settlements of ¼- to ½-inch and differential seismic settlement of less than ¼-inch over a span of 60 feet. These settlements are based on values obtained using the 2016 California Building Code (CBC) and should be considered in addition to the static settlement when evaluating the design of the proposed structures.
- Although not tested, the upper onsite soils (silty sands and sandy silts) are anticipated to have a low potential for expansion. Expansion index testing will be performed as part of our comprehensive geotechnical investigation.

- Corrosivity testing performed by HDR on a sample from our borings indicates a negligible level of soluble sulfate content with respect to concrete (category S0). The soils are considered to be moderately corrosive to corrosive to buried ferrous metals. Testing also indicates negligible levels of chloride by most standards (i.e. Caltrans). However, as the footings will be exposed to moisture in the adjacent soil, we recommend an exposure category of C1 per ACI 318.

Our preliminary recommendations related to the geotechnical aspects of the development of the site are presented in the subsequent sections of this report.

4.2 SEISMIC DESIGN

4.2.1 General

The site is located in a seismically active area of Southern California and is likely to be subjected to strong ground shaking due to earthquakes on nearby faults.

We assume the seismic design of the proposed development will be in accordance with the California Building Code, 2016 edition. For the 2016 CBC, a Soil Class D may be used. The seismic code values can be obtained directly from the tables in the building code using the above value and appropriate United States Geological Survey web site. The Project Structural Engineer should determine the seismic design method. A summary of the seismic code parameters are presented below:

| | |
|---------------------------|---------------------------|
| Site Class D | PGAM: 0.500 g |
| S _{MS} : 1.500 g | S _{M1} : 0.900 g |
| S _{DS} : 1.000 g | S _{D1} : 0.600 g |

4.2.2 Strong Ground Motion Potential

Based on published information (USGS, 2008), the site is within 8.7 and 10.3 miles of the active (based on fault displacement within last 11,700 years) Chino and Cucamonga faults, respectively. During the life of the project, the site will likely be subject to moderate to strong ground motions due to earthquakes on nearby faults. The structural design of the facility will need to incorporate measures to mitigate the effects of strong ground motion.

4.2.3 Potential for Ground Rupture

There are no known active faults crossing or projecting through the site. The site is not located in an Alquist-Priolo Earthquake Fault Zone. Therefore, ground rupture at this site due to faulting is considered unlikely.

4.2.4 Liquefaction and Seismic Settlement

Soil liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like.

Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated soils. Thus, three conditions are required for liquefaction to occur: (1) a cohesionless soil of loose to medium density; (2) a saturated condition; and (3) rapid large strain, cyclic loading, normally provided by earthquake motions.

The site is not located within a zone identified as having a potential for liquefaction by the State, as the quadrangle has not yet been assessed. The site is located in a zone identified as having a moderate potential for liquefaction by the City (City of Ontario, 2011). As noted previously, groundwater was not encountered within the 51-foot depth recently explored. Historical measurements in nearby wells, dating back to 2001, indicated shallowest depths to groundwater of roughly 175 feet below existing grades. Due to the excessive depth to groundwater, soil liquefaction is not likely to occur at this site.

Seismic ground subsidence, not related to liquefaction, occurs when loose, granular soils above the groundwater are densified during strong earthquake shaking. The 2016 California Building Code (CBC) and ASCE 7-10 (ASCE, 2010) require that the ground motion used to evaluate liquefaction and seismic settlement be based on the Peak Ground Acceleration (PGA_M) adjusted for site class effects. This value is computed using the mapped Maximum Considered Geometric Mean (MCE_G) peak ground acceleration for Site Class B and a site coefficient, F_{PGA} . Accordingly, we considered a ground acceleration of 0.50g for a magnitude 6.9 earthquake (mean deaggregated). Based on our analyses, we estimate a potential dry seismic settlement of ¼- to ½-inch. The differential seismic settlement is estimated to be less than ¼-inch across a span of 60 feet.

4.3 EARTHWORK

The earthwork for the planned improvements is anticipated to consist of clearing and excavation of undocumented fill and upper natural soils, subgrade preparation, and the placement and compaction of fill.

4.3.1 Clearing

Prior to grading, performing excavations or constructing the proposed improvements, the areas to be developed should be stripped of vegetation and cleared of debris and pavements. Buried obstructions, such as footings, abandoned utilities, and tree roots should be removed from areas to be developed. Deleterious material generated during the clearing operation should be removed from the site. Existing vegetation should not be mixed into the soils.

If cesspools or septic systems are encountered during grading, they should be removed in their entirety. The resulting excavation should be backfilled with properly compacted fill soils. As an alternative, cesspools can be backfilled with lean sand-cement slurry. At the conclusion of the clearing operations, a representative of GPI should observe and accept the site prior to further grading.

As noted previously, approximately 25 medium sized stockpiles are located onsite along Hamner Avenue. The stockpiles are highly variable, with some consisting of clays, sands, and gravels and the remaining consisting of concrete, brick, metal, and plastic debris. The materials were likely generated from offsite sources. These materials are not considered to

be suitable for use onsite as compacted fill and should be removed during the clearing process.

4.3.2 Excavations

Excavations at this site will include removals of undocumented fill and disturbed low-density natural soils, footing excavations, and trenching for proposed utility lines.

Prior to placement of fills or construction of the building or site walls, the existing fill and a portion of the upper natural soils within the proposed building pad and wall areas should be removed and replaced as properly compacted fill. For planning purposes, removals for the building pad should extend to a depth of 6 feet below existing grades or 3 feet below the base of foundations, whichever is deeper. Removals below the site walls or other minor structures should extend to depths of 4 feet below existing grades or 2 feet below the base of foundations, whichever is deeper. For pavement subgrade, removals should extend to at least 1-foot below existing or finished grades, whichever is deeper. The depth of anticipated removals should be further refined when the additional explorations are performed for the design-level investigation.

The actual depths of removals should be determined in the field during grading by GPI. The soils exposed at the base of the overexcavation should be processed in place as described in the "Subgrade Preparation" section of this report.

The Project Surveyor should accurately stake the corners of the areas to be overexcavated in the field. Where space is available, the base of the excavations should extend laterally at least 5 feet beyond the building line or edge of foundations, or a minimum distance equal to the depth of overexcavation/compaction below finish grade (i.e., a 1:1 projection below the top outside edge of footings), whichever is greater. Building lines include the footprint of the building and other foundation supported improvements, such as canopies and attached site walls.

Excavation of the soils at the site should be readily achieved using conventional methods. The contractor should determine the best method for removal based on the subsurface conditions outlined herein.

Where not removed by the aforementioned excavations, existing utility trench backfill should be removed and replaced as properly compacted fill within the building pad. For planning purposes, removals over the utilities should extend to within 1-foot of the top of the pipe. For utilities that are 5 feet or shallower, the removal should extend laterally 1-foot beyond both sides of the pipe. For deeper utilities, the removals should include a zone defined by a 1:1 projection upward (and away from the pipe) from each side of the pipe. The actual limits of removal will be confirmed in the field. We recommend that known utilities be shown on the grading plan. Wet utilities left in-place outside building areas should be capped to reduce the potential for water to infiltrate into the building pad.

The dry to slightly moist sandy soils at the site are expected to have a moderate to severe caving potential when exposed in open cuts. Temporary construction excavations may be made vertically into the undisturbed natural soils without shoring to a depth of 3 feet below adjacent grade (up to 4 feet in properly compacted fills). For cuts up to 10 feet deep, the

slopes should be properly shored or sloped back to at least 1:1 or flatter. For deeper cuts up to 20 feet, the slopes should be properly shored or sloped back to at least 1½:1 (horizontal to vertical) or flatter. The allowable slope inclinations are measured from the toe to the top of the cut. Even at these inclinations, some raveling should be anticipated. The exposed slope face should be kept moist (but not saturated) during construction to reduce local sloughing. Surcharge loads should not be permitted within a horizontal distance equal to the height of cut from the top of the excavation or 5 feet from the top of the slopes, whichever is greater, unless the cut is properly shored. Excavations that extend below an imaginary plane inclined at 45 degrees below the edge of adjacent existing site facilities should be properly shored to maintain support of adjacent elements. Excavations and shoring systems should meet the minimum requirements given in the State of California Occupational Safety and Health Standards.

Deeper removals along property lines and adjacent to existing improvements will require shoring or slot cuts. Recommendations for shoring are provided in the "Retaining Structures" section of the report. Removals that will undermine existing structures or pavements may utilize "ABC" slot cuts to depths not greater than 8 feet. The slots should not be wider than 5 feet and should be backfilled to finished grade prior to excavation of the adjacent slots. A test slot should be performed prior to production slots to confirm the stability of the planned cuts. We should be provided with the details of planned slot cuts for review prior to execution.

4.3.3 Subgrade Preparation

After the recommended cuts and removals are performed and prior to placing fills or construction of the proposed improvements, the subgrade soils should be scarified to a depth of 12 inches, moisture conditioned, and compacted to at least 90 percent of the maximum dry density, determined in accordance with ASTM D1557. In areas to be paved outside of the structure footprints, the exposed subgrade should be scarified, moisture-conditioned, and compacted to at least 95 percent of the maximum dry density.

4.3.4 Material for Fill

In general, the on-site soils are suitable for use as compacted fill, with the exception of the silts and sandy silts that should not be used as retaining wall backfill. If clays are encountered during grading, they should not be placed within 2 feet of the finished subgrade in floor slab areas or used as retaining wall backfill. Although not encountered in our small diameter borings, oversized materials greater than 6 inches in diameter are not considered suitable for use as compacted fill. In addition, fills placed within 3 feet of the finished building pad subgrade should not contain particles greater than 3 inches in diameter.

The materials present in the existing onsite stockpiles are not considered to be suitable for use as compacted fill and should be removed from the site during clearing.

Imported fill material should be predominately granular (contain no more than 40 percent fines-portion passing No. 200 sieve), and relatively non-expansive (an Expansion Index of less than 20). GPI should be provided with a sample (at least 50 pounds) and notified at least 72 hours in advance of the location of soils proposed for import. Each proposed

import source should be sampled, tested and accepted for use prior to delivery of the soils to the site. Soils imported prior to acceptance by GPI may be rejected if not suitable.

Both imported and existing on-site soils to be used as fill should be free of debris and pieces larger than 6 inches in greatest dimension. Although not anticipated, on-site materials greater than 6 inches in diameter can be exported, crushed, or disposed of in windrows outside of the building pad. If windrows are used, the oversized particles should be placed so that voids around the particles can be filled with sandy soils, which should be jetted or flooded after placement. At least 2 feet of properly compacted fill without oversized materials should cover the windrowed materials.

4.3.5 Placement and Compaction of Fills

Fill soils should be placed in horizontal lifts, moisture-conditioned, and mechanically compacted to densities equal to at least 90 percent of the maximum dry density, determined in accordance with ASTM D1557. Soils within 1-foot of the subgrade for building floor slabs and pavement areas, and the aggregate base material should be compacted to a relative compaction of at least 95 percent. The optimum lift thickness will depend on the compaction equipment used and can best be determined in the field. The following uncompacted lift thickness can be used as preliminary guidelines.

| | |
|---|-------------|
| Plate compactors | 4-6 inches |
| Small vibratory or static rollers (5-ton±) or track equipment | 6-9 inches |
| Heavy loaders and large vibratory rollers | 9-12 inches |

The maximum lift thickness should not be greater than 12 inches and each lift should be thoroughly compacted and accepted prior to subsequent lifts.

Fills should be placed at moisture contents of 1 to 2 percent over the optimum moisture content in order to readily achieve the required compaction. Current moisture contents of the upper soils are generally slightly moist to moist and likely at or below the optimum moisture content. As such, we anticipate that some moisture conditioning (wetting) will be required.

4.3.6 Shrinkage and Subsidence

Shrinkage is the loss of soil volume caused by compaction of fills to a higher density than before grading. Subsidence is the settlement of in-place subgrade soils caused by loads generated by large earthmoving equipment. For earthwork volume estimating purposes, an average shrinkage value of 15 to 20 percent may be assumed for the surficial soils. Subsidence is expected to be less than 0.1 feet. These values are estimates only and exclude losses due to removal of vegetation or debris. Actual shrinkage and subsidence will depend on the types of earthmoving equipment used and should be determined during grading.

4.3.7 Trench/Wall Backfill

Utility trench backfill consisting of the on-site silty sands or sands or imported soil, or wall backfill consisting of granular material should be mechanically compacted in lifts. Lift

thickness should not exceed those values given in the "Placement and Compaction of Fills" section of this report. Moisture conditioning (wetting) of the on-site soils will likely be required prior to re-use as backfill. Jetting or flooding of backfill materials should not be permitted. A representative of GPI should observe and test trench and wall backfills as they are placed.

In backfill areas where mechanical compaction of soil backfill is impractical due to space constraints, sand-cement slurry may be substituted for compacted backfill. The slurry should contain two sacks of cement per cubic yard and have a maximum slump of 5 inches. If open-graded rock is used as backfill, the material should be placed in lifts and mechanically densified. Open-graded rock should be separated from the on-site soils by a suitable filter fabric (Mirafi 140N or equivalent).

4.3.8 Observation and Testing

A representative of GPI should observe excavations, subgrade preparation, and fill placement activities. Sufficient in-place field density tests should be performed during fill placement and in-place compaction to evaluate the overall compaction of the soils. Soils that do not meet minimum compaction requirements should be reworked and tested prior to placement of additional fill.

4.4 FOUNDATIONS

4.4.1 Foundation Type

The proposed structures may be supported on conventional isolated and/or continuous shallow footings, provided the subsurface soils are prepared in accordance with the recommendations given in this report. Footings should be supported on properly compacted fill.

4.4.2 Allowable Bearing Pressures

Based on the shear strength and elastic settlement characteristics of the natural and recompacted on-site soils, a static allowable net bearing pressure of up to 3,000 pounds per square foot (psf) may be used for both continuous footings and isolated column footings for the proposed structures, including property line walls and other minor structures. These bearing pressures are for dead-load-plus-live-load, and may be increased one-third for short-term, transient, wind and seismic loading. The actual bearing pressure used may be less than the value presented above and can be based on economics and structural loads to determine the minimum width for footings as discussed below. The maximum edge pressures induced by eccentric loading or overturning moments should not be allowed to exceed these recommended values.

4.4.3 Minimum Footing Width and Embedment

The following minimum footing widths and embedments are recommended for the corresponding allowable bearing pressure.

| STATIC BEARING PRESSURE (psf) | MINIMUM FOOTING WIDTH (inches) | MINIMUM FOOTING* EMBEDMENT (inches) |
|-------------------------------|--------------------------------|-------------------------------------|
| 3,000 | 48 | 24 |
| 2,500 | 24 | 24 |
| 2,000 | 24 | 18 |
| 1,500 | 18 | 18 |

* Refers to minimum depth below lowest adjacent grade at the time of foundation construction.

A minimum footing width of 18 inches should be used even if the actual bearing pressure is less than 1,500 psf.

4.4.4 Estimated Settlements

Total static settlement of isolated pad or continuous wall footings (up to 100 kips for columns and 8 kips per lineal foot) is expected to be on the order of ¾- to 1-inch. Differential static settlement along a 60-foot span of a continuous footing is expected to be on the order of ½-inch or less. The majority of the settlement will occur immediately upon load application.

The potential for seismic settlement was addressed in a previous section of this report and should be referred to in evaluating the potential total settlements.

The above estimates are based on the assumption that the recommended earthwork will be performed and that the footings will be sized in accordance with our recommendations.

4.4.5 Lateral Load Resistance

Soil resistance to lateral loads will be provided by a combination of frictional resistance between the bottom of footings and underlying soils and by passive soil pressures acting against the embedded sides of the footings. For frictional resistance, a coefficient of friction of 0.35 may be used for design. In addition, an allowable lateral bearing pressure equal to an equivalent fluid weight of 275 pounds per cubic foot may be used, up to a maximum of 2,750 pounds per square foot (psf), provided the footings are poured tight against compacted fill. These values may be used in combination without reduction.

4.4.6 Foundation Inspection

Prior to placement of concrete and reinforcing steel, a representative of GPI should observe and approve foundation excavations.

4.4.7 Foundation Concrete

Laboratory testing by HDR (Appendix B) indicates that the near surface soils exhibit a soluble sulfate content of 54 mg/kg (0.0054 percent by weight). In accordance with the 2016 CBC, foundation concrete should conform to the requirements outlined to the requirements outlined in ACI 318, Section 19.3 for a negligible level of soluble sulfate exposure for soil (category S0). Chloride contents were 19 mg/kg (0.0019 percent by weight), which is considered to be low (category C1).

4.5 CONCRETE SLABS

Concrete slabs should be supported on granular, non-expansive ($EI \leq 20$), compacted soils as discussed in the "Placement and Compaction of Fill" section.

Although not anticipated over the majority of the building, a vapor/moisture retarder should be placed under slabs that are to be covered with moisture-sensitive floor coverings (wood, vinyl, tile, etc.). Currently, common practice is to use a 10 or 15 mil polyethylene product such as Stego Wrap for this purpose. Whether the concrete slab is placed directly on the vapor barrier or on a clean sand layer between the slab and vapor barrier is a decision for the Project Architect and General Contractor, as it is not a geotechnical issue. If covered by sand, the sand layer should be about 2 inches thick and contain less than 5 percent by weight passing the No. 200 sieve. Based on our explorations and laboratory testing, the soils at the site are not suitable for this purpose. The sand layer should be nominally compacted using light equipment. The sand placed over the vapor retarder should only be slightly moist. If the sand gets wet (for example as a result of rainfall or excessive moistening) it must be allowed to dry prior to placing concrete. Care should be taken to avoid infiltration of water into the sand layer after placement of the concrete slab, such as at slab cut-outs and other exposures. A sand layer is not required beneath the vapor retarder, but we take no exception if one is provided.

It should be noted that the material used as a vapor retarder is only one of several factors affecting the prevention of moisture accumulation under floor coverings. Other factors include maintaining a low water-cement ratio for the concrete used for the floor slab, effective sealing of joints and edges (particularly at pipe penetrations) as well as excess moisture in the concrete. The manufacturer of the floor coverings should be consulted for establishing acceptable criteria for the condition of the floor surface prior to placing moisture-sensitive floor coverings.

For lateral resistance design, a coefficient of friction value of 0.40 between aggregate base or select fill and concrete may be used. For a slab on a visqueen moisture barrier, a coefficient of 0.1 should be used. For a concrete slab on Stego Wrap, a coefficient of 0.3 may be used, which is consistent with recommendations provided by the American Concrete Institute (ACI).

For elastic design of slabs-on-grade supporting sustained concentrated loads, a modulus of subgrade reaction (k) of 150 pounds per cubic inch (pounds per square inch per inch of deflection) may be used. This value is for a 1-foot by 1-foot square loaded area and should be adjusted by the structural designer for the area of the proposed building slab using

appropriate elastic theory.

Although not tested, the upper silty sands are anticipated to have a low potential for expansion. As such, there are no geotechnical requirements for minimum floor slab thickness or reinforcing.

4.6 RETAINING STRUCTURES

We understand that major retaining walls are not planned as part of the proposed development. The following recommendations are provided for walls or shoring less than 8 feet in height. We recommend that walls be backfilled with sandy soils (less than 40 percent passing the No. 200 sieve), which appear to be readily available on site but will require selective grading.

Active earth pressures can be used for designing cantilevered walls or shoring that can yield laterally at least ½-percent of the wall height under the imposed loads. For level, drained backfill, derived from granular, non-expansive soils, a lateral pressure of an equivalent fluid weighing of 35 pounds per cubic foot may be used. This value can also be used for design of temporary cantilevered shoring.

At-rest pressures should be used for restrained walls that remain rigid enough to be essentially non-yielding. For select, non-expansive, level, drained backfill, a lateral pressure of an equivalent fluid weighing 55 pounds per cubic foot can be used.

As outlined in the California Building Code, site retaining walls taller than 6 feet should be designed to resist seismic lateral earth pressures. A lateral pressure equivalent to a fluid with a unit weight of 20 pounds per cubic foot may be used. This pressure should be combined with the active earth pressure presented above. If the retaining walls are designed using the at-rest pressure provided above, only the difference between the active plus seismic pressures and the at-rest pressure needs to be included as the seismic pressure.

The recommended pressures are based on the assumption that the supported earth will be fully drained, preventing the build-up of hydrostatic pressures. For traditional backfilled retaining walls, a drain consisting of perforated pipe and 1 cubic foot of gravel per lineal foot, wrapped in filter fabric should be used. The fabric (non-woven filter fabric, Mirafi 140N or equivalent) should be lapped at the top.

Walls subject to surcharge loads should be designed for an additional uniform lateral pressure equal to one-third and one-half the anticipated surcharge pressure for unrestrained and restrained walls, respectively.

The Structural Engineer should specify the use of select, granular wall backfill on the plans. Wall footings should be designed as discussed in the "Foundations" section.

4.7 PAVEMENTS

For new pavements, an assumed R-value of 20 was used for the on-site soils. Final pavement design should be based on R-value testing performed during our comprehensive, design-level investigation. The California Division of Highways Design Method was used for design of the recommended preliminary pavement sections. The following pavement sections are recommended for planning purposes only.

| PAVEMENT AREA | TRAFFIC INDEX | SECTION THICKNESS (inches) | |
|---------------------------------|---------------|----------------------------|-----------------------|
| | | ASPHALT CONCRETE | AGGREGATE BASE COURSE |
| Asphalt Concrete | | | |
| Auto Parking Stalls | 4 | 3 | 5 |
| Circulation Drives | 5 | 3 | 7 |
| Truck Drives | 6 | 3.5 | 10 |
| Heavy Truck Drives | 7 | 4 | 12 |
| Off-Site Street | 7 | 4 | 12 |
| | 8 | 5 | 14 |
| | 9 | 6 | 15 |
| | 10 | 7 | 17 |
| Portland Cement Concrete | | | |
| Auto Parking Stalls | 4 | 6.5 | --- |
| Circulation Drives | 5 | 7.0 | --- |
| Truck Drives | 6 | 7.5 | --- |
| Heavy Truck Drives | 7 | 8.0 | --- |

The pavement subgrade underlying the aggregate base or concrete should be properly prepared and compacted in accordance with the recommendations outlined under "Subgrade Preparation".

The concrete used for paving should have a modulus of rupture of at least 550 psi (equivalent to an approximate compressive strength of 3,500 psi) at the time the pavement is subjected to truck traffic. The pavement base course should be compacted to at least 95 percent of maximum dry density (ASTM D-1557). Aggregate base should conform to the requirements of Section 26 of the California Department of Transportation Standard Specifications for Class II aggregate base (three-quarter inch maximum) or Section 200-2 of the Standard Specifications for Public Works Construction (Green Book) for untreated base materials (except processed miscellaneous base).

If it is desired to use portland cement concrete with a modulus of rupture (MOR) of 490 psi (approximate equivalent compressive strength of 3,000 psi), we recommend the following modified concrete pavement sections:

| PAVEMENT AREA | TRAFFIC INDEX | MOR = 490 psi PCC SECTION THICKNESS (inches) |
|----------------------|----------------------|---|
| Auto Parking Stalls | 4 | 7.0 |
| Circulation Drives | 5 | 7.5 |
| Truck Drives | 6 | 8.0 |
| Heavy Truck Drives | 7 | 8.0 |

The above recommendations are based on the assumption that the base course and compacted subgrade will be properly drained. The design of paved areas should incorporate measures to prevent moisture build-up within the base course, which can otherwise lead to premature pavement failure. For example, curbing adjacent to landscaped areas should be deep enough to act as a barrier to infiltration of irrigation water into the adjacent base course.

4.8 CORROSION

Resistivity testing of a representative sample of the on-site soils indicates that they are moderately corrosive to corrosive to ferrous metals. GPI does not practice corrosion engineering. We recommend that a corrosion engineering firm, such as HDR, be consulted if corrosion protection recommendations are required.

4.9 DRAINAGE

Positive surface gradients should be provided adjacent to structures so as to direct surface water run-off and roof drainage away from foundations and slabs toward suitable discharge facilities. Long-term ponding of surface water should not be allowed on pavements or adjacent to buildings.

4.10 SURFACE INFILTRATION

Current regulations require that storm water be infiltrated into the site soils of new developments when possible. In general, the soil profile at the site consists predominantly of silty sands and sands in the upper 10 feet, underlain by silts and sandy silts. Sands and silty sands typically have fair to good infiltration characteristics.

To evaluate the infiltration characteristics of the near surface soils, we performed three field infiltration tests in accordance with methods established by the County of San Bernardino (County, 2011). Infiltration testing was performed at depths of 5 to 15 feet below the existing ground surface. The wells were installed adjacent to borings B-3 to B-5, located in the southern half of the portion of the development covered by this report. It is our understanding that the proposed infiltration system will likely be constructed out of precast concrete.

The tests were performed in shallow borings drilled with an 8-inch hollow stem auger. The test wells were constructed in the borings using 2-inch diameter slotted and solid well casing. The annular space between the perforated casing and the borehole was filled with No. 3 well sand.

Prior to running the tests, the soils adjacent to the wells were soaked with approximately 5 gallons of water in accordance with the procedures outlined by the County. Because the upper on-site soils are predominately sandy, the pre-soaks were completed within 30 minutes. Following the pre-soak, we performed two additional tests at each well to confirm the sandy criteria and set the test time intervals. Due to rapid infiltration during the pre-soak and the criteria testing, resulting in water draining more than 24 inches in less than 10 minutes, the tests were performed by measuring the time interval associated with a 1-foot drop in the casings. The tests were performed at least 6 times in each well.

The adjusted infiltration rates were calculated by taking the preadjusted rates and correcting them using the Porchet Method as provided in the County Guidelines. The results of the infiltration testing are presented in Tables 1 to 3. The final adjusted infiltration rates are presented below:

| WELL | ADJUSTED INFILTRATION RATE (in./hr.) |
|------|---|
| P-1 | 5.4 |
| P-2 | 15.2 |
| P-3 | 2.4 |

The soils encountered at the test depths generally consisted of silty sands and sands with lesser amounts of sandy silt. The above results are above the generally accepted minimum infiltration rate of 0.3 inches per hour. We anticipate that infiltration into the onsite silts or sandy silts would most likely result in significantly lower rates.

Additional factors of safety in computing the design infiltration rate of the proposed system should be determined by the Project Civil Engineer. It should be noted that the volume of water applied during our test was relatively low compared to the potential stormwater systems. Due to the presence of silts and sandy silts at depth, infiltration of large volumes of water into the near surface soils may result in limited percolation rates and a potential for long-term mounding or perched conditions. The Civil Engineer should evaluate the feasibility of subsurface infiltration using the rates provided.

The testing was performed with clean, clear water, and the results do not include effects of sediments, fines, dissolved solids, or other debris, as these will significantly reduce the percolation rates of the subsurface soils. The infiltration system should include processes to clean the inflow of sediments or other deleterious materials to reduce the potential for clogging and reduced infiltration rates.

4.11 GEOTECHNICAL OBSERVATION AND TESTING

We recommend that a representative of GPI observe earthwork during construction to confirm that the recommendations provided in our report are applicable during construction. The earthwork activities include grading, compaction of fills, subgrade preparation, pavement construction, and foundation excavations. If conditions are different than expected, we should be afforded the opportunity to provide an alternate recommendation based on the actual conditions encountered.

5.0 LIMITATIONS

This report, exploration logs, and other materials resulting from GPI's efforts were prepared exclusively for CHI/Acquisitions CA, L.P. and their consultants in the planning-level evaluation of the proposed development. The report is not intended to be suitable for reuse on extensions or modifications of the project or for use on projects other than the currently proposed development, as it may not contain sufficient or appropriate information for such uses. This report is also not intended as a design-level document, as the conclusions and recommendations are based on limited subsurface information.

Soil deposits may vary in type, strength, and many other important properties between points of exploration due to non-uniformity of the geologic formations or to man-made cut and fill operations. While we cannot evaluate the consistency of the properties of materials in areas not explored, the conclusions drawn in this report are based on the assumption that the data obtained in the field and laboratory are reasonably representative of field conditions and are conducive to interpolation and extrapolation.

Furthermore, our recommendations were developed with the assumption that a proper level of field observation and construction review will be provided by GPI during grading, excavation, and foundation construction. If others perform the construction phase services, they must accept full responsibility for all geotechnical aspects of the project, including this report.

Our investigation and evaluations were performed using generally accepted engineering approaches and principles available at this time and the degree of care and skill ordinarily exercised under similar circumstances by reputable geotechnical engineers practicing in this area. No other representation, either expressed or implied, is included or intended in our report.

Respectfully submitted,
Geotechnical Professionals Inc.

Dylan J. Boyle, P.E.
Project Engineer



Paul R. Schade, G.E.
Principal



DJB:PRS:sph

REFERENCES

American Society of Civil Engineers (ASCE) (2010), "Minimum Design Loads for Buildings and Other Structures," ASCE/SEI 7-10.

California Department of Water Resources, Water Data Library (2018), <http://www.water.ca.gov/waterdatalibrary/index.cfm> , Stations 340186N1175642W001 (Chino-1208387) and 340233N1175215W001 (Chino-1003469).

City of Ontario (2011), Hazard Mitigation Plan, Appendix H – Liquefaction Susceptibility Zones, revised July 23, 2011.

County of San Bernardino, Department of Public Works (2011), "Appendix VII – Infiltration Rate Evaluation Protocol and Factor of Safety Recommendations," dated May 19, 2011.

NETR Online, Historical Aerials, www.historiclaerials.com

United States Geological Survey (2014), U.S. Seismic Design Maps Website, <http://earthquake.usgs.gov/designmaps/us/application.php/>

United States Geological Survey (2014), 2008 National Seismic Hazard Maps, Source Parameters, <http://geohazards.usgs.gov/>



BASE MAP REPRODUCED FROM MICROSOFT STREETS AND TRIPS (C. 2008)



GEOTECHNICAL PROFESSIONALS, INC.

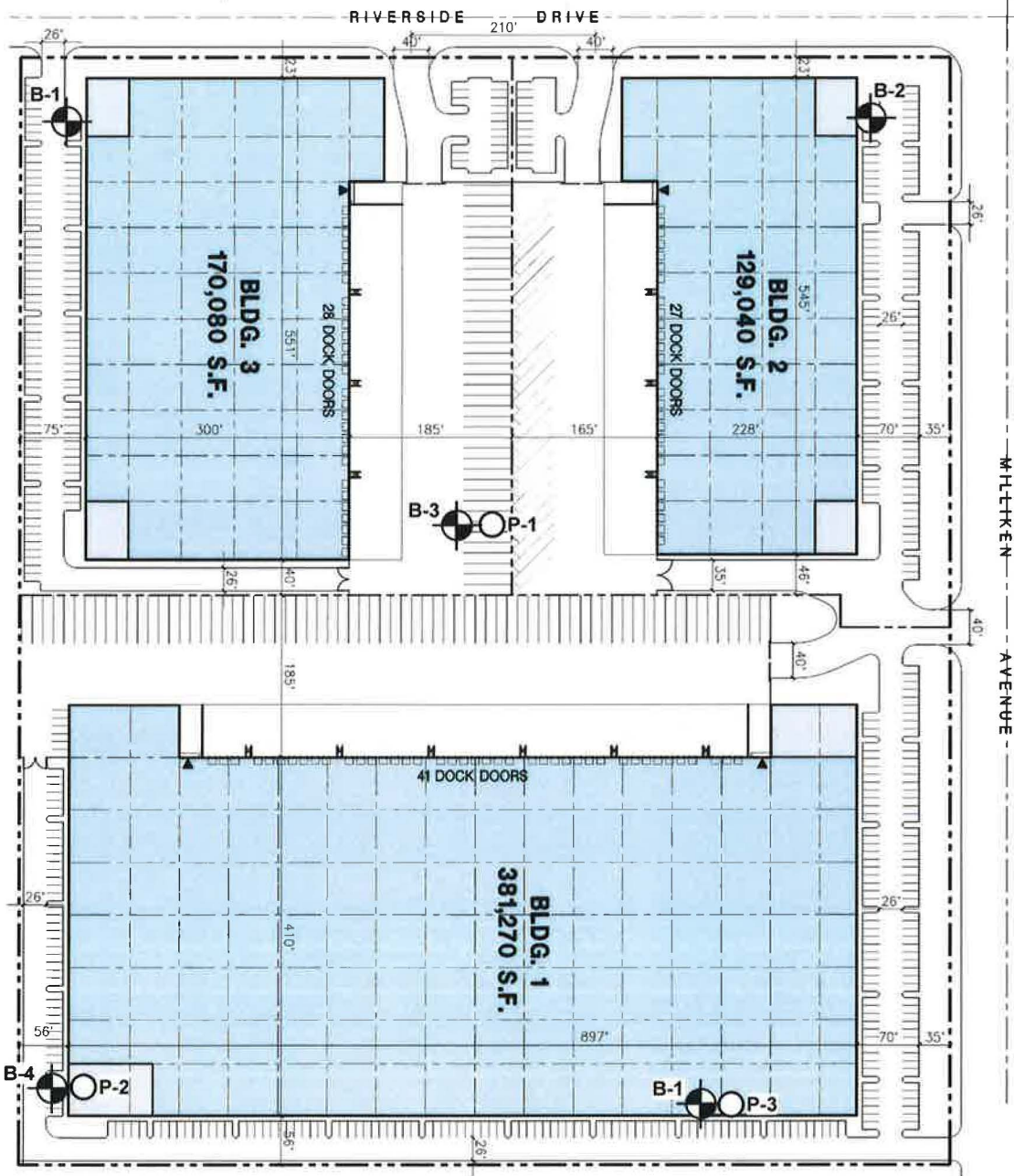
CROW ONTARIO

GPI PROJECT NO.: 2857.1



SCALE: 1" = 2000'

SITE LOCATION MAP

FIGURE 1



EXPLANATION

-  B-1 APPROXIMATE LOCATION AND NUMBER OF EXPLORATORY BORING
-  P-2 APPROXIMATE LOCATION AND NUMBER OF PERCOLATION WELL



0 200 400 FEET

BASE PLAN REPRODUCED FROM CONCEPTUAL SITE PLAN
PREPARED BY HPA ARCHITECTURE: DATED DECEMBER 1, 2017



GEOTECHNICAL
PROFESSIONALS, INC.

CROW ONTARIO

GPI PROJECT NO.: 2857.1

SCALE: 1" = 200'

SITE PLAN

FIGURE 2

TABLE 1

BOREHOLE INFILTRATION TEST RESULTS (corrected with Porchet Method) Riverside County Method-TGD, 2011

Project No. 2857.I
 Client: Crow Ontario
 By SG

Date: 1/15/2018
 Test Date 1/11/2018

NOTE: Slowest rate from percolation testing used to calculate infiltration rate

| | Test | Water Depth | Water Depth | Total Depth of | Hole | Initial Water | Final Water | Change in Height of | Average Height of | Infiltration |
|-----------|------------|----------------|----------------|-------------------|----------|------------------|----------------|------------------------|----------------------|--------------|
| Test Well | Duration | Initial | Final | Test Hole | Diameter | Height | Height | Water | Water | Rate* |
| | (min) | (ft) | (ft) | (ft) | (inches) | (ft) | (ft) | (ft) | (ft) | (in/hr) |
| | Δt | D_o | D_f | D_T | (2r) | H_o | H_f | $\Delta H = \Delta D$ | H_{avg} | I_t |
| P-1 | 4.17 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 7.5 |
| P-1 | 5.75 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.4 |
| P-1 | 5.71 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.5 |
| P-1 | 5.64 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.5 |
| P-1 | 5.79 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.4 |
| P-1 | 5.68 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.5 |
| P-1 | 5.62 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.6 |
| P-1 | 5.75 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.4 |
| | | | | | | | | | | |
| | | | | | | | | | | |

* $I_t = (\Delta H(60r)) / (\Delta t(r + 2H_{avg}))$

TABLE 2

BOREHOLE INFILTRATION TEST RESULTS (corrected with Porchet Method) Riverside County Method-TGD, 2011

Project No. 2857.1
 Client: Crow Ontario
 By SG

Date: 1/15/2018
 Test Date 1/12/2018

NOTE: Slowest rate from percolation testing used to calculate infiltration rate

| | | Water | Water | Total | | Initial | Final | Change in | Average | |
|-----------|------------|---------|-------|-----------|----------|---------|--------|-----------------------|-----------|--------------|
| | Test | Depth | Depth | Depth of | Hole | Water | Water | Height of | Height of | Infiltration |
| Test Well | Duration | Initial | Final | Test Hole | Diameter | Height | Height | Water | Water | Rate* |
| | (min) | (ft) | (ft) | (ft) | (inches) | (ft) | (ft) | (ft) | (ft) | (in/hr) |
| | Δt | D_o | D_f | D_T | (2r) | H_o | H_f | $\Delta H = \Delta D$ | H_{avg} | I_t |
| P-2 | 1.57 | 11.71 | 12.21 | 14.11 | 8 | 2.40 | 1.90 | 0.5 | 2.15 | 16.5 |
| P-2 | 1.80 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 16.6 |
| P-2 | 1.83 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 16.3 |
| P-2 | 1.90 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 15.7 |
| P-2 | 1.97 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 15.2 |
| P-2 | 1.82 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 16.5 |
| P-2 | 1.75 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 17.1 |
| P-2 | 1.65 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 18.1 |
| P-2 | 1.95 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 15.3 |
| | | | | | | | | | | |

* $I_t = (\Delta H(60r)) / (\Delta t(r + 2H_{avg}))$

TABLE 3

**BOREHOLE INFILTRATION TEST RESULTS (corrected with Porchet Method)
Riverside County Method-TGD, 2011**

Project No. 2857.1
Client: Crow Ontario
By SG

Date: 1/15/2018
Test Date 1/11/2018

NOTE: Slowest rate from percolation testing used to calculate infiltration rate

| | Water | Water | Total | | Initial | Final | Change in | Average | | |
|-----------|------------|---------|----------|-----------|----------|--------|-----------|-----------------------|--------------|---------|
| | Depth | Depth | Depth of | Hole | Water | Water | Height of | Height of | Infiltration | |
| Test Well | Duration | Initial | Final | Test Hole | Diameter | Height | Height | Water | Water | Rate* |
| | (min) | (ft) | (ft) | (ft) | (inches) | (ft) | (ft) | (ft) | (ft) | (in/hr) |
| | Δt | D_o | D_f | D_T | (2r) | H_o | H_f | $\Delta H = \Delta D$ | H_{avg} | I_t |
| P-3 | 10.00 | 6.03 | 7.05 | 10.21 | 8 | 4.18 | 3.16 | 1.02 | 3.67 | 3.2 |
| P-3 | 10.00 | 5.78 | 6.96 | 10.21 | 8 | 4.43 | 3.25 | 1.18 | 3.84 | 3.5 |
| P-3 | 6.58 | 7.49 | 7.82 | 10.21 | 8 | 2.72 | 2.39 | 0.33 | 2.56 | 2.2 |
| P-3 | 8.13 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.5 |
| P-3 | 8.35 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 8.45 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 8.32 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 8.48 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 8.33 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 8.52 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |

* $I_t = (\Delta H(60r)) / (\Delta t(r + 2H_{avg}))$

APPENDIX A

APPENDIX A

EXPLORATORY BORINGS

The subsurface conditions at the site were investigated by drilling and sampling five exploratory borings. The borings were advanced to depths ranging from 15 to 50 feet below the existing ground surface. We also installed infiltration test wells to depths of 5 to 15 feet adjacent to three borings (P-1 at B-3, P-2 at B-4, and P-3 at B-5). The locations of the explorations and wells are shown on the Site Plan, Figure 2.


The exploratory borings were drilled using limited access hollow-stem auger drill equipment. Relatively undisturbed samples were obtained using a brass-ring lined sampler (ASTM D 3550). The brass-rings have an inside diameter of 2.42 inches. The ring samples were driven into the soil by a 140-pound hammer dropping 30 inches. The number of blows needed to drive the sampler into the soil was recorded as the penetration resistance.

At selected locations, disturbed samples were obtained using a split-spoon sampler by means of the Standard Penetration Test (SPT, ASTM D 6066). The spoon sampler was driven into the soil by a 140-pound hammer dropping 30 inches, employing the "free-fall" hammer described above. After an initial seating drive of 6 inches, the number of blows needed to drive the sampler into the soil a depth of 12 inches was recorded as the penetration resistance. These values are the raw uncorrected blowcounts.

The field explorations for the investigation were performed under the continuous technical supervision of GPI's representative, who visually inspected the site, maintained detailed logs of the borings, classified the soils encountered, and obtained relatively undisturbed samples for examination and laboratory testing. The soils encountered in the borings were classified in the field and through further examination in the laboratory in accordance with the Unified Soils Classification System. Detailed logs of the borings are presented in Figures A-1 to A-5 in this appendix.

The boring locations were laid out in the field by measuring from existing site features. Ground surface elevations at the exploration locations were estimated from internet sources and should be considered approximate.

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|---|------------------|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | |
| | | | | 0 | | Fill: SILTY SAND (SM) light brown, slightly moist to moist | |
| 3.2 | 102 | 21 | D | | | Natural: SILTY SAND (SM) light brown, slightly moist, medium dense | 780 |
| 5.8 | 97 | 13 | D | 5 | | @ 4 feet, loose | |
| 7.0 | 101 | 10 | D | | | | 775 |
| 29.4 | 91 | 11 | D | 10 | | SILT (ML) brown, wet, firm | |
| 16.4 | 93 | | | | | @ 14 feet, very moist, stiff to very stiff, trace clay | 770 |
| 4.2 | 104 | 22 | D | 15 | | SILTY SAND (SM) brown, slightly moist, medium dense | |
| | | | | | | Total Depth 15 feet | |

| | | | |
|---|---|--|--|
| SAMPLE TYPES <input type="checkbox"/> C Rock Core <input type="checkbox"/> S Standard Split Spoon <input type="checkbox"/> D Drive Sample <input type="checkbox"/> B Bulk Sample <input type="checkbox"/> T Tube Sample | DATE DRILLED: 1-11-18 |  | PROJECT NO.: 2857.1 CROW ONTARIO |
| | EQUIPMENT USED: 8" Hollow Stem Auger | | LOG OF BORING NO. B-1 |
| | GROUNDWATER LEVEL (ft): Not Encountered | | FIGURE A-1 |

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|--|------------------|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | |
| | | | B | 0 | | Fill: SILTY SAND (SM) brown, moist, with gravel sized pieces of concrete and brick | |
| 8.4 | 99 | 10 | D | | | Natural: SILTY SAND (SM) brown, moist, loose | 780 |
| 8.7 | 96 | 7 | D | 5 | | | |
| 15.2 | 104 | 18 | D | | | SILT (ML) light brown, moist to very moist, stiff, trace sand | 775 |
| 14.6 | 97 | 21 | D | 10 | | | |
| 7.5 | 98 | 15 | D | 15 | | @ 15 feet, slightly moist | 770 |
| 11.9 | 91 | 17 | D | 20 | | @ 20 feet, moist | 765 |
| | | | | | | | 760 |
| 1.9 | 117 | 34 | D | 25 | | SAND (SP) greyish brown, dry to slightly moist, medium dense, with gravel, trace silt | 755 |
| 1.9 | 120 | 64 | D | 30 | | @ 30 feet, dense | 750 |
| 11.3 | 108 | 50 | D | 35 | | SANDY SILT (ML) brown with grey, moist, hard | 745 |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:

1-11-18

EQUIPMENT USED:

8" Hollow Stem Auger

GROUNDWATER LEVEL (ft):

Not Encountered



PROJECT NO.: 2857.1

CROW ONTARIO

LOG OF BORING NO. B-2

FIGURE A-2

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) | |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|-----|------------------|--|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | | |
| 13.0 | 103 | 22 | D | 40 | | 740 | 735 | |
| 11.1 | 106 | 32 | D | 45 | | | | <p>SANDY SILT (ML) reddish brown with grey, moist, stiff to very stiff, trace clay</p> <p>@ 45 feet, very stiff</p> |
| 7.1 | 98 | 36 | D | 50 | | | | <p>@ 50 feet, brown</p> <p>SILTY SAND (SM) reddish brown, moist, medium dense</p> <p>Total Depth 51 feet</p> |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:
1-11-18

EQUIPMENT USED:
8" Hollow Stem Auger
GROUNDWATER LEVEL (ft):
Not Encountered



PROJECT NO.: 2857.1
CROW ONTARIO

LOG OF BORING NO. B-2

FIGURE A-2

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|---|------------------|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | |
| | | | | 0 | Fill: | SILTY SAND (SM) light brown, moist | |
| 3.0 | 101 | 21 | D | | Natural: | SILTY SAND (SM) light brown, slightly moist, medium dense | 775 |
| 10.4 | 96 | 15 | D | 5 | | SANDY SILT (ML) light brown, moist, stiff | |
| 15.3 | | 7 | S | | @ 7 feet, | firm, with white veins | 770 |
| 8.9 | 92 | 20 | D | 10 | | SILT (ML) light brown, slightly moist, stiff | |
| 16.7 | | 7 | S | | @ 11 feet, | very moist, firm, trace gravel | |
| 3.4 | 100 | 17 | D | | | SILTY SAND (SM) light brown, slightly moist, medium dense | 765 |
| 5.7 | | 7 | S | 15 | @ 15 feet, | slightly moist, loose | |
| 9.8 | | | | | | SANDY SILT (ML) light brown, slightly moist to moist, firm | |
| | | | | | Total Depth 16.5 feet Well P-1 installed @ a depth of 4.5 feet below existing grades | | |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:

1-11-18

EQUIPMENT USED:

8" Hollow Stem Auger

GROUNDWATER LEVEL (ft):

Not Encountered



PROJECT NO.: 2857.1

CROW ONTARIO

LOG OF BORING NO. B-3

FIGURE A-3

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) | |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|--|------------------|--|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | | |
| | | | | 0 | | Fill: SILTY SAND (SM) light brown, moist | | |
| 5.4 | 98 | 8 | D | | | Natural: SILTY SAND (SM) light brown, slightly moist, loose | 770 | |
| 6.1 | 103 | 18 | D | 5 | | @ 4 feet, medium dense | | |
| 5.2 | 102 | 12 | D | | | @ 6 feet, loose | | |
| | | | | | | SAND with SILT (SP-SM) light brown, moist, loose | | |
| 16.7 | 104 | 12 | D | 10 | | SILT (ML) light brown, very moist, firm to stiff, trace sand | 765 | |
| 2.4 | 94 | 20 | D | 15 | | SAND with SILT (SP-SM) light brown, dry to slightly moist, medium dense | 760 | |
| 8.6 | | 9 | S | | | SILT (ML) light brown, slightly moist to moist, stiff | | |
| 8.4 | 94 | 18 | D | | | | 755 | |
| 10.5 | | 12 | S | 20 | | @ 20 feet, trace sand | | |
| 9.6 | 90 | 20 | D | | | @ 22 feet, slightly moist to moist, stiff, trace sand | | |
| 7.7 | | 18 | S | 25 | | SANDY SILT (ML) light brown, slightly moist, very stiff | 750 | |
| 4.3 | | | | | | SILTY SAND (SM) light brown, slightly moist, medium dense | | |
| | | | | | Total Depth 25.5 feet Well P-2 installed @ a depth of 14.1 feet below existing grades | | | |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:

1-11-18

EQUIPMENT USED:

8" Hollow Stem Auger

GROUNDWATER LEVEL (ft):

Not Encountered



PROJECT NO.: 2857.1

CROW ONTARIO

LOG OF BORING NO. B-4

FIGURE A-4

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) | |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|---|------------------|--|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | | |
| | | | | 0 | | Fill: SILTY SAND (SM) light brown, slightly moist | 775 | |
| 3.6 | 100 | 8 | D | 5 | | Natural: SILTY SAND (SM) light brown, slightly moist, loose | 770 | |
| 6.0 | 115 | 14 | D | | | SILT (ML) light brown, slightly moist, stiff, trace sand | | |
| 6.9 | 93 | 14 | D | 10 | | SANDY SILT (ML) light brown, slightly moist to moist, stiff | 765 | |
| 5.0 | 98 | 16 | D | | | SILTY SAND (SM) light brown, dry to slightly moist, medium dense | | |
| 3.1 | | 16 | S | 15 | | SAND with SILT (SP-SM) light brown, slightly moist, medium dense, trace gravel | 760 | |
| 2.5 | | 27 | D | | | @ 14 feet, no recovery | | |
| 1.9 | | 11 | S | 20 | | @ 16 feet, loose | 755 | |
| 7.8 | | 19 | D | | | SILT (ML) light brown, slightly moist, stiff | | |
| 8.1 | 96 | 19 | D | 25 | | @ 18 feet, with sand | 750 | |
| 4.2 | | 14 | S | | | SANDY SILT (ML) light brown, slightly moist, stiff | | |
| | | | | | | SILTY SAND (SM) light brown, slightly moist, medium dense | | |
| 9.5 | 93 | 17 | D | | | @ 25 feet, moist | | |
| | | | | | Total Depth 26 feet Well P-3 installed @ a depth of 10.2 feet below existing grades | | | |

SAMPLE TYPES

- C** Rock Core
- S** Standard Split Spoon
- D** Drive Sample
- B** Bulk Sample
- T** Tube Sample

DATE DRILLED:

1-11-18

EQUIPMENT USED:

8" Hollow Stem Auger

GROUNDWATER LEVEL (ft):

Not Encountered



PROJECT NO.: 2857.1

CROW ONTARIO

LOG OF BORING NO. B-5

FIGURE A-5

APPENDIX B

APPENDIX B

LABORATORY TESTS

INTRODUCTION

Representative undisturbed samples and bulk samples were carefully packaged in the field and sealed to prevent moisture loss. The samples were then transported to our Cypress office for examination and testing assignments. Laboratory tests were performed on selected representative samples as an aid in classifying the soils and to evaluate the physical properties of the soils affecting foundation design and construction procedures. Detailed descriptions of the laboratory tests are presented below under the appropriate test headings. Test results are presented in the figures that follow.

MOISTURE CONTENT AND DRY DENSITY

Moisture content and dry density was determined from a number of the samples. The samples were weighed to determine the wet weight and then were dried in accordance with ASTM D 2216. After drying, the weight of each sample was measured, and moisture content was calculated. Moisture content values are presented on the boring logs in Appendix B.

GRAIN SIZE DISTRIBUTION

Select soil samples were dried, weighed, soaked in water until individual soil particles were separated, and then washed on the No. 200 sieve. That portion of the material retained on the No. 200 sieve was oven-dried and weighed to determine the percentage of the material passing the No. 200 sieve. A summary of the percentages passing the No. 200 sieve is presented below.

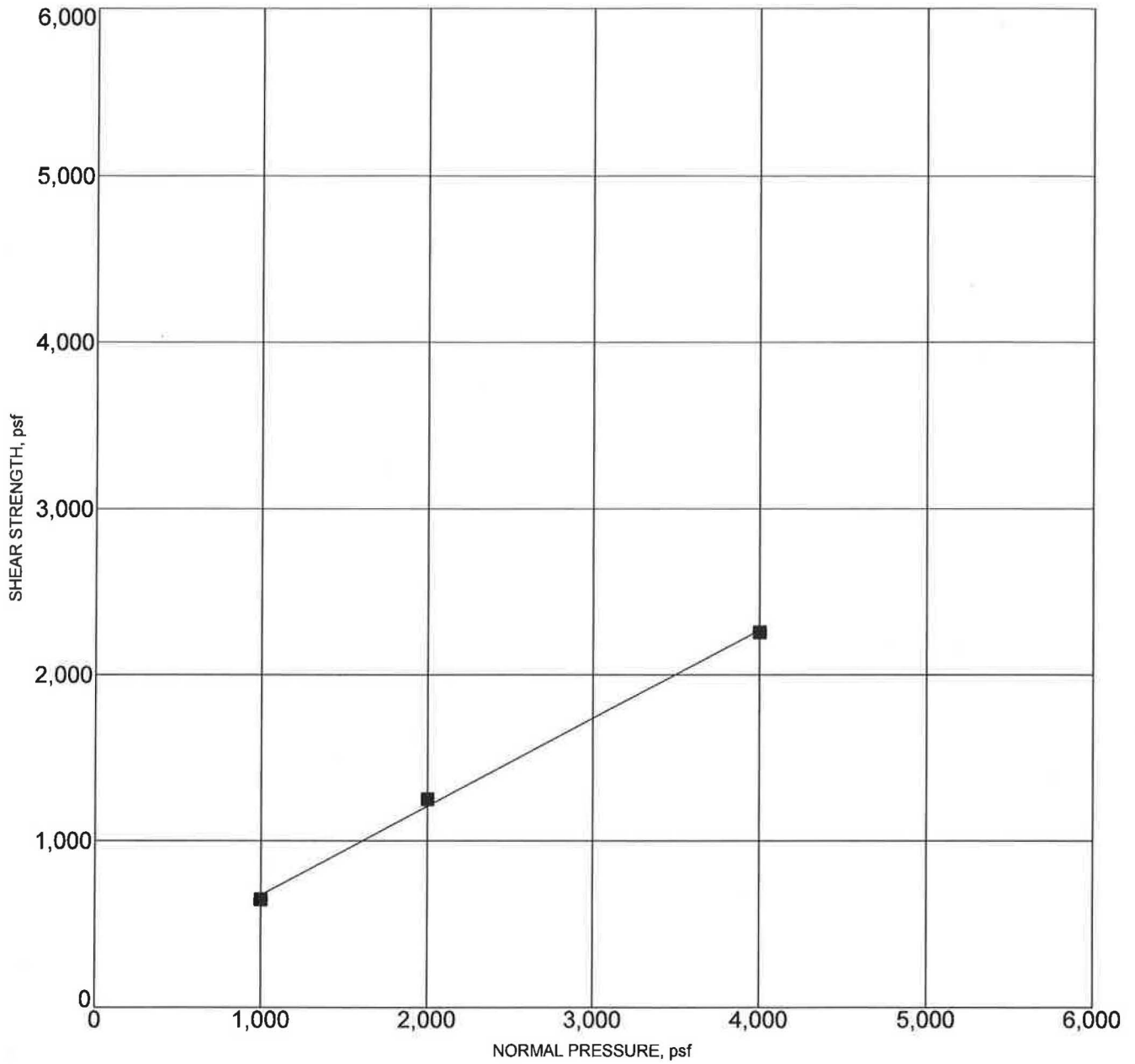
| BORING NO. | DEPTH (ft) | SOIL DESCRIPTION | PERCENT PASSING No. 200 SIEVE |
|------------|------------|------------------|-------------------------------|
| B-2 | 7 | Silt (ML) | 91 |
| B-2 | 20 | Silt (ML) | 81 |
| B-4 | 20 | Silt (ML) | 90 |

DIRECT SHEAR

Direct shear tests were performed on undisturbed samples in accordance with ASTM D 3080. The samples were placed in the shear machine, and pre-selected normal loads were applied. The samples were submerged, allowed to consolidate, and then were sheared to failure. Shear stress and sample deformation were monitored throughout the test. The results of the direct shear tests are presented in Figure B-1.

CONSOLIDATION

One-dimensional consolidation tests were performed on undisturbed samples in accordance with ASTM D 2435. After trimming the ends, the samples were placed in the consolidometer and loaded to up to 0.4 ksf. Thereafter, the samples were incrementally loaded to a maximum load of up to 25.6 ksf. The samples were inundated at 1.6 ksf. Sample deformation was measured to 0.0001 inch. Rebound behavior was investigated by unloading the samples back to 0.4 ksf. Results of the consolidation tests, in the form of strain versus log pressure are presented in Figures B-2 and B-3.



● **PEAK STRENGTH**
Friction Angle= 28 degrees
Cohesion= 144 psf

■ **ULTIMATE STRENGTH**
Friction Angle= 28 degrees
Cohesion= 144 psf

| Sample Location | Classification | DD,pcf | MC,% |
|--------------------|-----------------|--------|------|
| B-3 5.0 | SANDY SILT (ML) | 96 | 10.4 |
| | | | |
| | | | |
| | | | |

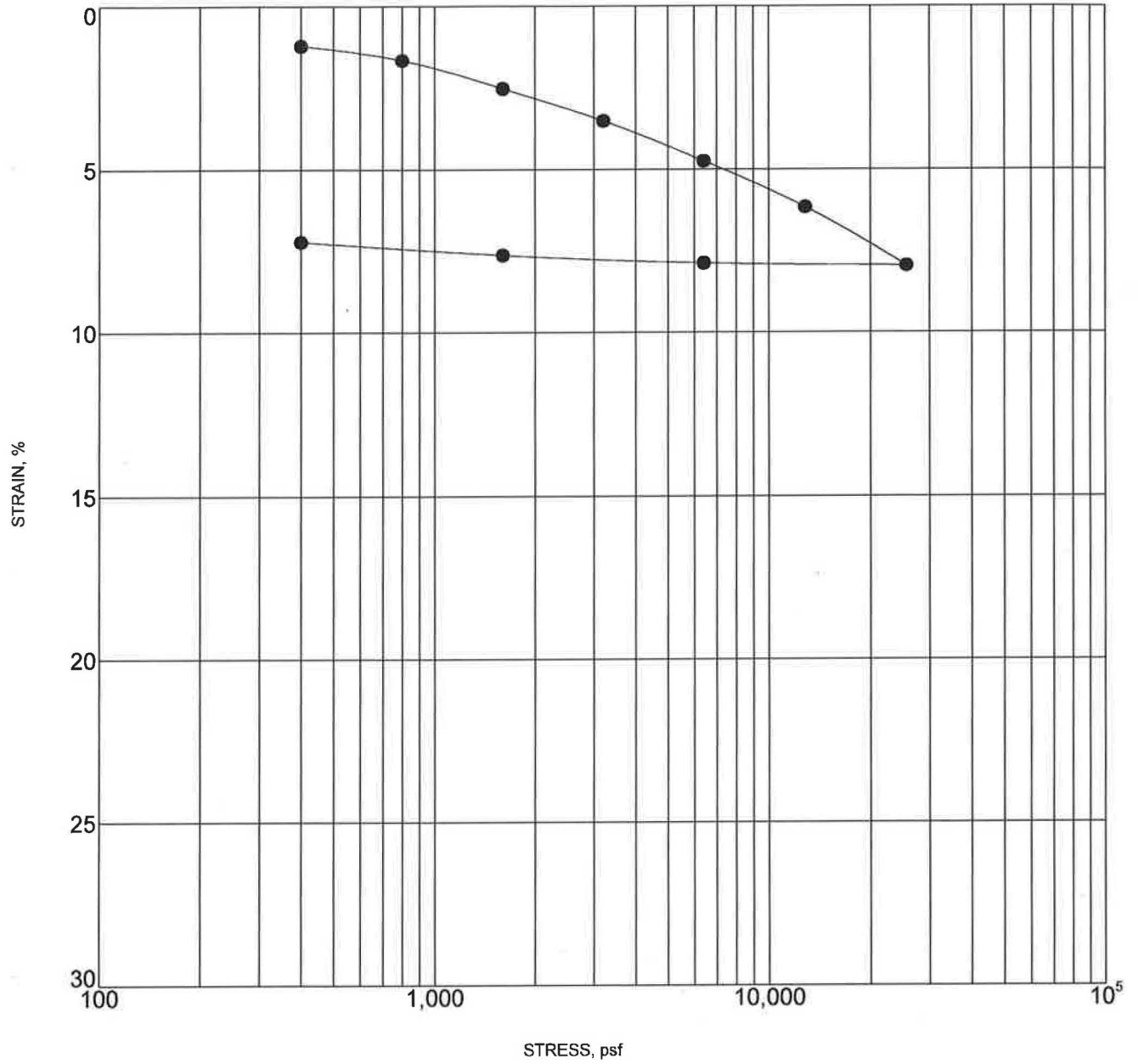
PROJECT: CROW ONTARIO

PROJECT NO.: 2857.1



DIRECT SHEAR TEST RESULTS

FIGURE B-1



Sample inundated at 400 psf

| Sample Location | Classification | DD,pcf | MC,% |
|-----------------|----------------|--------|------|
| ● B-2 15.0 | SILT (ML) | 98 | 7.5 |
| | | | |
| | | | |
| | | | |

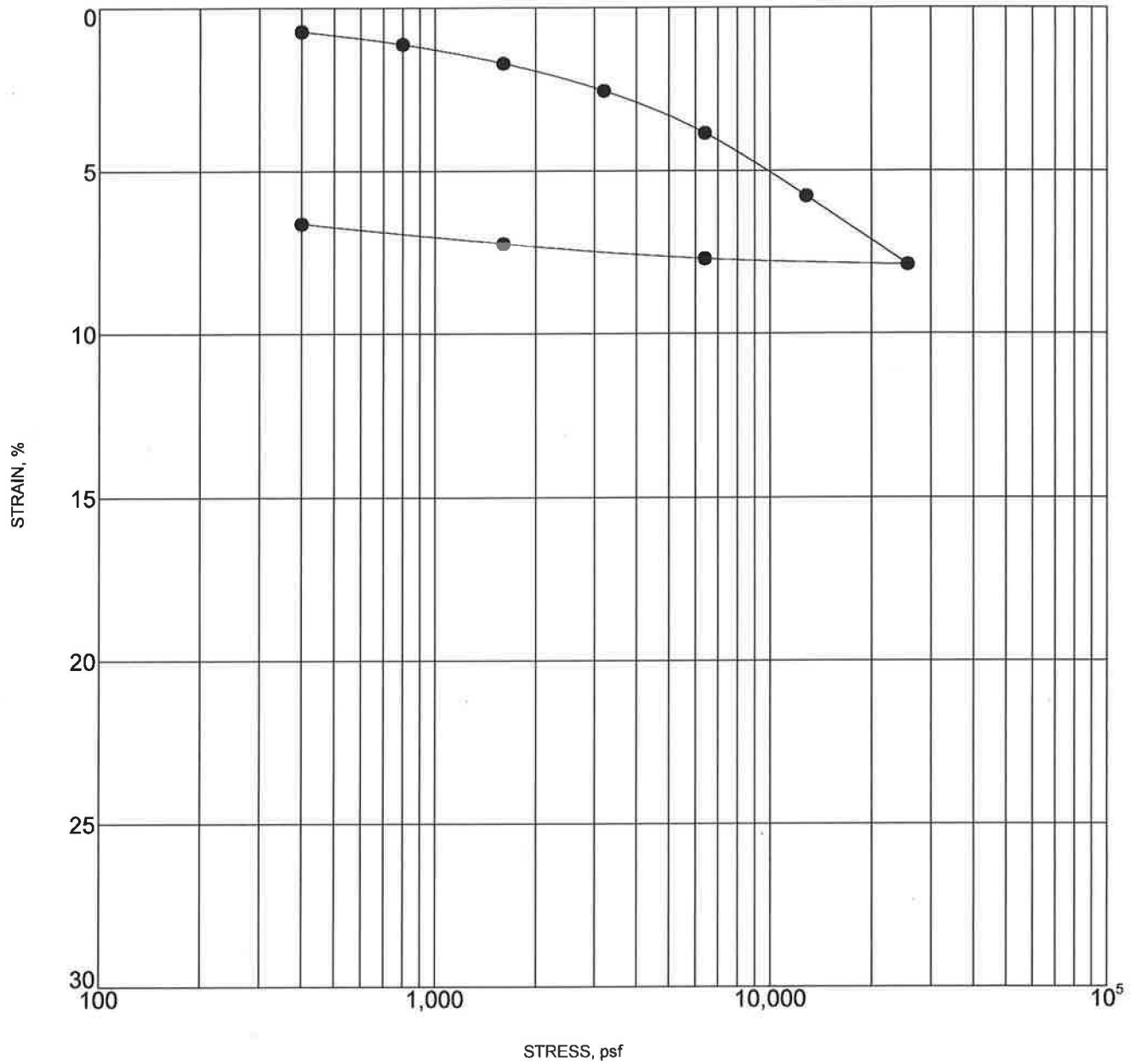
PROJECT: CROW ONTARIO

PROJECT NO.: 2857.1



CONSOLIDATION TEST RESULTS

FIGURE B-2



Sample inundated at 1600 psf

| Sample Location | Classification | DD,pcf | MC,% |
|-----------------|----------------|--------|------|
| ● B-4 9.0 | SILT (ML) | 104 | 16.7 |
| | | | |
| | | | |
| | | | |

PROJECT: CROW ONTARIO

PROJECT NO.: 2857.1



CONSOLIDATION TEST RESULTS

FIGURE B-3



Table 1 - Laboratory Tests on Soil Samples

Geotechnical Professionals, Inc.
Crow Ontario
Your #2857.I, HDR Lab #18-0033LAB
23-Jan-18

Sample ID

B-4 @ 0-5'

| Resistivity | Units | | |
|--------------------------|--------------------------------|-------|--------|
| as-received | ohm-cm | | 48,000 |
| saturated | ohm-cm | | 1,960 |
| pH | | | 6.9 |
| Electrical | | | |
| Conductivity | mS/cm | | 0.24 |
| Chemical Analyses | | | |
| Cations | | | |
| calcium | Ca ²⁺ | mg/kg | 89 |
| magnesium | Mg ²⁺ | mg/kg | 32 |
| sodium | Na ¹⁺ | mg/kg | 15 |
| potassium | K ¹⁺ | mg/kg | 132 |
| Anions | | | |
| carbonate | CO ₃ ²⁻ | mg/kg | ND |
| bicarbonate | HCO ₃ ¹⁻ | mg/kg | 125 |
| fluoride | F ¹⁻ | mg/kg | ND |
| chloride | Cl ¹⁻ | mg/kg | 19 |
| sulfate | SO ₄ ²⁻ | mg/kg | 54 |
| phosphate | PO ₄ ³⁻ | mg/kg | 104 |
| Other Tests | | | |
| ammonium | NH ₄ ¹⁺ | mg/kg | 21 |
| nitrate | NO ₃ ¹⁻ | mg/kg | 392 |
| sulfide | S ²⁻ | qual | na |
| Redox | mV | | na |

Resistivity per ASTM G187, Cations per ASTM D6919, Anions per ASTM D4327, and Alkalinity per APHA 2320-B.
 Electrical conductivity in millisiemens/cm and chemical analyses were made on a 1:5 soil-to-water extract.
 mg/kg = milligrams per kilogram (parts per million) of dry soil.
 Redox = oxidation-reduction potential in millivolts
 ND = not detected
 na = not analyzed

**PHASE I ENVIRONMENTAL SITE ASSESSMENT
47.38-ACRE PROPERTY
13130 HAMNER AVENUE AND UNDEVELOPED PARCEL AT
SOUTHWEST CORNER OF EAST RIVERSIDE DRIVE AND SOUTH
HAMNER AVENUE
ONTARIO, CALIFORNIA 91761
(ASSESSOR'S PARCEL NUMBER: 0218-171-21-0000 & -27-0000)**

Prepared for:

**CHI/Acquisitions CA, L.P., a Delaware Limited
Partnership**

c/o Mr. Jared J. Riemer
Crow Holdings Industrial
527 West 7th Street, Suite 308
Los Angeles, California 90014
(949) 478-1883

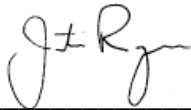
Prepared by:

SCS ENGINEERS
3900 Kilroy Airport Way, Suite 100
Long Beach, California 90806
(562) 426-9544

February 7, 2018
File No. 01218010.00

This Phase I Environmental Site Assessment Report for a 47.38-acre site located at the southwestern corner of East Riverside Drive and Hamner Avenue, in Ontario, California, dated February 7, 2018, was prepared by Justin Rauzon and reviewed by Kevin Green.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312. The resumes for the individuals below are included in **Appendix F**. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



Justin Rauzon, R.E.P.A.
Project Manager
SCS ENGINEERS



Kevin W. Green, P.G.
Project Director
SCS ENGINEERS

Table of Contents

| Section | Page |
|--|------|
| EXECUTIVE SUMMARY | IV |
| 1 INTRODUCTION | 1 |
| 2 PURPOSE..... | 1 |
| 3 SCOPE OF SERVICES..... | 1 |
| 4 SPECIAL TERMS AND CONDITIONS..... | 2 |
| 5 LIMITATIONS AND ASSUMPTIONS | 2 |
| 6 GENERAL SITE CHARACTERISTICS | 3 |
| Site Location..... | 3 |
| General Site Description..... | 3 |
| Adjoining Property Use..... | 4 |
| 7 PHYSICAL SETTING..... | 4 |
| Physiographic Setting..... | 4 |
| Geology and Soils..... | 4 |
| Groundwater | 5 |
| Radon | 5 |
| 8 SITE INSPECTION | 5 |
| Hazardous Substances | 5 |
| Natural Drainage..... | 6 |
| Disturbed Areas..... | 6 |
| Elevators and Other Hydraulic Equipment | 6 |
| Wells | 6 |
| Electrical Equipment..... | 6 |
| Wastewater | 7 |
| Drinking Water..... | 7 |
| Storage Tanks..... | 7 |
| Visual Inspection of Adjoining Sites | 7 |
| 9 INTERVIEWS..... | 7 |
| 10 SITE HISTORY | 8 |
| Historical Use Summary..... | 10 |
| Historical Use of Adjoining Sites..... | 11 |
| 11 COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION..... | 11 |
| Previous Environmental Reports..... | 11 |
| Regulatory Agency Records..... | 11 |
| California Environmental Protection Agency Files..... | 11 |
| Santa Ana Regional Water Quality Control Board Files | 11 |
| South Coast Air Quality Management District Files..... | 12 |
| 12 REVIEW OF FEDERAL, STATE, TRIBAL, AND LOCAL GOVERNMENT DATABASES..... | 12 |

Property Listings 12

Adjacent Site Listings..... 12

Other Database Sites..... 13

 Unmappable or Orphan Sites.....14

Landfills..... 14

Oil and Gas Wells..... 14

National Pipeline Mapping System..... 14

13 USER PROVIDED INFORMATION 15

 Title Records..... 15

 Environmental Liens or Activity and Use Limitations..... 15

 Specialized Knowledge 15

 Valuation Reduction for Environmental Issues 15

14 DEGREE OF OBVIOUSNESS OF THE PRESENCE/LIKELY PRESENCE OF CONTAMINATION
ON THE PROPERTY 15

15 DATA GAPS..... 16

16 FINDINGS AND OPINIONS..... 16

17 REFERENCES 18

18 GLOSSARY/DEFINITIONS 19

Appendices

A Figures 1 and 2

B Aerial Image and Site Photographs

C Historical Site Use Information

D Regulatory Agency File Review Information

E EDR Database Report

F Resumes of Project Personnel

EXECUTIVE SUMMARY

SCS Engineers (SCS) was retained by CHI/Acquisitions CA, L.P., a Delaware Limited Partnership to prepare a Phase I Environmental Site Assessment (Phase I ESA) of a 47.38-acre site located at the southwestern corner of East Riverside Drive and Hamner Avenue (historically South Milliken Avenue), in Ontario, California (the “Property”). This assessment was performed in conformance with 40 CFR 312, Standards for Conducting All Appropriate Inquiries, and in general conformance with ASTM E1527-13.

The Property is located at the southwestern corner of East Riverside Drive and Hamner Avenue. It comprises two parcels, an undeveloped northern parcel and a southern parcel (13130 Hamner Avenue) occupied by Sunshine Growers Nursery Inc. (Sunshine Growers). The Property comprises 47.38 acres. The northern parcel is undeveloped land. Some flattened straw-like and brush-like vegetation was observed on the northern lot. Surface vents for water infrastructure were noted along the eastern side of the Property during the site inspection. Water infrastructure, including remote monitoring equipment, is also located on carve-outs from the northeastern portion of the Property, immediately to the south of East Riverside Drive. Sunshine Growers operates a nursery with a retail building, outdoor growing areas, covered greenhouse growing areas, and a maintenance building.

The Property was rural land located along the San Bernardino-Riverside county line as early as 1897. Historical topographic maps showed a few dirt roads/pathways crisscrossed the Property and one rural structure on the central-western portion of the Property between 1897 and 1903. By 1938, the structure was no longer present and the Property was agricultural land, partially covered with orchards. The northern portion of the Property has remained undeveloped and/or agricultural land since that time. The Sunshine Growers Nursery has been located on the southern portion of the Property since the late 1980s.

Sunshine Growers stores small quantities (less than five-gallon containers) of pesticides, herbicides, fungicides, etc. The company has a state permit and maintains monthly pesticide use reports. Fertilizer is stored inside the greenhouse area. The facility has never maintained bulk storage of chemicals (e.g., in tanks). It is our opinion that, without specific evidence of pesticide mismanagement on the Property, collection and analysis of soil samples for pesticides is unwarranted. The company also stores waste oil, grease, and maintenance paints. One approximately 500-gallon, single-walled, steel aboveground storage tank (AST) is located on the center of the Property. The AST stores fuel for on-site tractors and an emergency generator located immediately to the east of the tank. The tank is situated inside a concrete containment berm. A supply hose runs from the bottom of the tank, over the containment berm, underground for approximately five feet, and then up into the emergency generator. The AST has been present at the nursery since it was first developed 29 years ago. Given the duration the AST has been at the Property, and the fact that the hosing passes underground where a leak would not be detected, SCS considers the diesel fuel AST to be a recognized environmental condition (REC). One groundwater supply well is located on the center of the Nursery portion of the Property.

Regulatory database information identified few known and suspected contamination sites in the area surrounding the Property. It is unlikely that these, or other sites listed in the database report, have negatively affected the environmental condition of the Property.

Conclusions

In summary, SCS performed a Phase I Environmental Site Assessment of a 47.38-acre site located at the southwestern corner of East Riverside Drive and Hamner Avenue, in Ontario, California, in conformance with the scope and limitations of 40 CFR 312 and ASTM E1527-13. Any exceptions to, or deletions from, this practice are described in Section 5 of this report.

In the opinion of the Environmental Professionals, this assessment has revealed evidence of conditions indicative of recognized environmental conditions in connection with the Property, as discussed above. Additional investigation of shallow soils in the area of the diesel fuel AST at the nursery is recommended to screen for possible hydrocarbon releases.

1 INTRODUCTION

SCS Engineers (SCS) was retained by CHI/Acquisitions CA, L.P., a Delaware Limited Partnership (the “User”) to prepare a Phase I Environmental Site Assessment (Phase I ESA) of a 47.38-acre site located at the southwestern corner of East Riverside Drive and Hamner Avenue (historically South Milliken Avenue), in Ontario, California (the “Property”). The Property comprises two parcels, an undeveloped northern parcel and a southern parcel occupied by Sunshine Growers Nursery Inc. (Sunshine Growers). A location map for the Property is presented as **Figure 1** in **Appendix A**. This assessment was performed in conformance with 40 CFR 312, Standards for Conducting All Appropriate Inquiries, and in general conformance with ASTM E1527-13.

2 PURPOSE

This Phase I ESA is intended to constitute appropriate inquiry into the previous ownership and uses of the property, as required to support the assertion of the innocent landowner, contiguous property owner, and/or bona fide prospective purchaser defenses to liability (collectively the landowner liability protections, or LLPs) under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA a.k.a. Superfund), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA), and the Small Business Liability Relief and Brownfields Revitalization Act of 2002.

The purpose of this investigation was to identify conditions indicative of releases or threatened releases of hazardous substances as defined in CERCLA Section 101, and petroleum products, on, at, in, or to the Property.

If known or suspected contamination is identified, Users seeking to maintain LLPs have responsibilities in addition to completion of an AAI-compliant Phase I ESA. These “continuing obligations” include taking “appropriate care” and “reasonable steps” with respect to known or suspected releases of hazardous substances during the term of property ownership. In addition to these requirements under federal law, there are different requirements under state law with respect to liability protections. On request, SCS can provide support for clients with continuing obligations, as appropriate.

3 SCOPE OF SERVICES

This Phase I ESA is based on:

- Interviews with past and/or present owners, operators, and/or occupants of the Property.
- Reviews of federal, tribal, state, and local government records.
- Visual inspections of the Property and adjoining properties performed on January 19, 2018.
- Review of historical Property use information (topographic maps, aerial photographs, fire insurance maps, existing reports, etc.).

- Commonly known or reasonably ascertainable information about the Property (e.g., interviews with appropriate regulatory agency personnel and review of agency files review of available documents, interviews with other knowledgeable persons).
- Degree of obviousness of the presence or likely presence of contamination at the Property, and the ability to detect the contamination by appropriate investigation.
- Information provided as a result of the additional inquiries conducted by the User.

4 SPECIAL TERMS AND CONDITIONS

This Phase I ESA for a 47.38-acre site located at the southwestern corner of East Riverside Drive and Hamner Avenue, in Ontario, California has been prepared specifically for CHI/Acquisitions CA, L.P., a Delaware Limited Partnership. The report has been prepared in accordance with the care and skill generally exercised by reputable professionals, under similar circumstances, in this or similar localities. No other warranty, express or implied, is made as to the professional opinions presented herein.

No other party, known or unknown to SCS, is intended as a beneficiary of this work product, its content, or information embedded therein. Third parties use this report at their own risk. Third party reliance letters may be issued on request to SCS subject to approval of CHI/Acquisitions CA, L.P., a Delaware Limited Partnership and payment to SCS of a fee for such letters.

5 LIMITATIONS AND ASSUMPTIONS

The investigation focused on releases and threatened releases of hazardous substances or petroleum products that could be considered a recognized environmental condition (REC) and/or a liability due to their possible presence in significant concentrations (e.g., above acceptable limits set by the Federal or state government) or due to the potential for contaminant migration through exposure pathways (e.g., soil vapor inhalation or groundwater ingestion). Materials that may contain substances which are not currently deemed hazardous by the federal or state of California EPA were not considered as part of this study.

Unless specifically included in our scope of services, formal surveys for asbestos-containing materials, lead-based paints, fire safety, vapor intrusion, indoor air quality, mold, and similar matters were not part of this assessment. The Property was not evaluated for compliance with land use, zoning, wetlands, or similar laws. This report is not intended to be an environmental compliance audit.

Hazardous substances naturally occurring in plants, soils, and rocks (e.g., heavy metals, naturally occurring asbestos, or radon) are not typically considered in these investigations. Similarly, construction debris (e.g., discarded concrete, asphalt) is not considered to be of concern unless observations suggest that hazardous substances are likely to be present in significant concentrations.

Unless otherwise noted, sampling and laboratory analyses of soil, water, air, building materials, or other media, were not performed as part of this investigation. Positive identification of hazardous substances can only be accomplished through sampling and appropriate laboratory analysis.

SCS Engineers assumes no responsibility for the accuracy of information obtained from, compiled by, or provided by third-party sources, such as regulatory agency listings. Unless obviously inaccurate or if information exists to the contrary, SCS Engineers assumes that information collected during this environmental site assessment is accurate and correct. Unless warranted, information collected has not been independently validated as part of this assessment.

The following information is the responsibility of the User (40 CFR 312.22) and is not included in this Phase I ESA:

- Specialized knowledge or experience of the User.
- The relationship of the purchase price to the fair market value of the Property. The purchaser of a Property is required to consider whether any differential between the purchase price and the fair market value of the Property is due to the presence of releases or potential releases of hazardous substances at the Property.

Certain other limitations could affect the accuracy and completeness of this report, as follows:

- Site Access Limitations – None.
- Physical Obstructions to Observations – None.
- Outstanding Information Requests – None.
- Historical Data Sources Failure – None.
- Other Limitations – None.

6 GENERAL SITE CHARACTERISTICS

SITE LOCATION

The Property is located at the southwestern corner of East Riverside Drive and Hamner Avenue. It comprises two parcels, an undeveloped northern parcel and a southern parcel occupied by Sunshine Growers. The Property has been assigned tax assessor's parcel numbers (APNs) 0218-171-21-0000 and -27-0000). An APN map is provided as **Figure 2** in **Appendix A**.

GENERAL SITE DESCRIPTION

The Property comprises 47.38 acres. The northern parcel (-27-0000) is undeveloped land. Some flattened straw-like and brush-like vegetation was observed on the northern lot. Sunshine Growers occupies the southern parcel (13130 Hamner Avenue). The company operates a nursery with a retail building, outdoor growing areas, covered greenhouse growing areas, and a maintenance building.

ADJOINING PROPERTY USE

- North – Water utility infrastructure, including remote monitoring equipment, is located on two carve-outs at the northeastern portion of the Property. East Riverside Drive adjoins the Property immediately to the north. Undeveloped, agricultural land is located across the street directly to the north. A small plant nursery is located across the street to the northwest.
- East –Hamner Avenue adjoins the Property immediately to the east. A new Chevron service station and associated convenience store is under construction at the southeastern corner of East Riverside Drive and Hamner Avenue. Snapware occupies an industrial warehouse building across the street to the south of the new service station (3900 Hamner Avenue). A new industrial warehouse building (3950 Hamner Avenue) and a Prologis industrial warehouse building (4100 Hamner Avenue) are located to the east of the southern portion of the Property. The 3950 Hamner Avenue building appeared to be vacant and no tenant was identified at 4100 Hamner Avenue. Southern California Edison (SCE) occupies an area immediately adjacent to the southeast of Sunshine Growers as an outdoor material yard (4275 Hamner Avenue). A Prologis industrial warehouse building (4100 Hamner Avenue) is located across the street to the east of the southern portion of the Property.
- South – The SCE material yard is located outside the southeastern portion of the Property. An SCE electrical substation is located across a dirt road further to the south. Fuji Natural Foods (13500 Hamner Avenue) is also located across the dirt road to the south.
- West – An electrical utility right-of-way with high-tension electrical line towers adjoins the Property immediately to the west. Residential developments are located further to the west.

7 PHYSICAL SETTING

PHYSIOGRAPHIC SETTING

According to the U.S. Geological Survey (USGS), Guasti, California 7.5-minute topographic maps, the Property is located along the San Bernardino-Riverside County border, to the southwest of an agricultural area. The Property itself was not historically depicted as agricultural land. The Property is situated at an elevation of approximately 785 to 790 feet above mean sea level. The Property is relatively flat, with a slight regional slope to the south.

GEOLOGY AND SOILS

The Property is located in the Chino Basin area, a broad alluvial plain that is underlain by undifferentiated Pleistocene and Holocene alluvium deposits consisting predominantly of gravel, sand, silt, and clay. According to a review of information on the State Water Resources Control Board (SWRCB) GeoTracker website for the Crossroad Classic Mustang site (T0606500266), located at 12421 Riverside Avenue, Mira Loma, approximately 0.1 miles to the northeast, subsurface lithology consists of interbedded fine sands, silts, and clay to 80 feet below ground surface (bgs), with a dense, partially cemented gravelly sand between 30 and 45 feet bgs. Based on proximity, similar geologic conditions are anticipated at the Property.

GROUNDWATER

Based on a review of GeoTracker information for the Crossroad Classic Mustang site, first groundwater was measured at a depth of 198 feet bgs in October 2004. Based on proximity, groundwater is anticipated at a similar depth beneath the Property. Based on topography, groundwater is expected to flow southerly in direction.

RADON

According to the California Department of Public Health's February 2016 Radon Program report, screening in the area of the Property (91761 zip code) found no locations (out of seven) where buildings had radon levels greater than or equal to 4 picocuries per liter (pCi/L), the EPA action level. The maximum radon result for the Property's zip code was 0.7 pCi/L. The alluvial geology of the area is not normally associated with elevated radon levels.

8 SITE INSPECTION

Justin Rauzon of SCS conducted an inspection of the Property and surrounding area on January 19, 2018. A Google Earth aerial image and photographs of the Property are provided in **Appendix B**.

Access to the Property was arranged by Mr. Jared Riemer of Crow Holdings Industrial and Mr. Eloy Cova of CBRE personnel. The northern portion of the Property is undeveloped land with fencing along the western and southern boundaries. Surface vents for water infrastructure was noted along the eastern side of the Property. As noted above, water infrastructure, including remote monitoring equipment, is also located on carve-outs from the northeastern portion of the Property, immediately to the south of East Riverside Drive.

Mr. Russ Lepper, the owner of Sunshine Growers, authorized access to the southern portion of the Property. His son, Curtis Lepper, accompanies Mr. Rauzon on the site tour and provided general information about the operations. The nursery operation grows plants and provides storage of mulch and gravel products. It is open to the public. There is a retail store building on the northeastern side of the Property, near the entrance. Shaded growing areas and greenhouses are located on the central-northern and northwestern portions of the nursery. A maintenance building and skid-mounted office building are located to the south of the southeastern corner of the greenhouse structures.

HAZARDOUS SUBSTANCES

No hazardous substances or hazardous wastes were observed at the undeveloped northern portion of the Property during the site inspection.

Sunshine Growers stores small quantities (containers less than five gallons) of pesticides, herbicides, fungicides, etc. in the maintenance building. The facility has an agricultural permit from the State of California (Permit No. 3615-3603650) for the use of these products. The nursery maintains pesticide use reports documenting the volumes and areas where they are sprayed. According to Mr. Curtis Lepper, most of the spraying is done inside the greenhouse area. A few drums of waste oil, lubricating grease, and maintenance paint were also noted inside

the maintenance building. No evidence of chemical mismanagement (spills, staining, reports of releases, etc.) were noted during the site inspection.

NATURAL DRAINAGE

Natural waterways are not currently located on the Property. Runoff from the Property infiltrates into the ground or flows overland to the surrounding streets and undeveloped land.

DISTURBED AREAS

No disturbed areas were noted on the southern nursery parcel.

At the time of the site inspection, approximately 25 mounds of discarded soil and construction debris were observed on the eastern side of the northern portion of the Property, along the western side of Hamner Avenue. Each of the piles was approximately three to four cubic yards and appeared to be from unauthorized dumping. Some concrete rubble, small amounts of asphalt, and PVC piping was mixed in with the soil. No obvious indications of contamination (visible staining, odors, etc.) were noted among the mounds. These piles were removed from the Property by January 30, 2018 and fencing was put around the perimeter of the northern parcel to prevent future unauthorized dumping. Since the stockpiles are no longer at the Property, no negatively environmental effects from their presence is anticipated.

ELEVATORS AND OTHER HYDRAULIC EQUIPMENT

No elevators or other hydraulic equipment were observed at the Property.

WELLS

One groundwater supply well is located near the center of the nursery portion of the Property. No other groundwater wells or other monitoring wells were noted on the northern portion of the Property or in the immediately surrounding area.

ELECTRICAL EQUIPMENT

No electrical transformers or other fluid-filled electrical equipment were noted at the northern Property during the site inspection.

One pole-mounted Southern California Edison (SCE) electrical transformer servicing the nursery buildings is located at the center of the southern parcel of the Property. SCE has stated that they have never specified the purchase of distribution transformers utilizing PCBs as the insulating/cooling fluid. SCE transformers utilize mineral oil exclusively. In a statistically valid test of over 20,000 SCE distribution transformers, SCE determined that the concentrations of PCBs in the mineral oils was less than 50 parts per million (ppm) in over 96 percent of the units. Based on the available information, no significant environmental impact to the Property is anticipated from this transformer.

WASTEWATER

Neither sanitary nor process wastewater is currently generated at the northern portion of the Property. Sanitary wastewater generated at two restrooms located on the nursery portion of the Property is directed to two septic systems. One is located outside the northern portion of the retail building and the second is located to the south of the maintenance building and office. The septic systems reportedly are connected to leach fields.

DRINKING WATER

Drinking water is not currently supplied to the northern portion of the Property. The nursery portion of the Property is not connected to a municipal water supply. Groundwater from the on-site well is used only for nursery watering activities. Bottled water is provided for drinking

STORAGE TANKS

No evidence (fill ports, vent lines, or dispensers) of underground storage tanks (USTs) was observed on the Property. One approximately 500-gallon, single-walled, steel aboveground storage tank (AST) is located on the center of the Property. The AST stores fuel for on-site tractors and an emergency generator located immediately to the east of the tank. The tank is situated inside a concrete containment berm. A supply hose runs from the bottom of the tank, over the containment berm, underground for approximately five feet, and then up into the emergency generator. The AST has been present at the nursery since it was first developed 29 years ago. Given the duration the AST has been at the Property, and the fact that the hosing passes underground where a leak would not be detected, SCS considers the diesel fuel AST to be a recognized environmental condition (REC). No other ASTs were observed on the Property.

VISUAL INSPECTION OF ADJOINING SITES

No obvious indications of RECs were noted at the adjoining sites during the site inspection. While service stations use and store fuel in USTs, the Chevron station located to the east was still under construction.

9 INTERVIEWS

SCS interviewed one electrical utility employee working across the street to the north of the Property. He was working on the signal at the adjoining intersection. He indicated that the infrastructure observed outside the northeastern corner of the Property and along the eastern edge of the Property was remote monitoring equipment associated with an underground water system.

SCS interviewed Mr. Curtis Lepper during the Sunshine Growers site inspection and Mr. Russ Lepper by telephone. According to Mr. Russ Lepper, Sunshine Nursery has operated at the southern portion of the Property for 29 years. The operations have remained the same throughout that time. He indicated that there are two septic systems and one groundwater supply well. He stated that Round-Up is typically sprayed outside on the Property 6-12 times per year. The primary use of pesticides and herbicides is for growing of poinsettia plants inside the greenhouse between July and December each year.

10 SITE HISTORY

Site history was evaluated from the following sources:

- Historical USGS topographic maps provided by Environmental Data Resources (EDR) (January 10, 2018).
- Historical aerial photographs provided by EDR (January 10, 2018).
- A search was made of EDR-Sanborn collection and no maps of the Property were found (January 10, 2018).
- A City Directory review report provided by EDR (January 10, 2018)

Copies of topographic maps, historical aerial photographs, city directories, and the certified Sanborn map search report are included in **Appendix C**.

| Year | Description | Source |
|--------------|--|----------------------------------|
| 1897 to 1903 | The Property was rural land located along the San Bernardino-Riverside county line. A few dirt roads/pathways crisscrossed the Property and one rural structure was depicted on the central-western portion of the Property. A few rural roads/pathways were also located on surrounding sites. No other structures were located in the general area. | Topographic map |
| 1938 | The Property was agricultural land, partially covered with orchards. Dirt roads adjoined the northern and eastern edges of the Property. The Property was surrounded on all sides by agricultural or undeveloped land. | Aerial photo |
| 1941 | The Property and adjoining sites were depicted as undeveloped land, with no indications of the dirt roads/pathways or structure shown in the 1897 to 1903 topographic maps. | Topographic map |
| 1944 | The Property was largely undeveloped land with a few orchards on the southern end. Orchards were depicted to the north and south of the Property. The areas to the west and east were undeveloped and vacant. | Topographic map |
| 1948 | With the exception of a few trees on the northeastern corner, the Property was undeveloped and cleared of orchards. The areas to the north and east were agricultural orchards. The adjoining areas to the west and south were undeveloped and cleared of vegetation. | Aerial photo |
| 1953 | The Property was agricultural, cultivated with row crops. The surrounding area was also agricultural, though there were no longer orchards on adjoining sites. A groundwater well was depicted outside the western side of the Property. | Aerial photo and Topographic map |
| 1954 | No significant changes from the 1953 topographic map were noted on the Property or adjoining sites. | Topographic map |

| Year | Description | Source |
|-------------|---|------------------|
| 1959 | The Property and surrounding sites were undeveloped, agricultural land. A structure outside the western side of the Property appeared to be located where the groundwater well was depicted in the 1953 and 1954 topographic maps. | Aerial photo |
| 1966 | No significant changes from the 1954 topographic map were noted on the Property or adjoining sites. | Topographic map |
| 1967 | No significant changes from the 1959 aerial photo were noted on the Property or adjoining sites. | Aerial photo |
| 1973 | No significant changes from the 1966 topographic map were noted on the Property or adjoining sites. | Topographic map |
| 1975 | No significant changes from the 1959 aerial photo were noted on the Property. Two electrical towers were developed immediately to the west of the Property. | Aerial photo |
| 1976 | No significant changes from the 1973 topographic map were noted on the Property or adjoining sites. | Topographic map |
| 1981 | No significant changes from the 1976 topographic map were noted on the Property. An electrical substation was depicted to the southwest of the Property. | Topographic map |
| 1985 | No significant changes from the 1975 aerial photo were noted on the Property. The area across the street to the northwest, beneath the electrical line right-of-way, was being used as a plant nursery. | Aerial photo |
| 1989 | The southern portion of the Property was being developed as a nursery (13130 South Milliken Avenue, later changed to 13130 Hamner Avenue). No other significant changes from the 1975 aerial photo were noted on the Property. The electrical substation located to the southwest of the Property was also being developed. No other significant changes from the 1975 aerial photo were noted on immediately adjoining sites. | Aerial photo |
| 1990 | No significant changes from the 1989 aerial photo were noted on the Property or adjoining sites. | Aerial photo |
| 1994 | No significant changes from the 1990 aerial photo were noted on the Property or adjoining sites. | Aerial photo |
| 1995 | Sunshine Growers Nursery was listed at 13130 South Milliken Avenue. | City directories |

| Year | Description | Source |
|------|---|-----------------------------------|
| 2005 | No significant changes from the 1994 aerial photo were noted on the Property. Two industrial warehouse buildings (3900 Hamner Avenue and 4100 Hamner Avenue) were developed to the east of the Property, across Hamner Avenue. | Aerial photo |
| 2006 | No significant changes from the 2005 aerial photo were noted on the Property or adjoining sites. | Aerial photo |
| 2008 | Sunshine Growers Nursery was listed at 13130 South Milliken Avenue. | City directories |
| 2009 | No significant changes from the 2006 aerial photo were noted on the Property. The remote monitoring water infrastructure was visible outside the northeastern portion of the Property. | Aerial photo |
| 2010 | No significant changes from the 2009 aerial photo were noted on the Property or adjoining sites. Snapware Corp and Cal-Mold Incorporated were listed as tenants at 3900 Hamner Avenue, to the east of the Property. | Aerial photo and City directories |
| 2012 | No significant changes from the 2010 aerial photo were noted on the Property or adjoining sites. This topographic map does not provide site-specific detail. | Aerial photo and Topographic map |

HISTORICAL USE SUMMARY

The Property was rural land located along the San Bernardino-Riverside county line as early as 1897. Historical topographic maps showed a few dirt roads/pathways crisscrossed the Property and one rural structure on the central-western portion of the Property between 1897 and 1903. By 1938, the structure was no longer present and the Property was agricultural land, partially covered with orchards. The northern portion of the Property has remained undeveloped and/or agricultural land since that time. The Sunshine Growers Nursery has been located on the southern portion of the Property since the late 1980s.

The existence of past agricultural activities on the Property and in adjacent areas indicates a potential for pesticide and/or heavy metal (associated with dusting powders) contamination. In SCS's experience, it is not uncommon to find trace levels of pesticides in soils at former agricultural areas in Southern California. However, these trace concentrations are rarely cause for environmental concern. Sunshine Growers has a permit for its pesticide use and maintains records of its spraying in accordance with its permit requirements. The facility has never maintained bulk storage of chemicals (e.g., in tanks). It is our opinion that, without specific evidence of pesticide mismanagement on the Property, collection and analysis of soil samples for pesticides is unwarranted.

HISTORICAL USE OF ADJOINING SITES

The area surrounding the Property was also agricultural and/or undeveloped rural land as early as 1938. A groundwater well was installed to the southwest of the Property around 1953. High-tension electrical lines, including two towers, were constructed to the west of the Property around 1975. Plant nurseries have been located across the street to the northwest and immediately to the south since the 1980s. An industrial warehouse building was developed across the street to the east sometime between 1995 and 2005. Snapware Corp and Cal-Mold Incorporated have been tenants at this building since at least 2010. Based on the available historical information, SCS identified no activities on adjoining sites that would likely affect the environmental condition of the Property.

1.1 COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION

In order to identify commonly known or reasonably ascertainable information about the Property, SCS reviewed previous environmental reports and various regulatory agency files and interviewed regulatory agency personnel. The following information was identified.

PREVIOUS ENVIRONMENTAL REPORTS

No previous environmental reports were provided to SCS for review.

REGULATORY AGENCY RECORDS

Local regulatory agencies and other sources were contacted in an effort to identify any known or suspected contamination sites or incidents of hazardous waste storage or disposal which might have resulted in soil or groundwater contamination within a one-mile radius of the Property. Within the City of Ontario, the San Bernardino County Fire Department (Hazardous Materials Division) generally acts as the lead enforcement agency for underground storage tank compliance. If a tank has leaked and groundwater contamination is suspected, the Santa Ana Regional Water Quality Control Board (SARWQCB) generally becomes the lead agency in supervising contaminant characterization and cleanup.

Since the Property has been undeveloped agricultural land without a historical address and no issues of potential environmental concern were identified from other sources, review of San Bernardino County Fire Department or SARWQCB files was not warranted.

California Environmental Protection Agency Files

The Property is not a listed site on the California Environmental Protection Agency (CalEPA) Regulated Site Portal website (**Appendix D**).

Santa Ana Regional Water Quality Control Board Files

The Property does not appear on the SWRCB's GeoTracker website. Recent SARWQCB case files, if any, would be listed on this website (**Appendix D**).

South Coast Air Quality Management District Files

The Property does not appear on the South Coast Air Quality Management District (AQMD) Facility Information Detail (FIND) website.

12 REVIEW OF FEDERAL, STATE, TRIBAL, AND LOCAL GOVERNMENT DATABASES

A database search for sites listed on various federal, state, tribal, and local databases in the area around the Property was obtained from EDR (September 12, 2017). A description of each of the databases searched is included in the report, which is attached as **Appendix E**. Among the databases included in the EDR report are NPL (federal, tribal, and state-equivalent), proposed and delisted NPL, CORRACTS (RCRA facilities subject to corrective actions), hazardous waste sites identified for investigation or remediation (SEMS [Superfund Enterprise Management System, formerly known as CERCLIS], State CERCLIS, VCP, Brownfields Calsites, etc.), LUST, sites with engineering controls, former CERCLIS (NFRAP), RCRA and state hazardous waste generators, ERNS, SWLF, USTs, and Toxic Pits.

Review of these records satisfies all requirements as set forth in 40 CFR Section 312.26 (b) and (c) with regard to the review of federal, tribal, and state government records of databases of such government records and local government records and databases of such records pertaining to both the Property and the nearby or adjoining properties. Further, the search distances for each particular database are as specified in 40 CFR 312.26 and ASTM E1527-13.

Any known or suspected contaminated sites included on these lists within 0.25 miles of the Property are discussed in the following text. As a general rule, sites beyond 0.25 miles are not anticipated to impact a site significantly. Any sites beyond 0.25 miles with a high potential to impact the Property are also discussed. (Please note: the distances and directions listed in this report have been field verified and might not always match those in the EDR report.)

Sites such as TSD facilities, hazardous waste generators, HAZNET, FINDS, SQGs, LQGs, USTs, HIST UST, RCRA violations, and TRIS facilities with toxic chemical releases (generally in accordance with permitting requirements - into the air, water, or land as reported under SARA Title III) use or store hazardous materials and thus may pose a potential problem in the event of a spill or leak. However, unless these sites also appear in an agency list of contaminated sites, there is no evidence of any problems at this time. Therefore, sites on these lists will not be discussed unless on or in close proximity to the Property.

Please refer to **Appendix E** for further information on these sites.

PROPERTY LISTINGS

The Property is not listed in any of the databases searched by EDR.

ADJACENT SITE LISTINGS

The following adjacent sites were listed in one or more databases searched by EDR:

AG-Jack Pinheiro Dairy/Jack Pinheiro Dairy, 11011 East Riverside Drive (adjacent to the north) – UST, SWEEPS UST, CA FID UST, San Bern. Co. Permit, and WDS. According to these listings, one 1,000-gallon fuel UST was historically located at an address that maps across the street to the north of the Property. It is not clear where exactly this site was located, but the odd-numbered address implies it is on the northern side of the street. It may have been across the street to the northwest, in the area where a plant nursery is currently located. The database information contains no indications of past leaks. Based on the available information, this site is not anticipated to negatively affect the environmental condition of the Property.

Cal Mold Inc., 3900 Hamner Avenue (adjacent to the east) – RCRA-SQG, FINDS, ECHO, HAZNET, NPDES. According to this listing, Cal Mold Inc. has generated hazardous waste at the site across the street to the east since 1998. The wastes generated include ignitable hazardous waste, unspecified aqueous solution, oil-containing waste, waste oil and mixed oil, other organic solids, unspecified alkaline solution, etc. The facility was issued notices of violation related to its hazardous materials business plan in 2013 and 2017. These appear to have been related to paperwork, not releases. Based on the available information, this site is not anticipated to negatively affect the environmental condition of the Property.

Exel Inc. D C 3/5, 4000 and 4100 South Hamner Avenue (adjacent to the east) – FINDS, RCRA-SQG, ECHO. According to this listing, corrosive wastes were handled at the facility. No violations were found for the facility. Based on the available information, this site is not anticipated to negatively affect the environmental condition of the Property.

Fuji Natural Foods, 13500 South Milliken Avenue (adjacent to the south) – HIST UST, San Bern. Co. Permit, SWEEPS UST, and CA FID UST. This facility is located downgradient from the Property. It has a 10,000-gallon motor regular unleaded UST with no reported releases. The facility is also a small quantity generator storing 11-30 hazardous materials. Based on the available information, this site is not anticipated to negatively affect the environmental condition of the Property.

OTHER DATABASE SITES

The EDR report provides a summary table of regulatory database sites within specified distances of the Property, including: 1. standard environmental records, 2. additional environmental records, and 3. high risk historical records. This summary table is provided beginning on Page 4 of the EDR report (**Appendix E**). In addition to the adjoining sites above, SCS identified no other sites of concern within 0.25 miles of the Property. One other site located approximately 0.2 miles to the east-northeast (Crossroad Classic Mustang) reported a leaking UST, but the leak affected soil only and the case was closed by Riverside County in 2006. Based on distance and regulatory status, this site is not anticipated to affect the Property.

The other sites within 0.25 miles are listed in the RCRA-SQG, FINDS, ECHO, SWEEPS UST, and CA FID UST databases. None are known to have any contamination at this time; therefore,

none are anticipated to have impacted the Property. Similarly, none of the sites situated beyond 0.25 miles are anticipated to have impacted the Property.

Unmappable or Orphan Sites

Two unmappable sites were identified in the EDR report. Unmappable sites cannot be plotted due to inaccurate or incomplete addresses. Based on review of the provided data, including the estimated locations of the unmappable sites in relation to the Property, it appears unlikely that the unmappable sites have adversely affected the environmental condition of the Property.

LANDFILLS

According to the EDR-provided review of the California Department of Resources Recycling and Recovery (CalRecycle) Solid Waste Information System, no active or inactive landfills were identified within 0.5 miles of the Property. Based on the available information, it is unlikely that landfills have adversely affected the environmental condition of the Property.

OIL AND GAS WELLS

Available oil and gas well maps from the California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR) were reviewed to identify oil and gas wells on the Property or in the nearby area. According to the DOGGR Well Finder online database, the property is not located within the boundaries of a delineated oil and gas field.

A map showing the location of the Property relative to nearby oil and gas wells is provided in **Appendix D**. No oil and gas wells are located on the Property or within one mile of the Property.

NATIONAL PIPELINE MAPPING SYSTEM

SCS reviewed the National Pipeline Mapping System (NPMS) website for the Property and surrounding area to identify any hazardous materials pipelines. The NPMS is a geographic information system (GIS) created by the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration (PHMSA), and Office of Pipeline Safety (OPS) in cooperation with other federal and state governmental agencies and the pipeline industry. The NPMS consists of geospatial data, attribute data, public contact information, and metadata pertaining to the interstate and intrastate hazardous liquid trunklines and hazardous liquid low-stress lines as well as gas transmission pipelines, liquefied natural gas (LNG) plants, and hazardous liquid breakout tanks (tanks that receive and store liquids transported by pipeline) jurisdictional to PHMSA. The nominal accuracy of geospatial data in the NPMS is +/-500 feet. The NPMS does not contain information on interconnects, pump and compressor stations, valves, direction of flow, capacity, throughput, or operating pressure. In addition, distribution and gathering pipelines are not included in the NPMS.

The NPMS is built from data submitted by pipeline, LNG plant, and breakout tank facility operators. Since 2002, transmission pipeline and LNG plant facility operators are required to

submit mapping information to the NPMS and to update their submissions annually. Breakout tank operators are able to submit data to the NPMS on a voluntary basis.

A map showing the location of the Property relative to nearby NPMS pipelines is provided in **Appendix D**. Based on review of the NPMS website, one Plains Marketing, L.P. crude oil pipeline (Operator ID: 26085, Pipeline ID: 1821) is located along Hamner Avenue to the east of the Property. The pipeline status is described as “retired.” No accidents were reported on the NPMS website in the area of the Property. Based on the available information, no negative environmental affects to the Property are anticipated from this pipeline.

13 USER PROVIDED INFORMATION

A User Questionnaire was not returned to SCS for inclusion in the report. CHI/Acquisitions CA, L.P., a Delaware Limited Partnership provided no information beyond what is discussed above.

TITLE RECORDS

No title report was provided to SCS for review.

ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

No information regarding environmental liens or activity and use limitations was provided to SCS. No environmental liens or activity/use limitations were identified by SCS during the course of this assessment.

SPECIALIZED KNOWLEDGE

No specialized knowledge regarding the Property was provided to SCS by the User.

VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES

No property valuation information was provided to SCS.

14 DEGREE OF OBVIOUSNESS OF THE PRESENCE/LIKELY PRESENCE OF CONTAMINATION ON THE PROPERTY

As discussed above, the Property was rural land located along the San Bernardino-Riverside county line as early as 1897. Historical topographic maps showed a few dirt roads/pathways crisscrossed the Property and one rural structure on the central-western portion of the Property between 1897 and 1903. By 1938, the structure was no longer present and the Property was agricultural land, partially covered with orchards. The northern portion of the Property remained undeveloped and/or agricultural land since that time. The Sunshine Growers Nursery has been on the southern portion of the Property since the late 1980s. The 500-gallon AST has been present at the nursery since it was first developed 29 years ago. Given the duration the AST has

been at the Property, and the fact that the hosing passes underground where a leak would not be detected, SCS considers the diesel fuel AST to be a REC.

1.5 DATA GAPS

A data gap represents an inability on the part of the environmental professional to obtain information required by the standards and practices of 40 CFR 312 to fully identify conditions indicative of releases or threatened releases of hazardous substances on, at, in, or to the Property.

No data gaps were encountered during the course of this Phase I ESA.

1.6 FINDINGS AND OPINIONS

Based on the scope of work performed, SCS finds the following:

The Property is located at the southwestern corner of East Riverside Drive and Hamner Avenue. It comprises two parcels, an undeveloped northern parcel and a southern parcel (13130 Hamner Avenue) occupied by Sunshine Growers Nursery Inc. (Sunshine Growers). The Property comprises 47.38 acres. The northern parcel is undeveloped land. Some flattened straw-like and brush-like vegetation was observed on the northern lot. Surface vents for water infrastructure were noted along the eastern side of the Property during the site inspection. Water infrastructure, including remote monitoring equipment, is also located on carve-outs from the northeastern portion of the Property, immediately to the south of East Riverside Drive. Sunshine Growers operates a nursery with a retail building, outdoor growing areas, covered greenhouse growing areas, and a maintenance building.

The Property was rural land located along the San Bernardino-Riverside county line as early as 1897. Historical topographic maps showed a few dirt roads/pathways crisscrossed the Property and one rural structure on the central-western portion of the Property between 1897 and 1903. By 1938, the structure was no longer present and the Property was agricultural land, partially covered with orchards. The northern portion of the Property has remained undeveloped and/or agricultural land since that time. The Sunshine Growers Nursery has been located on the southern portion of the Property since the late 1980s.

Sunshine Growers stores small quantities (less than five-gallon containers) of pesticides, herbicides, fungicides, etc. The company has a state permit and maintains monthly pesticide use reports. Fertilizer is stored inside the greenhouse area. The facility has never maintained bulk storage of chemicals (e.g., in tanks). It is our opinion that, without specific evidence of pesticide mismanagement on the Property, collection and analysis of soil samples for pesticides is unwarranted. The company also stores waste oil, grease, and maintenance paints. One approximately 500-gallon, single-walled, steel aboveground storage tank (AST) is located on the center of the Property. The AST stores fuel for on-site tractors and an emergency generator located immediately to the east of the tank. The tank is situated inside a concrete containment berm. A supply hose runs from the bottom of the tank, over the containment berm, underground for approximately five feet, and then up into the emergency generator. The AST has been present at the nursery since it was first developed 29 years ago. Given the duration the AST has been at the Property, and the fact that the hosing passes underground where a leak would not be detected,

SCS considers the diesel fuel AST to be a recognized environmental condition (REC). One groundwater supply well is located on the center of the Nursery portion of the Property.

Regulatory database information identified few known and suspected contamination sites in the area surrounding the Property. It is unlikely that these, or other sites listed in the database report, have negatively affected the environmental condition of the Property.

In summary, SCS performed a Phase I Environmental Site Assessment of a 47.38-acre site located at the southwestern corner of East Riverside Drive and Hamner Avenue, in Ontario, California, in conformance with the scope and limitations of 40 CFR 312 and ASTM E1527-13. Any exceptions to, or deletions from, this practice are described in Section 5 of this report.

In the opinion of the Environmental Professionals, this assessment has revealed evidence of conditions indicative of recognized environmental conditions in connection with the Property, as discussed above. Additional investigation of shallow soils in the area of the diesel fuel AST at the nursery is recommended to screen for possible hydrocarbon releases.

17 REFERENCES

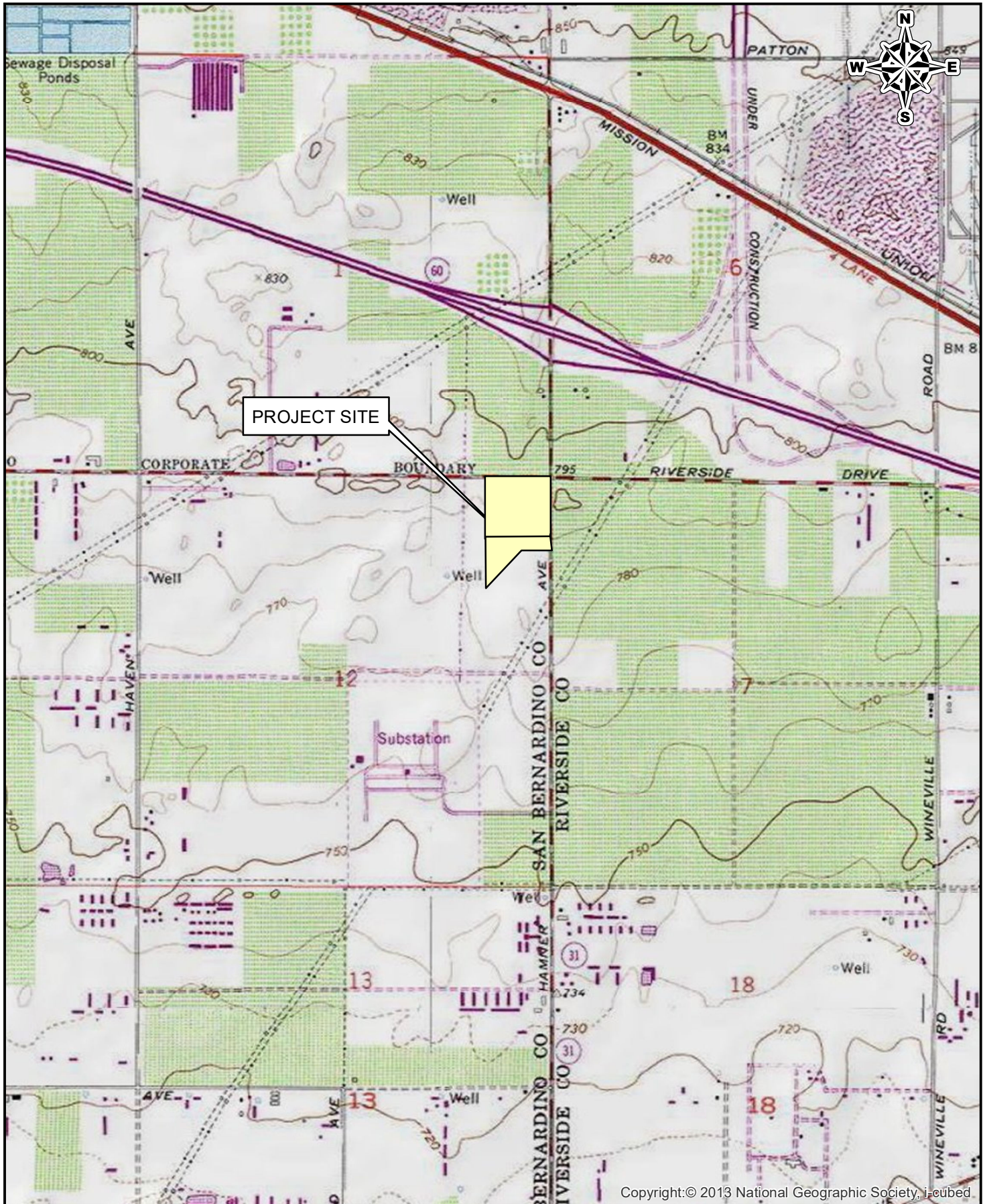
- ASTM International, November 1, 2013. Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, Designation: E1527-13.
- California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) Website: <http://www.conservation.ca.gov/dog/Pages/Index.aspx>.
- California Department of Health Services (CDHS), Updated February 2016. *California Indoor Radon Test Results*:
<https://archive.cdph.ca.gov/HealthInfo/environhealth/Documents/Radon/RnReport02262016.pdf>.
- California Department of Toxic Substance Control (DTSC) EnviroStor Website:
<https://www.envirostor.dtsc.ca.gov/public/>.
- California Environmental Protection Agency (CalEPA), Site Portal Website:
<https://siteportal.calepa.ca.gov/nsite/>.
- California Environmental Protection Agency, State Water Resources Control Board (SWRCB), GeoTracker Website: <http://geotracker.waterboards.ca.gov/>.
- Environmental Data Resources, Inc. (EDR), www.edrnet.com, (800) 352-0050.
- Federal Register, The Daily Journal of the United States Government, November 1, 2005. Part III, Environmental Protection Agency, 40 CFR Part 312, Standards and Practices for All Appropriate Inquiry. Volume 70, No. 210. Amended December 30, 2013, Volume 78, No. 250.
- Los Angeles County Department of Public Works (LACDPW). 900 Fremont Avenue, Alhambra, California 91803, (626) 458-5100.
- National Pipeline Mapping System (NPMS) Website:
<https://www.npms.phmsa.dot.gov/PublicViewer/>.
- South Coast Air Quality Management District (AQMD), Facility Information Detail (FIND) website: <http://www3.aqmd.gov/webappl/fim/prog/search.aspx>.

18 GLOSSARY/DEFINITIONS

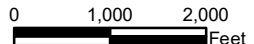
| | |
|-----------------------------|--|
| <u>AAI</u> | -- All Appropriate Inquiry |
| <u>AUL</u> | -- Activity and Use Limitations |
| <u>BTEX</u> | -- benzene, toluene, ethylbenzene, and total xylenes |
| <u>CERCLA</u> | -- Comprehensive, Environmental Response, Compensation, and Liability Act |
| <u>CERCLIS</u> | -- Comprehensive Environmental Response, Compensation, and Liability Information System |
| <u>CFR</u> | -- Code of Federal Regulations |
| <u>CORRACTS</u> | -- Corrective Action Against Responsible Parties at a RCRA site |
| <u>CREC</u> | -- A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, AULs, or institutional or engineering controls). |
| <u>DOGGR</u> | -- Department of Oil, Gas, and Geothermal Resources |
| <u>De Minimis Condition</u> | -- A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be <i>de minimis conditions</i> are not RECs or CRECs. |
| <u>DTSC</u> | -- California EPA Department of Toxic Substances Control |
| <u>EDR</u> | -- Environmental Data Resources, Inc. |
| <u>EPA</u> | -- Environmental Protection Agency |
| <u>ERNS</u> | -- Emergency Response Notification System |
| <u>ESA</u> | -- Environmental Site Assessment |
| <u>FINDS</u> | -- Facility Index System |
| <u>HAZNET</u> | -- California EPA Hazardous Waste Facility and Manifest Data |
| <u>HREC</u> | -- Historical Recognized Environmental Condition: A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls |
| <u>LQG</u> | -- Large Quantity Hazardous Waste Generator |
| <u>LUST</u> | -- Leaking Underground Storage Tank |
| <u>MCL</u> | -- Maximum contaminant level |
| <u>MTBE</u> | -- Methyl-tert-butyl-ether |
| <u>NFA</u> | -- No Further Action determination |
| <u>NFRAP</u> | -- No Further Remedial Action Planned |
| <u>NPL</u> | -- National Priority List (Superfund) |
| <u>PAHs</u> | -- Polynuclear aromatic hydrocarbons |
| <u>PCBs</u> | -- Polychlorinated biphenyls |
| <u>PRGs</u> | -- Preliminary Remediation Goals |
| <u>RCRA</u> | -- Resource Conservation and Recovery Act |
| <u>RCRIS</u> | -- Resource Conservation and Recovery Information System |

- RECs -- *Recognized environmental conditions* is defined by ASTM E 1527-13 as: “The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis conditions* are not *recognized environmental conditions*.”
- ROD -- Record of Decision
- RBSLs -- Risk-based Screening Levels
- RWQCB -- Regional Water Quality Control Board
- SARA -- Superfund Amendments and Reauthorization Act
- SLIC -- Spills, Leaks, Investigations, and Cleanups database
- SQG -- Small Quantity Hazardous Waste Generator
- SWIS -- Solid Waste Information System
- SWLF -- Solid Waste Facility/Landfills
- TPH -- Total Petroleum Hydrocarbons
- TRIS -- Toxic Release Inventory System
- TSD -- Treatment, Storage, and/or Disposal Facility
- User -- The person or persons seeking to establish the innocent landowner defense, bona fide prospective purchaser liability protection, and/or contiguous property owner liability protection pursuant to CERCLA sections 101 and 107.
- USGS -- United States Geologic Survey
- UST -- Underground Storage Tank
- VCP -- Voluntary Cleanup Program
- VOCs -- Volatile organic compounds

APPENDIX A
FIGURES 1 AND 2



Copyright: © 2013 National Geographic Society, Inc.



SCS ENGINEERS
 3900 KILROY AIRPORT WAY, STE 100
 LONG BEACH, CALIFORNIA 90806-6816

SITE: SWC E. Riverside & Hamner Avenue
 13130 Milliken Avenue
 Ontario, California 91761

Job No.: 01218010.00
 Title: SITE LOCATION MAP
 Item D and E, 571 of 1272

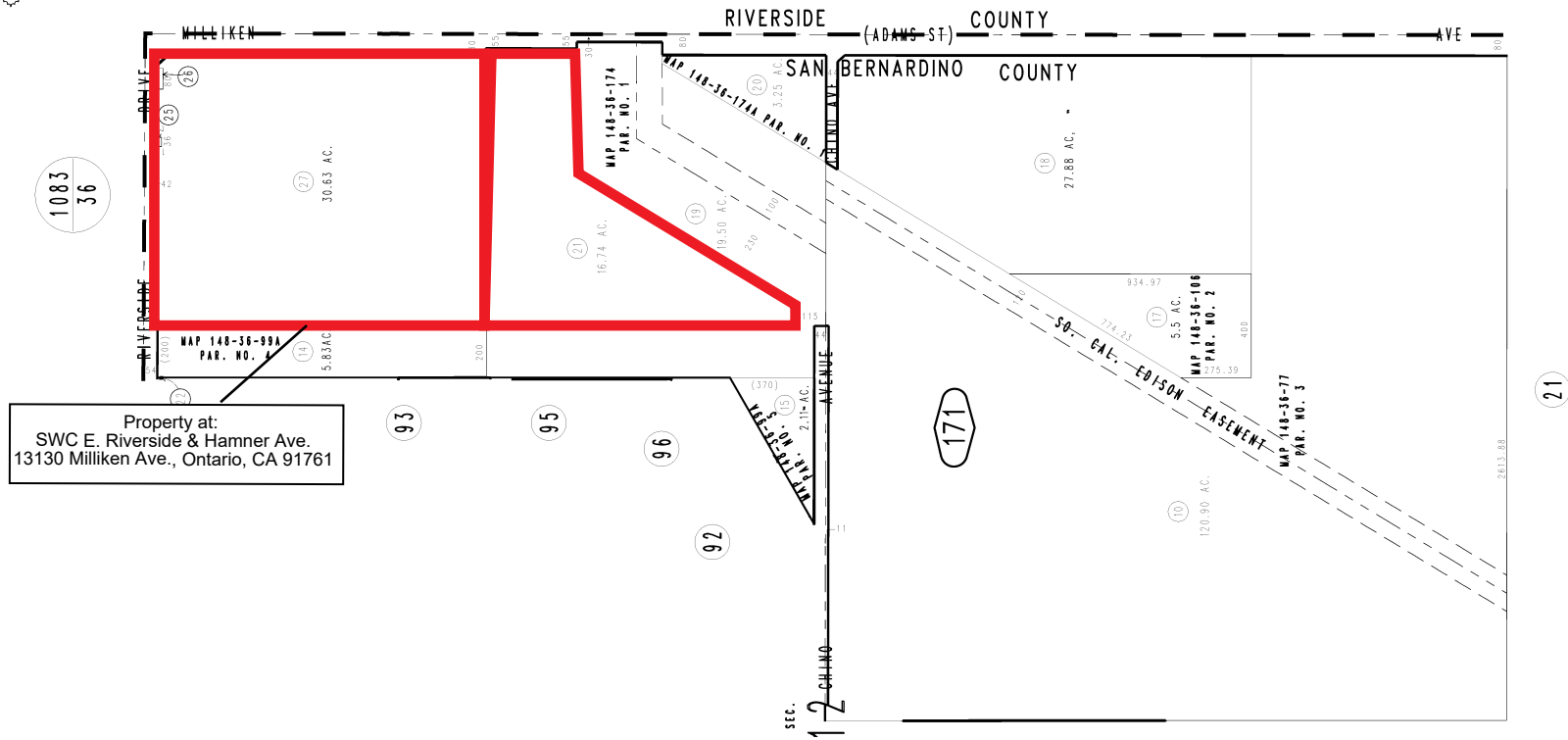
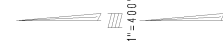
FIGURE
1

THIS MAP IS FOR THE PURPOSE
OF AD VALOREM TAXATION ONLY.

E.1/2 Sec.12, T.2S.,R.7W., S.B.B.&M.

City of Ontario
Tax Rate Area
4076

0218 - 17



Property at:
SWC E. Riverside & Hamner Ave.
13130 Milliken Ave., Ontario, CA 91761

September 2004

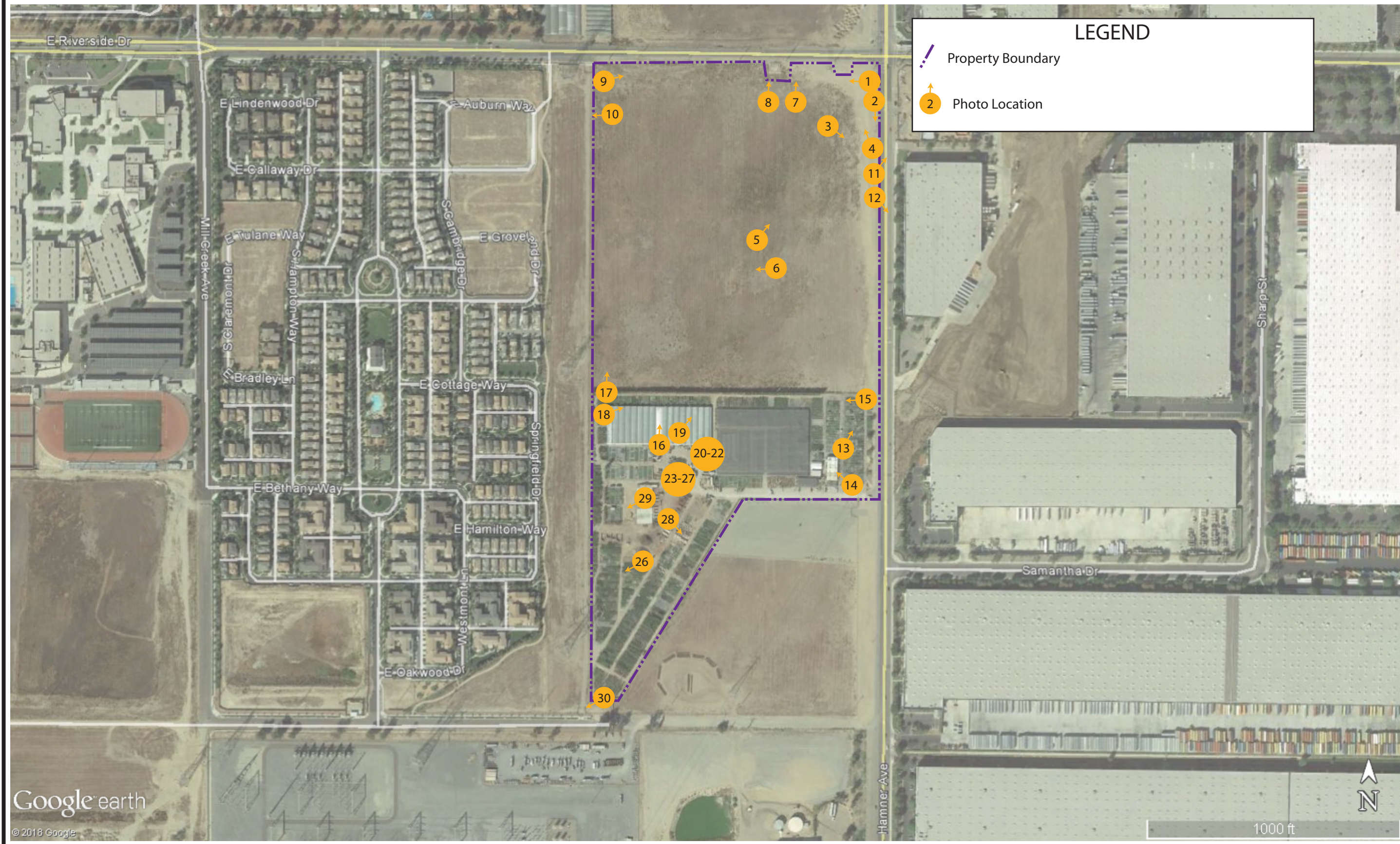
Assessor's Map
Book 0218 Page 17
San Bernardino County

| |
|-------------|
| REVISED |
| 04/12/12 KA |
| 04/02/13 GW |
| 09/11/13 RU |
| 04/25/14 KC |



SCS ENGINEERS

Figure 2. Assessor's Parcel Map (APNs#: 0218-171-21-0000 & 0218-171-27-0000)

APPENDIX B
AERIAL IMAGE AND SITE PHOTOGRAPHS



LEGEND

-  Property Boundary
-  Photo Location

Google earth
© 2018 Google

1000 ft



DATE: JANUARY 2018
SCALE: SEE FIGURE
FIGURE NO: **AERIAL**

SHEET TITLE: GOOGLE EARTH AERIAL IMAGE SHOWING PHOTO LOCATIONS
PROJECT TITLE: 47.38-ACRE PROPERTY SOUTHWEST CORNER OF EAST RIVERSIDE DRIVE AND HAMNER AVENUE, ONTARIO, CALIFORNIA 91761

CLIENT: CHI/ACQUISITIONS CA, L.P.
CROW HOLDINGS INDUSTRIAL
527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CALIFORNIA 90014

SCS ENGINEERS ENVIRONMENTAL CONSULTANTS
3900 KERRY AIRPORT WY, SUITE 100
JUNE BEACH, CA 90606
PH: (562) 428-9544 FAX: (562) 427-9805
PROJ. NO: 01218010.00
DWN. BY: J. RAUZON
APP. BY: K. GREEN



Photo 1 – View from the northeastern corner of the Property to the west.



Photo 2 – Some of the stockpiles on the eastern side of the northern portion of the Property at the time of the site inspection.



Photo 3 – View showing the eastern side of the northern parcel after the piles were removed on January 30, 2018.



Photo 4 – View showing the fencing installed around the northern portion of the Property.



Photo 5 – View showing the undeveloped northern parcel.



Photo 6 – View to the west across the southern portion of the northern parcel.



Photo 7 – Water equipment outside the northern edge of the Property.



Photo 8 – Remote water monitoring equipment outside the northern end of the Property.



Photo 9 – View from the northwestern corner of the Property looking towards the east.



Photo 10 – High-tension electrical lines adjoining the Property to the west.



Photo 11 – Gas station located across the street to the east of the northeastern corner of the Property.



Photo 12 – Snapware building to the east of the Property.



Photo 13 – The northeastern portion of the nursery site.



Photo 14 – Retail building on the northeastern portion of the nursery site.



Photo 15 – View to the west along the northern side of the nursery.



Photo 16 – View inside the greenhouses on the northwestern portion of the Property.



Photo 17 – View to the north along the western side of the northern parcel.



Photo 18 – View to the east along the northern side of the southern parcel.



Photo 19 – Growing area inside one of the greenhouses.



Photo 20 – Maintenance paints and oils in the maintenance building.



Photo 21 – Pesticides, herbicides, fungicides, etc. stored inside the maintenance building.



Photo 22 – Waste oil stored inside the maintenance building.



Photo 23 – The diesel fuel AST at the center of the nursery parcel.



Photo 24 – The emergency generator to the east of the diesel AST.



Photo 25 – Area where the fuel line passes outside the berm and underground to the generator.



Photo 26 – Plants on the southern side of the Property.



Photo 27 – Groundwater supply well on the center of the Property.



Photo 28 – Septic system on the south-central portion of the Property.



Photo 29 – Mulch and gravel storage areas.



Photo 30 – Electrical substation to the south of the Property.

APPENDIX C
HISTORICAL SITE USE INFORMATION



SWC E. Riverside & Hamner Ave

13130 Milliken Ave

Ontario, CA 91761

Inquiry Number: 5155334.9

January 11, 2018

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

01/11/18

Site Name:

SWC E. Riverside & Hamner A
13130 Milliken Ave
Ontario, CA 91761
EDR Inquiry # 5155334.9

Client Name:

SCS Engineers
3900 Kilroy Airport Way
Long Beach, CA 90806
Contact: Kim Braun



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

| <u>Year</u> | <u>Scale</u> | <u>Details</u> | <u>Source</u> |
|-------------|--------------|---------------------------------|---------------|
| 2012 | 1"=500' | Flight Year: 2012 | USDA/NAIP |
| 2010 | 1"=500' | Flight Year: 2010 | USDA/NAIP |
| 2009 | 1"=500' | Flight Year: 2009 | USDA/NAIP |
| 2006 | 1"=500' | Flight Year: 2006 | USDA/NAIP |
| 2005 | 1"=500' | Flight Year: 2005 | USDA/NAIP |
| 1994 | 1"=500' | Acquisition Date: June 01, 1994 | USGS/DOQQ |
| 1990 | 1"=500' | Flight Date: August 29, 1990 | USDA |
| 1989 | 1"=500' | Flight Date: August 03, 1989 | USDA |
| 1985 | 1"=500' | Flight Date: July 28, 1985 | USDA |
| 1975 | 1"=500' | Flight Date: August 01, 1975 | USGS |
| 1967 | 1"=500' | Flight Date: May 15, 1967 | USDA |
| 1959 | 1"=500' | Flight Date: October 15, 1959 | USDA |
| 1953 | 1"=500' | Flight Date: February 02, 1953 | USDA |
| 1948 | 1"=500' | Flight Date: July 10, 1948 | USGS |
| 1938 | 1"=500' | Flight Date: June 14, 1938 | USDA |

When delivered electronically by EDR, the aerial photo images included with this report are for ONE TIME USE ONLY. Further reproduction of these aerial photo images is prohibited without permission from EDR. For more information contact your EDR Account Executive.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2018 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.



INQUIRY #: 5155334.9

YEAR: 2012

— = 500'





INQUIRY #: 5155334.9

YEAR: 2010

— = 500'





INQUIRY #: 5155334.9

YEAR: 2009

— = 500'



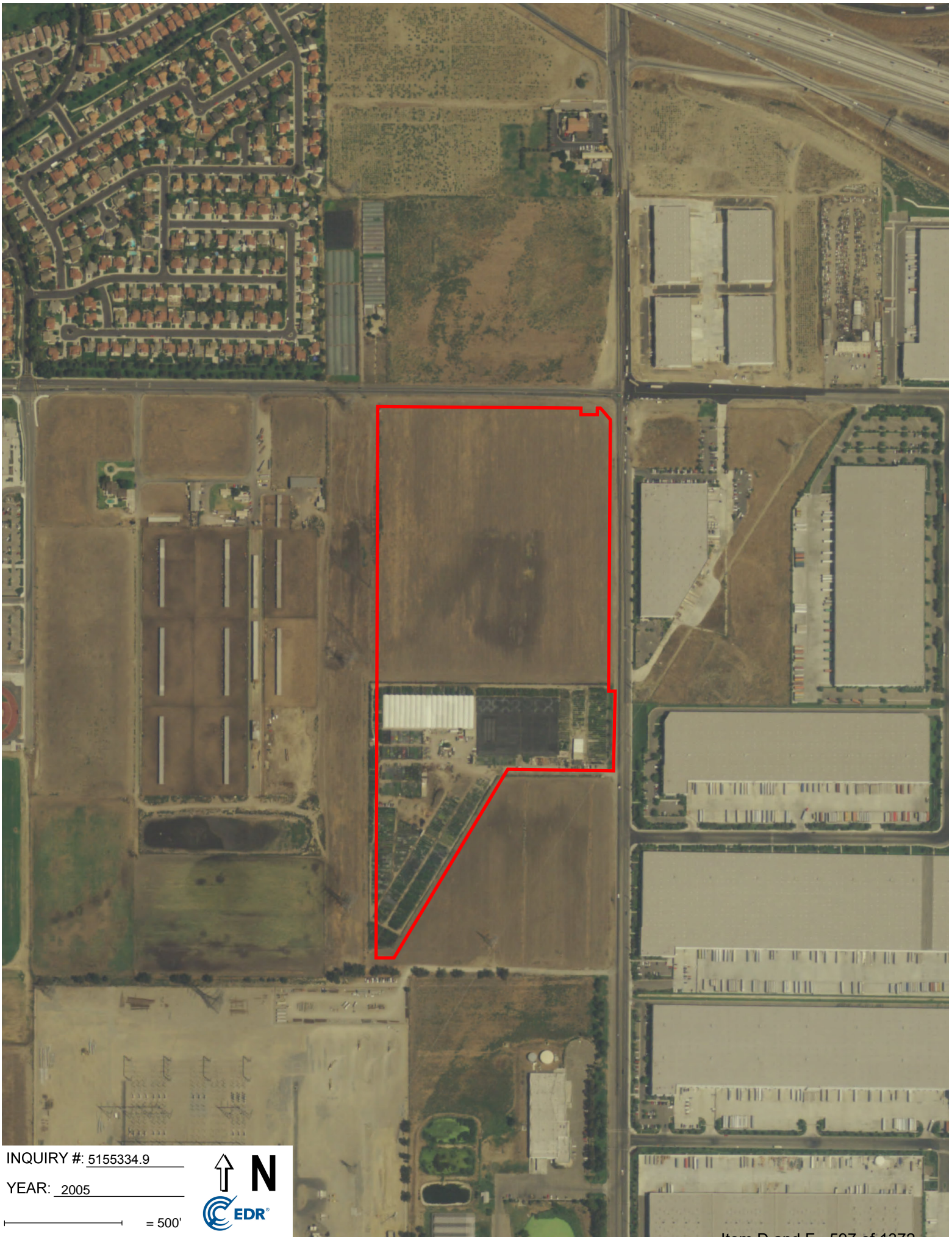


INQUIRY #: 5155334.9

YEAR: 2006

— = 500'





INQUIRY #: 5155334.9

YEAR: 2005

— = 500'





INQUIRY #: 5155334.9

YEAR: 1994

— = 500'





INQUIRY #: 5155334.9

YEAR: 1990

— = 500'





INQUIRY #: 5155334.9

YEAR: 1989

— = 500'



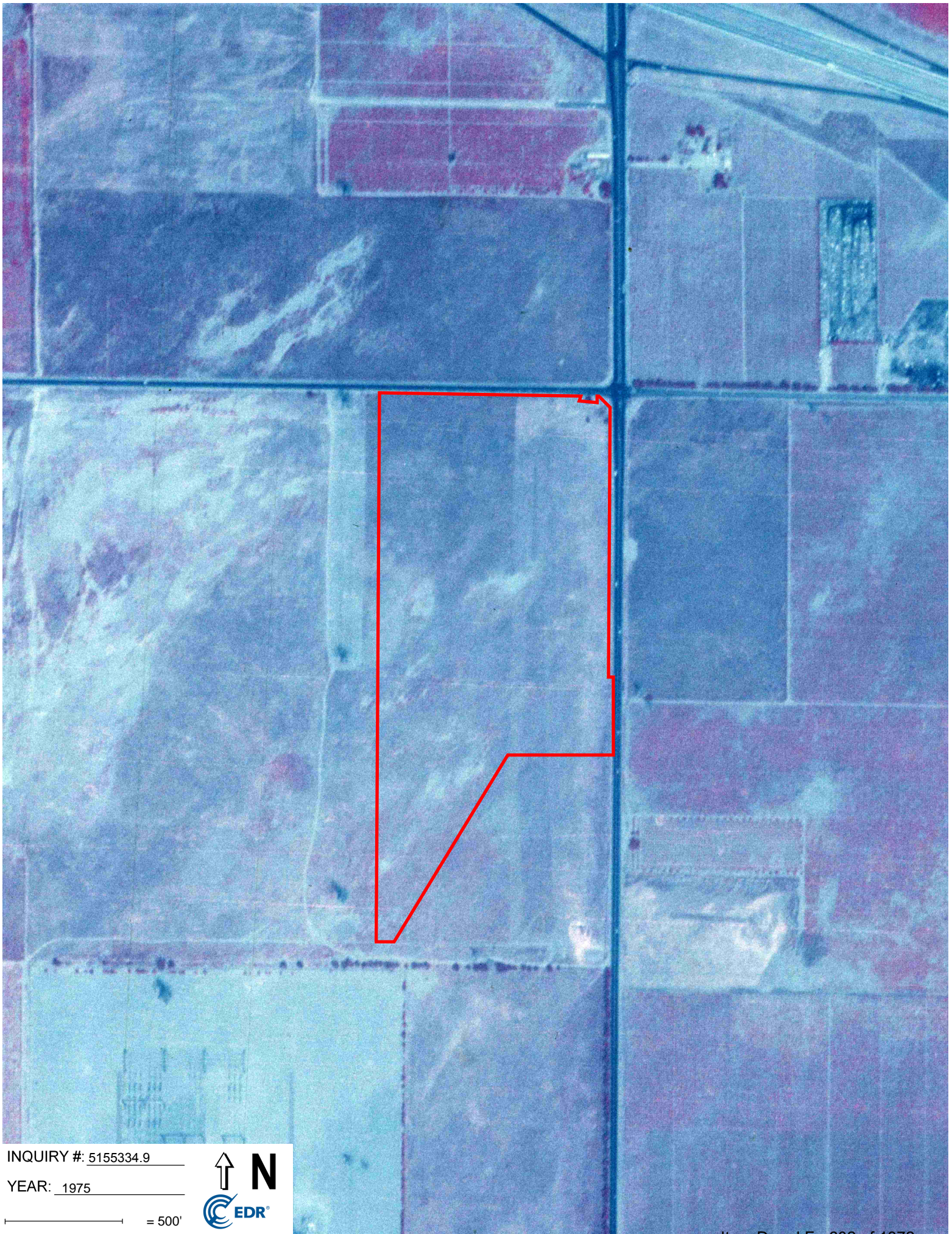


INQUIRY #: 5155334.9

YEAR: 1985

— = 500'



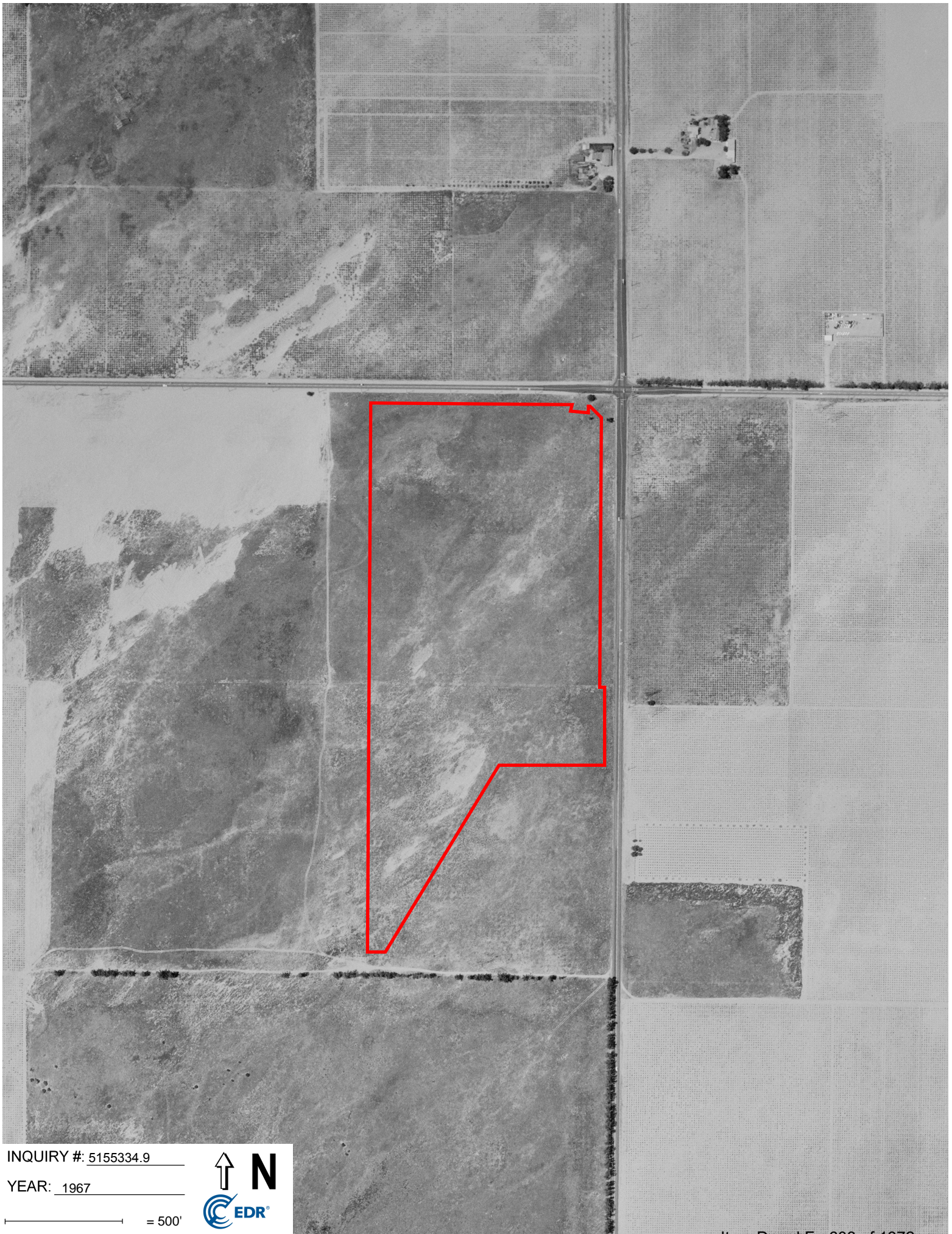


INQUIRY #: 5155334.9

YEAR: 1975

 = 500'



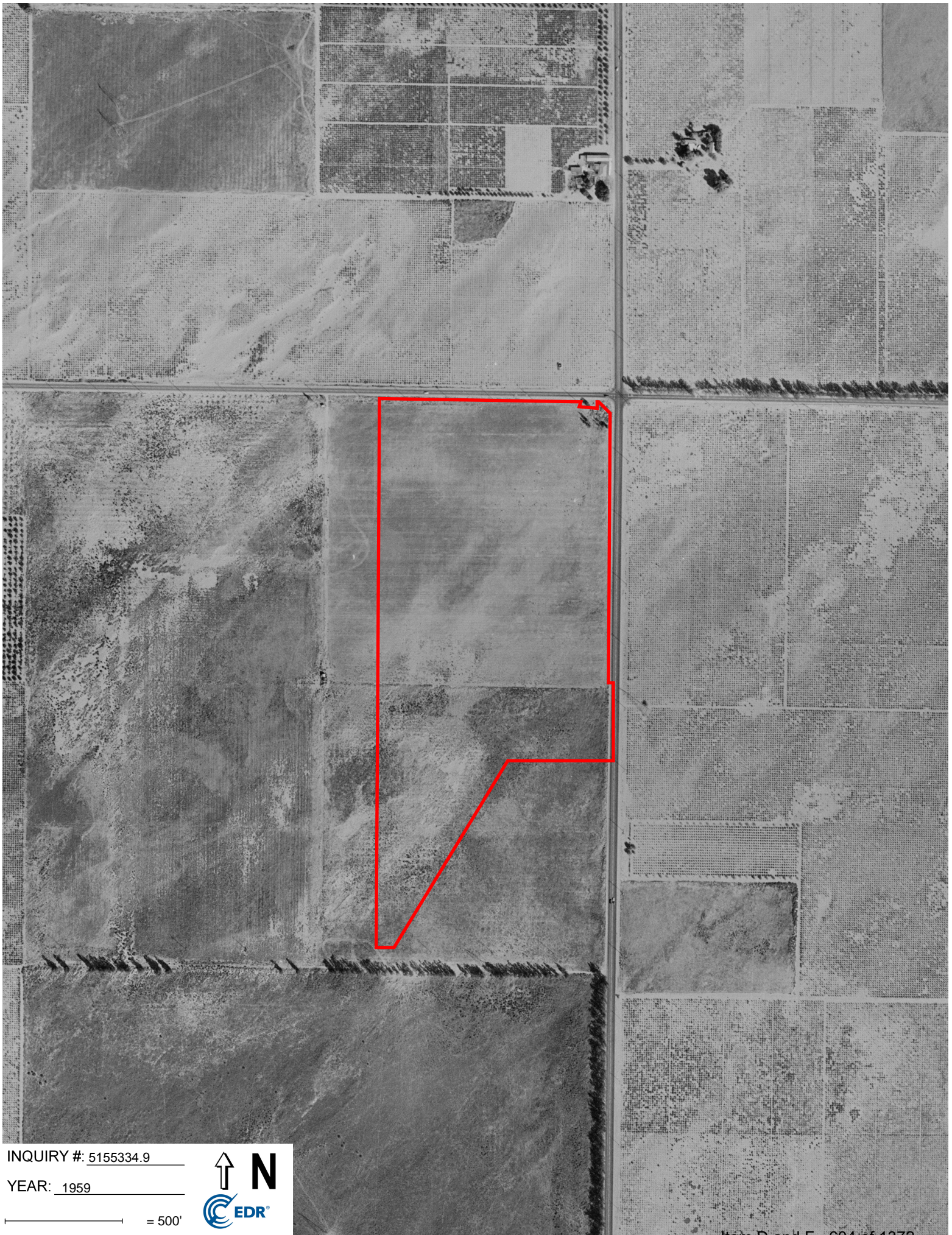


INQUIRY #: 5155334.9

YEAR: 1967

— = 500'



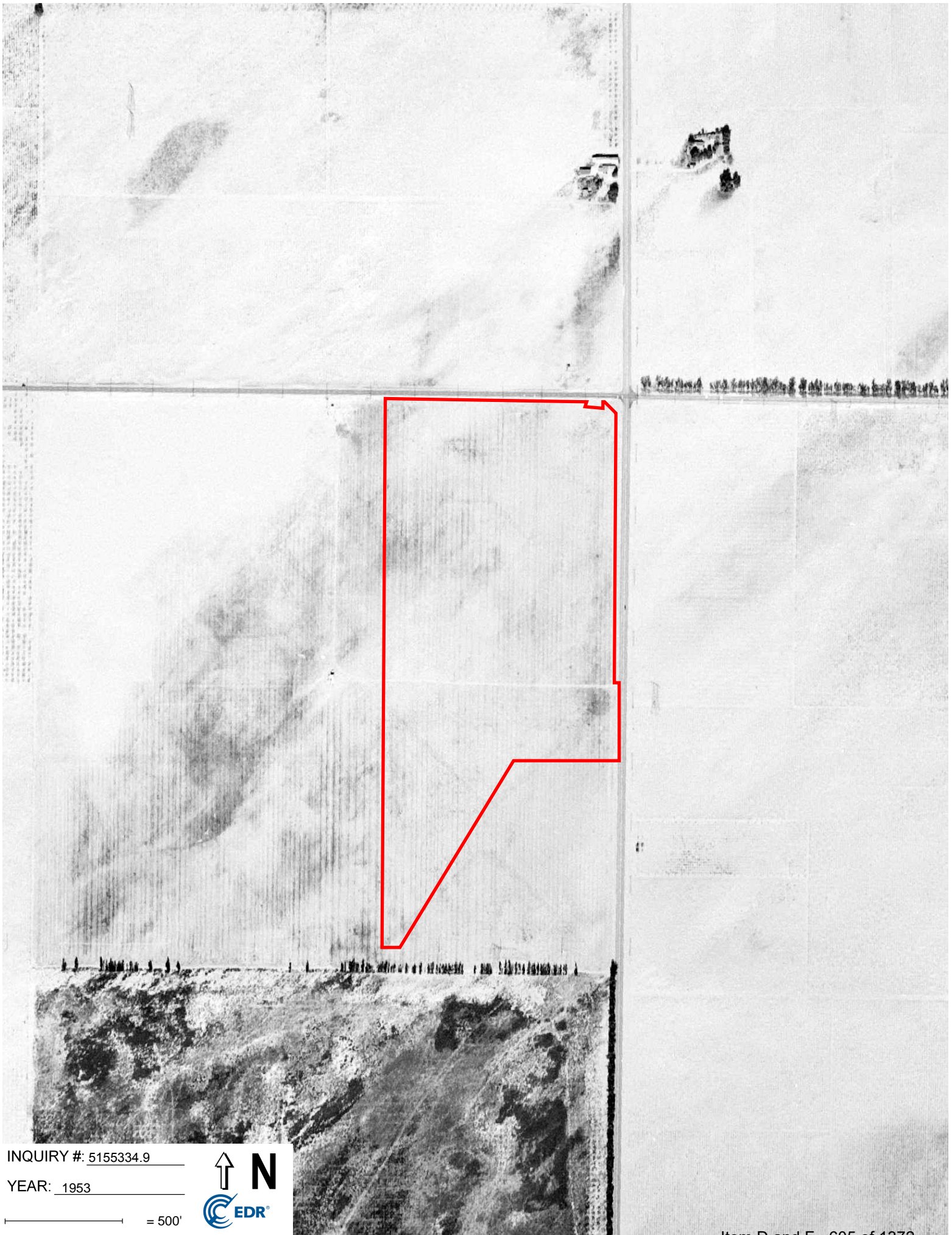


INQUIRY #: 5155334.9

YEAR: 1959

— = 500'



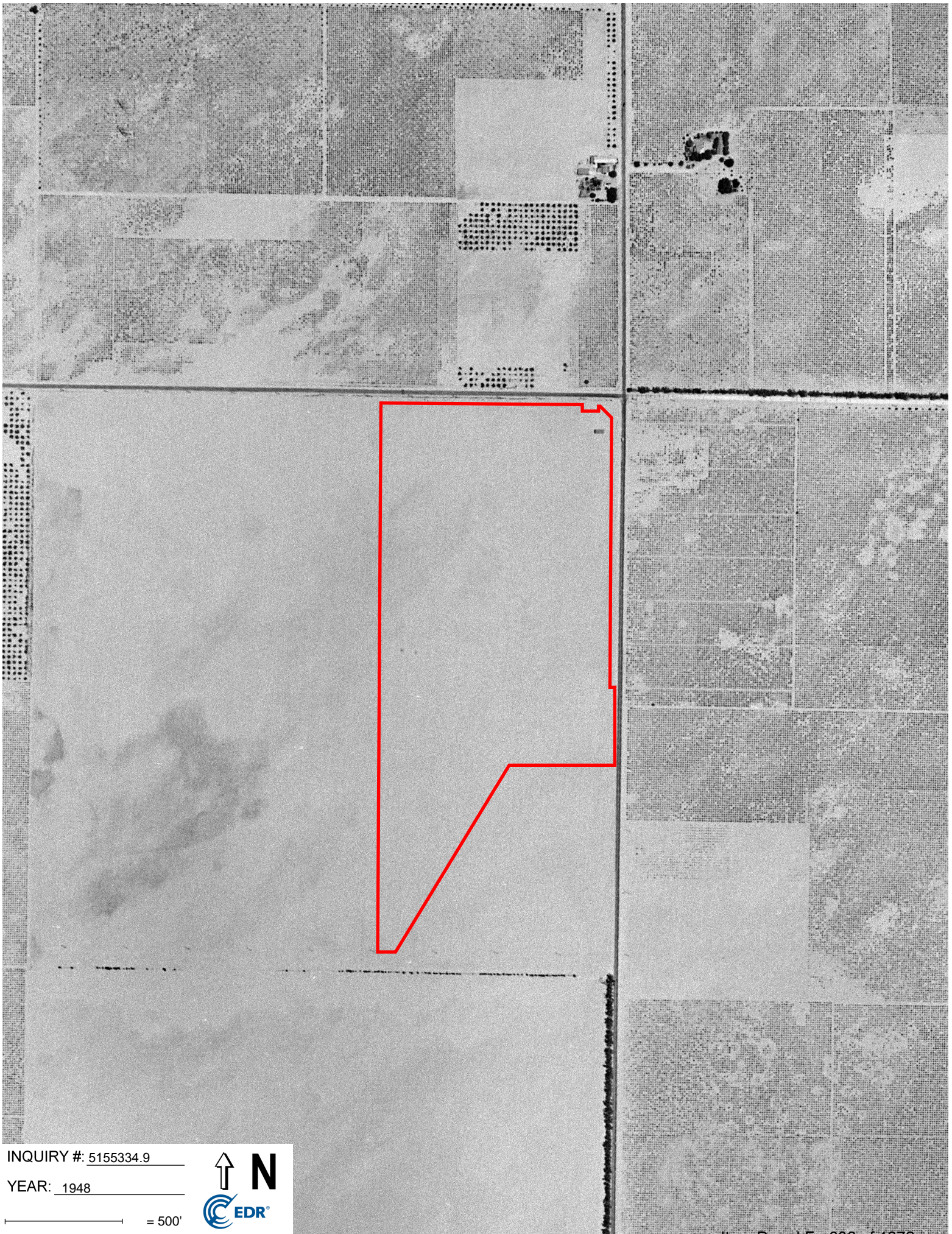


INQUIRY #: 5155334.9

YEAR: 1953

— = 500'



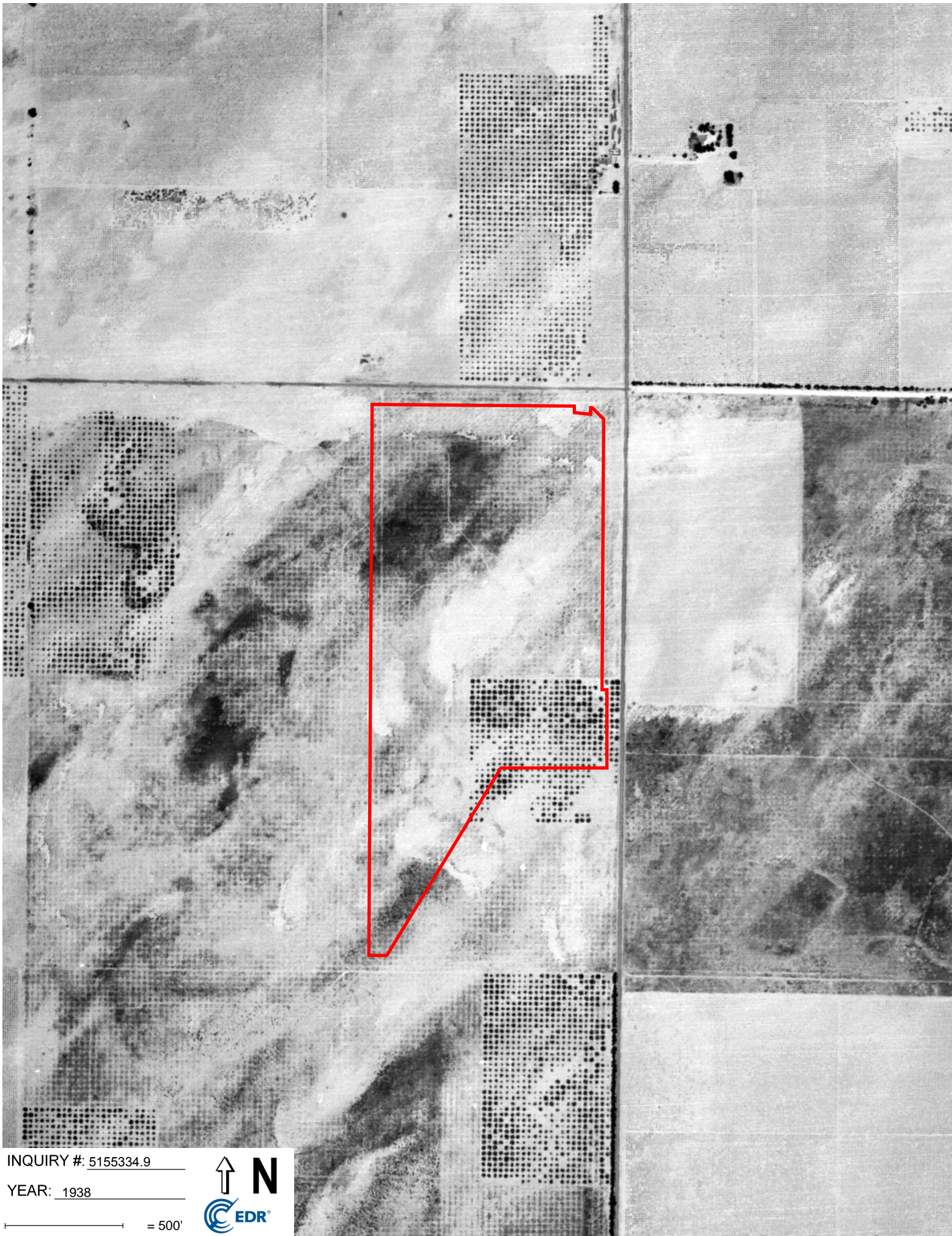


INQUIRY #: 5155334.9

YEAR: 1948

— = 500'





INQUIRY #: 5155334.9

YEAR: 1938

— = 500'



SWC E. Riverside & Hamner Ave

13130 Milliken Ave
Ontario, CA 91761

Inquiry Number: 5155334.5
January 10, 2018

The EDR-City Directory Abstract



6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2017 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1922 through 2014. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

EDR is licensed to reproduce certain City Directory works by the copyright holders of those works. The purchaser of this EDR City Directory Report may include it in report(s) delivered to a customer. Reproduction of City Directories without permission of the publisher or licensed vendor may be a violation of copyright.

Data by

infoUSA[®]

Copyright©2008
All Rights Reserved

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

| <u>Year</u> | <u>Source</u> | <u>TP</u> | <u>Adjoining</u> | <u>Text Abstract</u> | <u>Source Image</u> |
|-------------|---|-----------|------------------|----------------------|---------------------|
| 2014 | EDR Digital Archive | - | X | X | - |
| | EDR Digital Archive | X | X | X | - |
| 2003 | Haines Co Publishers | X | - | X | - |
| 2002 | Cole Information Services | - | - | - | - |
| 1996 | GTE Directories | - | - | - | - |
| 1991 | GTE California Incorporated | - | - | - | - |
| 1990 | GTE | - | - | - | - |
| 1985 | GTE Directories | - | - | - | - |
| 1981 | General Telephone Company of California | - | - | - | - |
| 1980 | GTE | - | - | - | - |
| 1975 | Pacific Telephone Co | - | - | - | - |

EXECUTIVE SUMMARY

| <u>Year</u> | <u>Source</u> | <u>TP</u> | <u>Adjoining</u> | <u>Text Abstract</u> | <u>Source Image</u> |
|-------------|--|-----------|------------------|----------------------|---------------------|
| 1970 | General Telephone Company of California | - | - | - | - |
| 1965 | Luskey Brothers & Co | - | - | - | - |
| 1964 | Luskey Brothers & Co | - | - | - | - |
| 1961 | Luskey Brothers& Co Publishers | - | - | - | - |
| 1960 | Luskey Brothers & Co Publishers | - | - | - | - |
| 1956 | General Telephone Company Publishers | - | - | - | - |
| 1955 | Luskey Brothers Co Publishers | - | - | - | - |
| 1951 | Los Angeles Directory Company Publishers | - | - | - | - |
| 1950 | The Pacific Telephone and Telegraph Co | - | - | - | - |
| 1949 | San Bernardino Directory Co. Publishers | - | - | - | - |
| 1946 | Los Angeles Directory Company Publishers | - | - | - | - |
| 1945 | Southern California Telephone Company | - | - | - | - |
| 1942 | San Bernardino Directory Co Publisher | - | - | - | - |
| 1941 | Associated Telephone Company Limited | - | - | - | - |
| 1940 | Los Angeles Directory Co. | - | - | - | - |
| 1938 | Los Angeles Directory Co. | - | - | - | - |
| 1936 | San Bernardino Directory Co Publisher | - | - | - | - |
| 1934 | Los Angeles Directory Co. | - | - | - | - |
| 1931 | Los Angeles Directory Co. | - | - | - | - |
| 1930 | San Bernardino Directory Co Publisher | - | - | - | - |
| 1926 | Los Angeles Directory Co Publisher | - | - | - | - |
| 1923 | Los Angeles Directory Company | - | - | - | - |
| 1922 | R.L. Polk & Co Publishers | - | - | - | - |

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

13130 Milliken Ave
Ontario, CA 91761

FINDINGS DETAIL

Target Property research detail.

MILLIKEN AVE

13130 MILLIKEN AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|--------------------------|------------------------|
| 2003 | SUNSHINE GROWERS NURSERY | Haines & Co Publishers |

S Milliken Ave

13130 S Milliken Ave

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|------------------------------|---------------------|
| 2014 | SUNSHINE GROWERS NURSERY INC | EDR Digital Archive |
| 2010 | NURSERY PRODUCTS & SERVICE | EDR Digital Archive |
| | SUNSHINE GROWERS NURSERY INC | EDR Digital Archive |

S MILLIKEN AVE

13130 S MILLIKEN AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|--------------------------|----------------------|
| 2008 | SUNSHINE GROWERS NURSERY | Haines Company, Inc. |
| 1995 | SUNSHINE GROWERS NURSERY | GTE Directories |

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

Hamner Ave

4000 Hamner Ave

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|-----------------------|---------------------|
| 2014 | HEATCRAFT INC | EDR Digital Archive |
| | LENNOX | EDR Digital Archive |
| | ADS LOGISTIC SERVICES | EDR Digital Archive |

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched

13130 Milliken Ave

Address Not Identified in Research Source

2002, 1996, 1991, 1990, 1985, 1981, 1980, 1975, 1970, 1965, 1964, 1961, 1960, 1956, 1955, 1951, 1950, 1949, 1946, 1945, 1942, 1941, 1940, 1938, 1936, 1934, 1931, 1930, 1926, 1923, 1922

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched

4000 Hamner Ave

Address Not Identified in Research Source

2010, 2008, 2003, 2002, 1996, 1995, 1991, 1990, 1985, 1981, 1980, 1975, 1970, 1965, 1964, 1961, 1960, 1956, 1955, 1951, 1950, 1949, 1946, 1945, 1942, 1941, 1940, 1938, 1936, 1934, 1931, 1930, 1926, 1923, 1922

SWC E. Riverside & Hamner Ave
13130 Milliken Ave
Ontario, CA 91761

Inquiry Number: 5155334.4

January 10, 2018

EDR Historical Topo Map Report

with QuadMatch™



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

01/10/18

Site Name:

SWC E. Riverside & Hamner A
13130 Milliken Ave
Ontario, CA 91761
EDR Inquiry # 5155334.4

Client Name:

SCS Engineers
3900 Kilroy Airport Way
Long Beach, CA 90806
Contact: Kim Braun



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by SCS Engineers were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDR's Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:**Coordinates:**

| | | | |
|-----------------|-------------|----------------------|--------------------------------|
| P.O.# | NA | Latitude: | 34.015319 34° 0' 55" North |
| Project: | 01218010.00 | Longitude: | -117.560387 -117° 33' 37" West |
| | | UTM Zone: | Zone 11 North |
| | | UTM X Meters: | 448258.46 |
| | | UTM Y Meters: | 3763996.07 |
| | | Elevation: | 786.82' above sea level |

Maps Provided:

| | |
|------------|------|
| 2012 | 1941 |
| 1981 | 1903 |
| 1976 | 1900 |
| 1973 | 1897 |
| 1966, 1967 | |
| 1954 | |
| 1953, 1954 | |
| 1944, 1947 | |

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

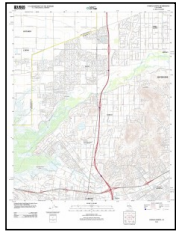
Copyright 2018 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2012 Source Sheets

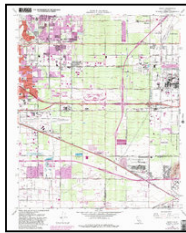


Corona North
2012
7.5-minute, 24000

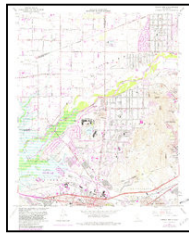


Guasti
2012
7.5-minute, 24000

1981 Source Sheets

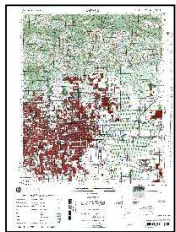


Guasti
1981
7.5-minute, 24000
Aerial Photo Revised 1978



Corona North
1981
7.5-minute, 24000
Aerial Photo Revised 1978

1976 Source Sheets

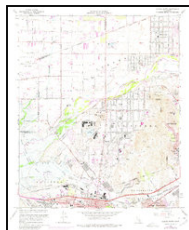


ONTARIO
1976
15-minute, 50000

1973 Source Sheets



Guasti
1973
7.5-minute, 24000
Aerial Photo Revised 1973

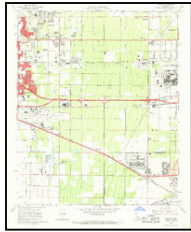


Corona North
1973
7.5-minute, 24000
Aerial Photo Revised 1973

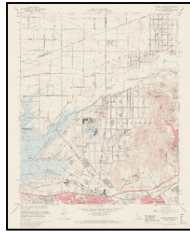
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1966, 1967 Source Sheets

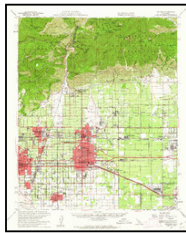


Guasti
1966
7.5-minute, 24000
Aerial Photo Revised 1966



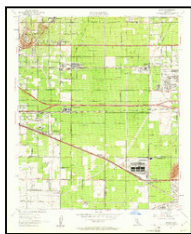
Corona North
1967
7.5-minute, 24000
Aerial Photo Revised 1966

1954 Source Sheets

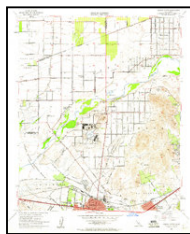


Ontario
1954
15-minute, 62500

1953, 1954 Source Sheets

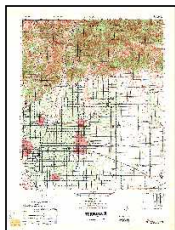


Guasti
1953
7.5-minute, 24000
Aerial Photo Revised 1952



Corona North
1954
7.5-minute, 24000
Aerial Photo Revised 1952

1944, 1947 Source Sheets



CUCAMONGA
1944
15-minute, 50000



CORONA
1947
15-minute, 50000

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1941 Source Sheets



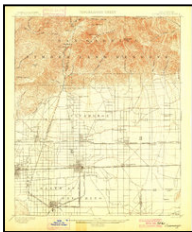
GUASTI VICINITY
1941
7.5-minute, 31680

1903 Source Sheets



Cucamonga
1903
15-minute, 62500

1900 Source Sheets

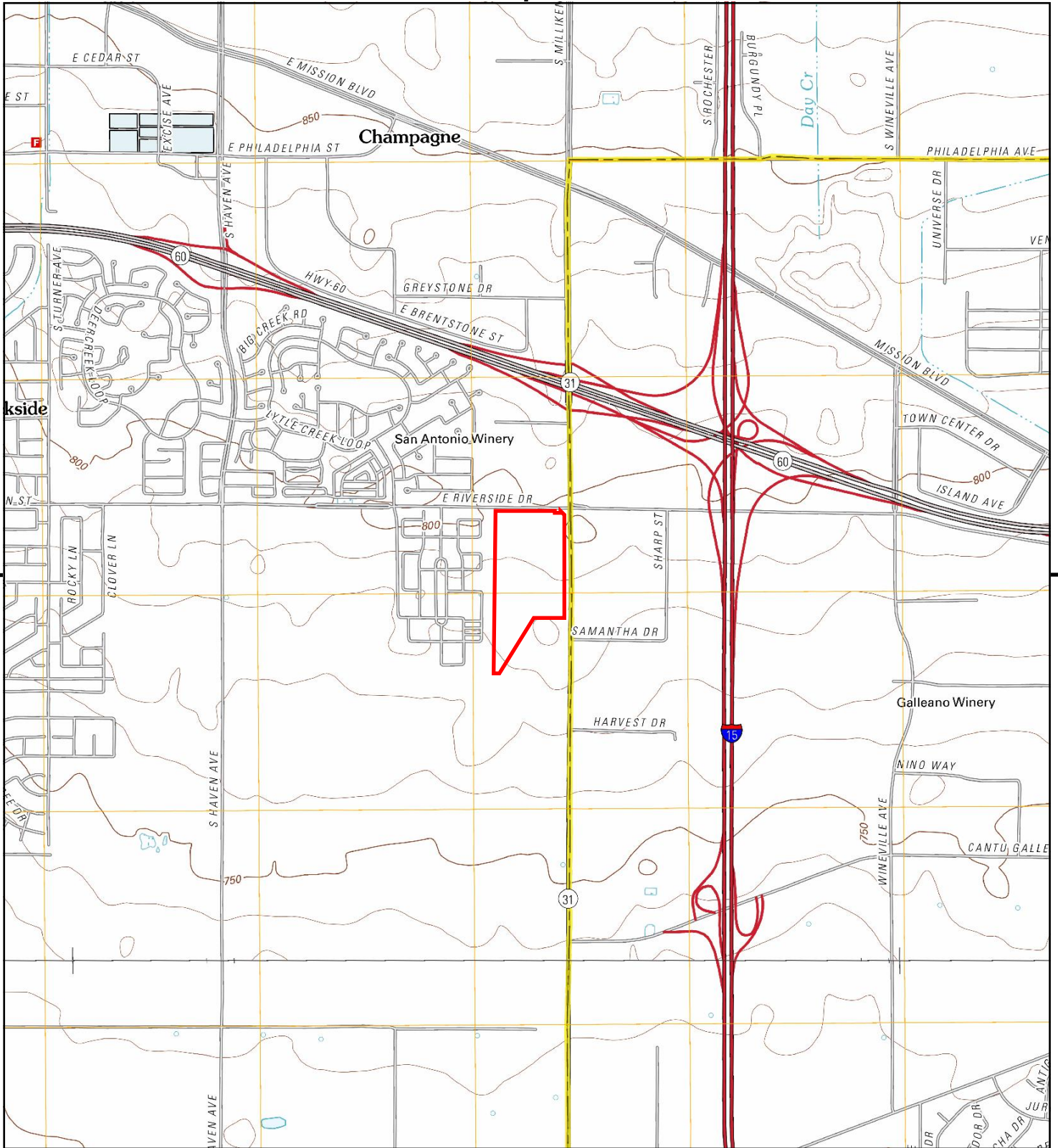


Cucamonga
1900
15-minute, 62500

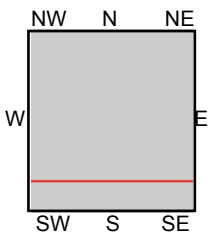
1897 Source Sheets



Cucamonga
1897
15-minute, 62500



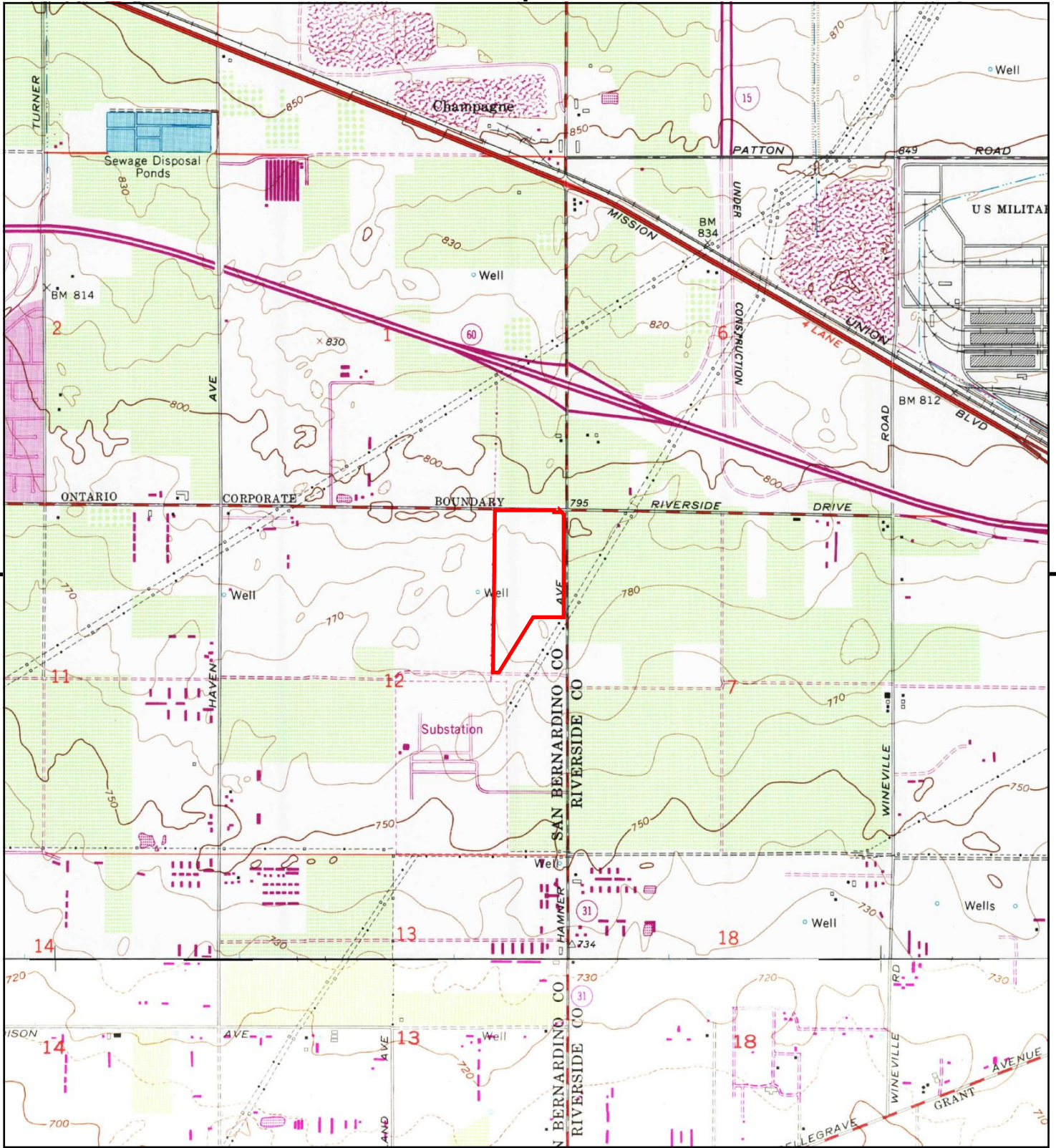
This report includes information from the following map sheet(s).



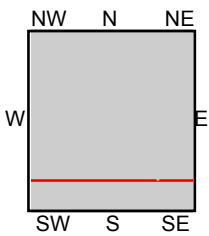
TP, Guasti, 2012, 7.5-minute
S, Corona North, 2012, 7.5-minute

SITE NAME: SWC E. Riverside & Hamner Ave
ADDRESS: 13130 Milliken Ave
Ontario, CA 91761
CLIENT: SCS Engineers





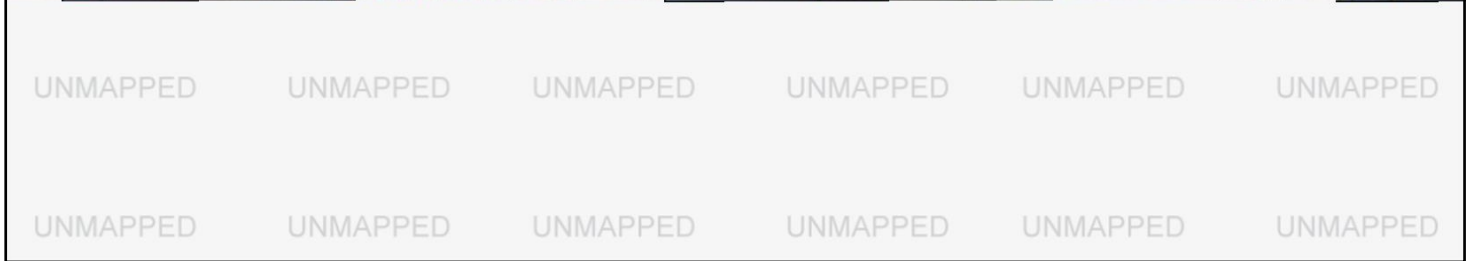
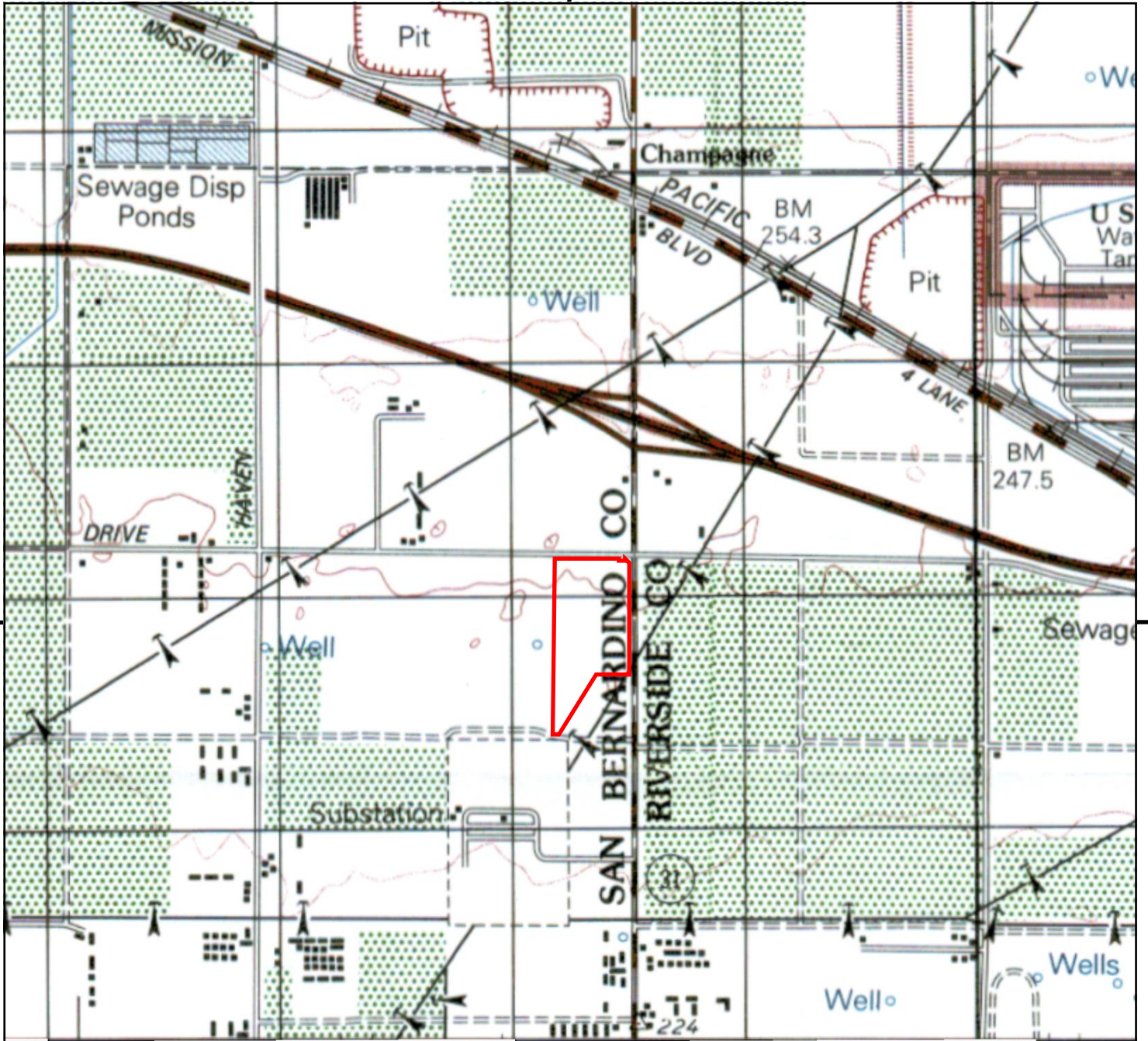
This report includes information from the following map sheet(s).



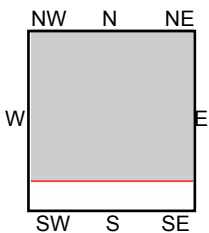
TP, Guasti, 1981, 7.5-minute
S, Corona North, 1981, 7.5-minute

SITE NAME: SWC E. Riverside & Hamner Ave
ADDRESS: 13130 Milliken Ave
Ontario, CA 91761
CLIENT: SCS Engineers





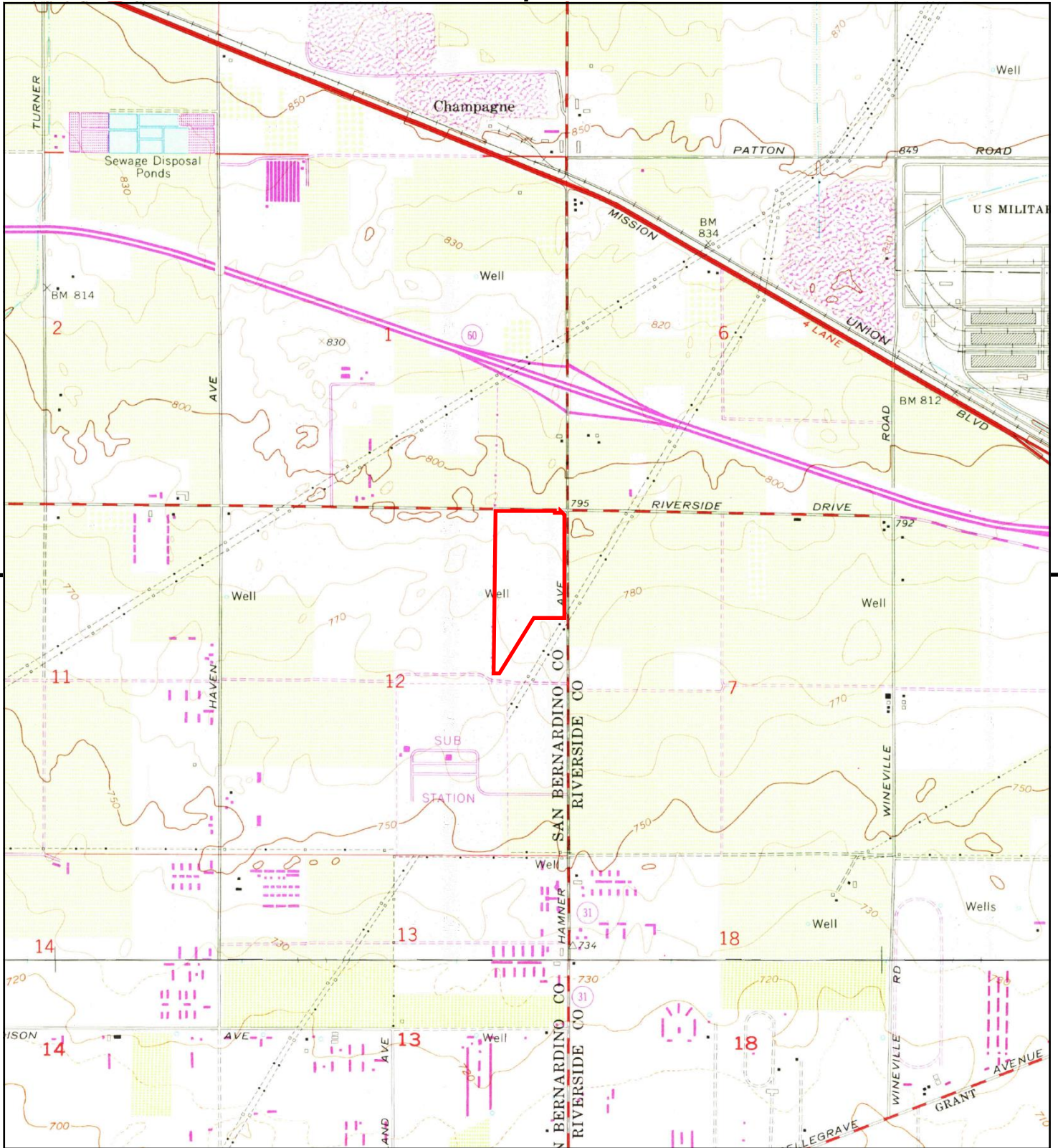
This report includes information from the following map sheet(s).



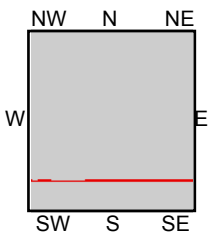
TP, ONTARIO, 1976, 15-minute

SITE NAME: SWC E. Riverside & Hamner Ave
 ADDRESS: 13130 Milliken Ave
 Ontario, CA 91761
 CLIENT: SCS Engineers





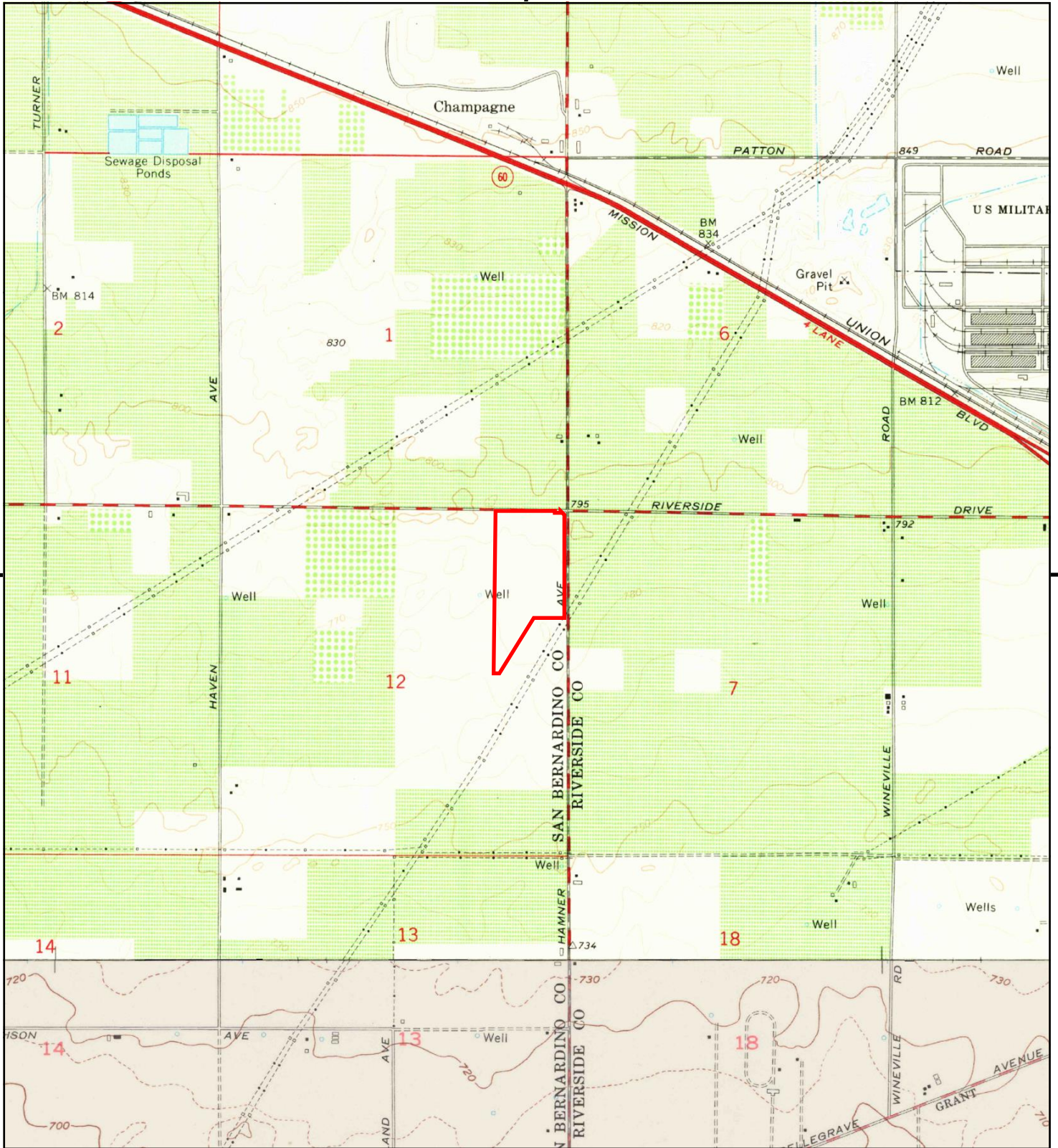
This report includes information from the following map sheet(s).



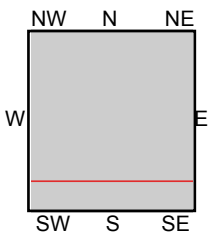
TP, Guasti, 1973, 7.5-minute
S, Corona North, 1973, 7.5-minute

SITE NAME: SWC E. Riverside & Hamner Ave
ADDRESS: 13130 Milliken Ave
Ontario, CA 91761
CLIENT: SCS Engineers





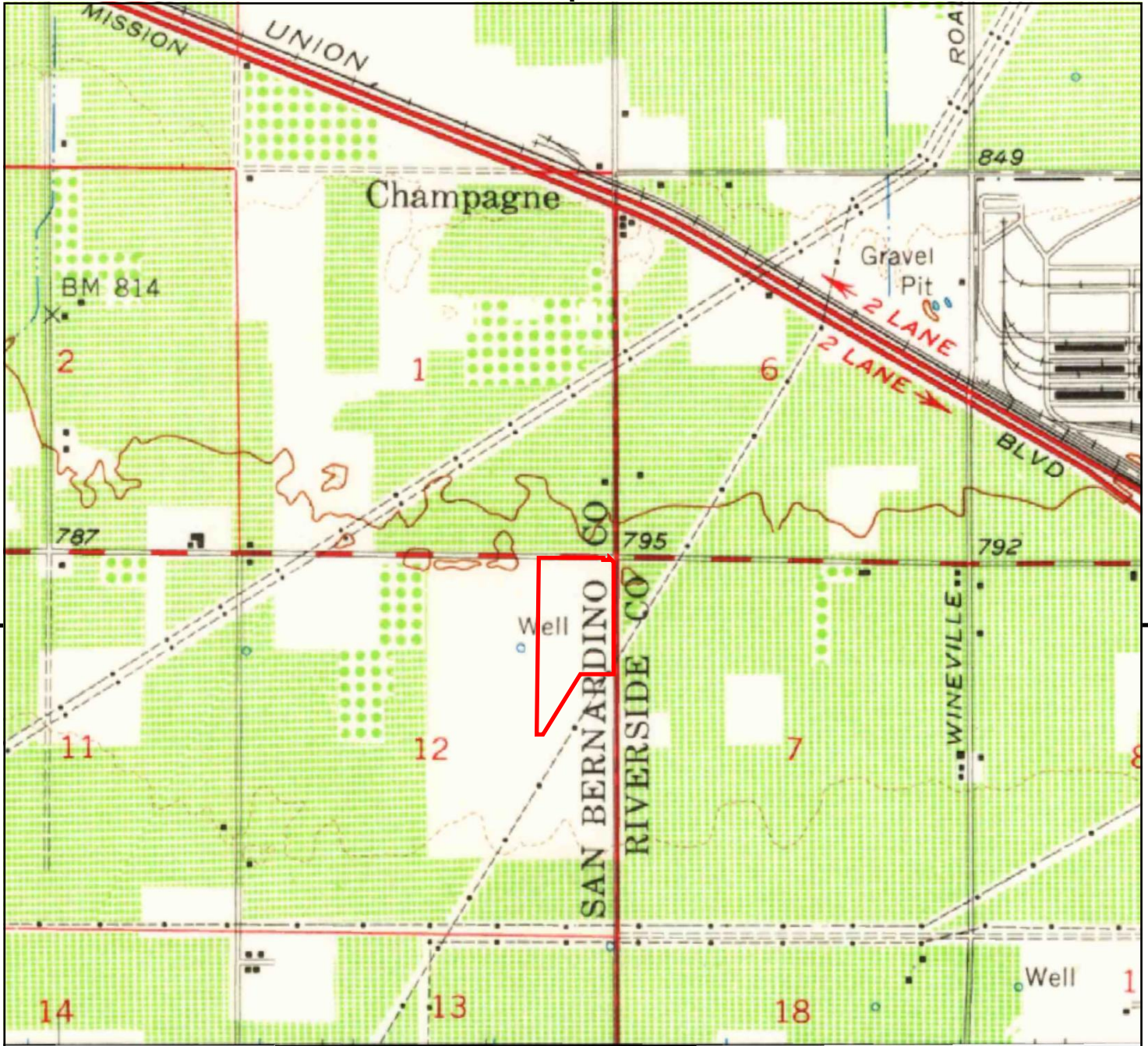
This report includes information from the following map sheet(s).



TP, Guasti, 1966, 7.5-minute
S, Corona North, 1967, 7.5-minute

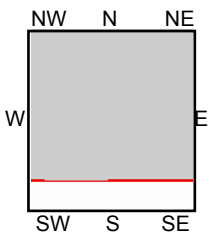
SITE NAME: SWC E. Riverside & Hamner Ave
ADDRESS: 13130 Milliken Ave
Ontario, CA 91761
CLIENT: SCS Engineers





| | | | | | |
|----------|----------|----------|----------|----------|----------|
| UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED |
| UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED |

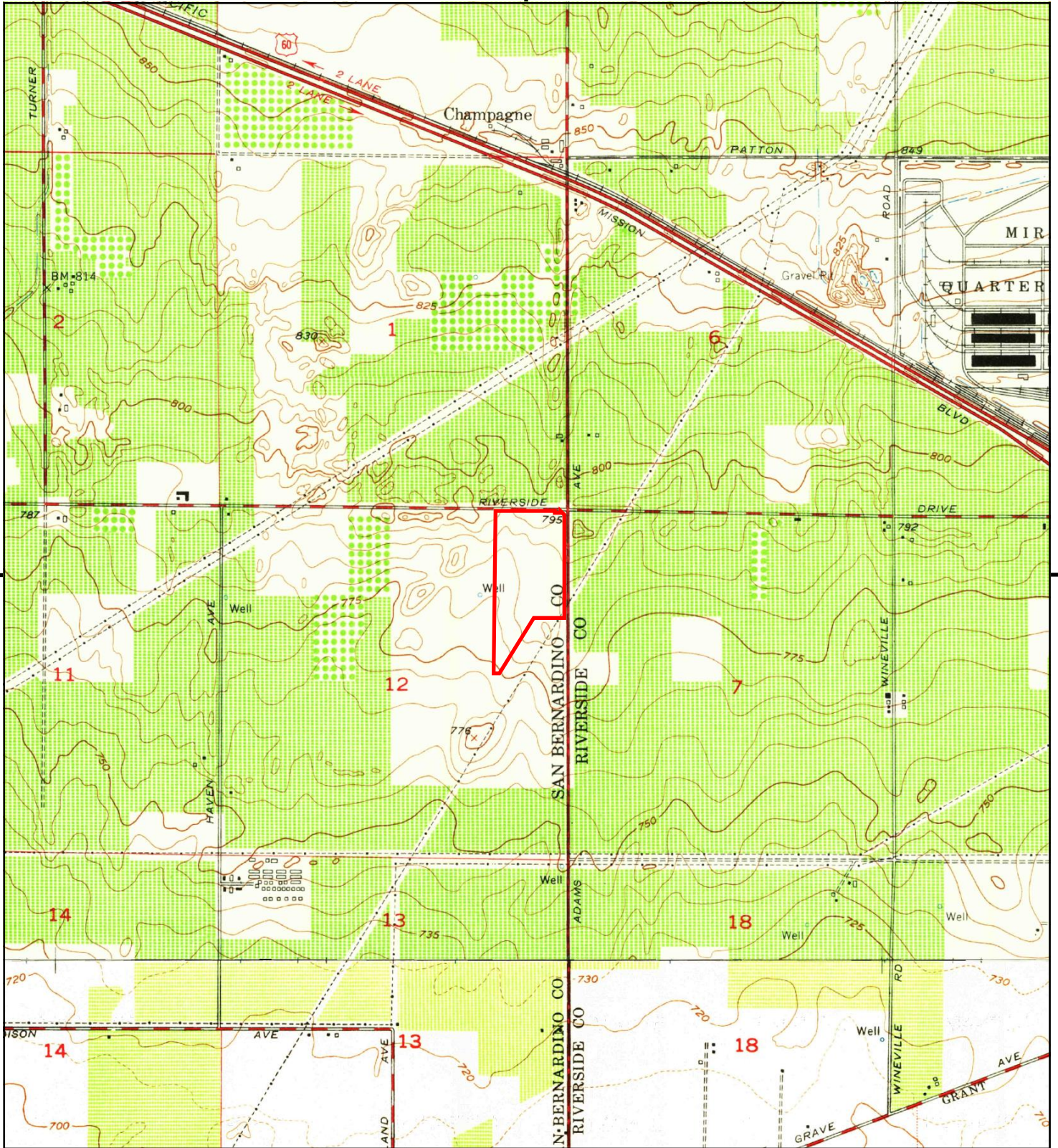
This report includes information from the following map sheet(s).



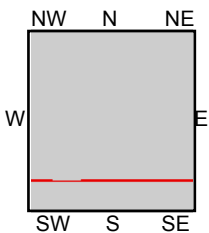
TP, Ontario, 1954, 15-minute

SITE NAME: SWC E. Riverside & Hamner Ave
 ADDRESS: 13130 Milliken Ave
 Ontario, CA 91761
 CLIENT: SCS Engineers





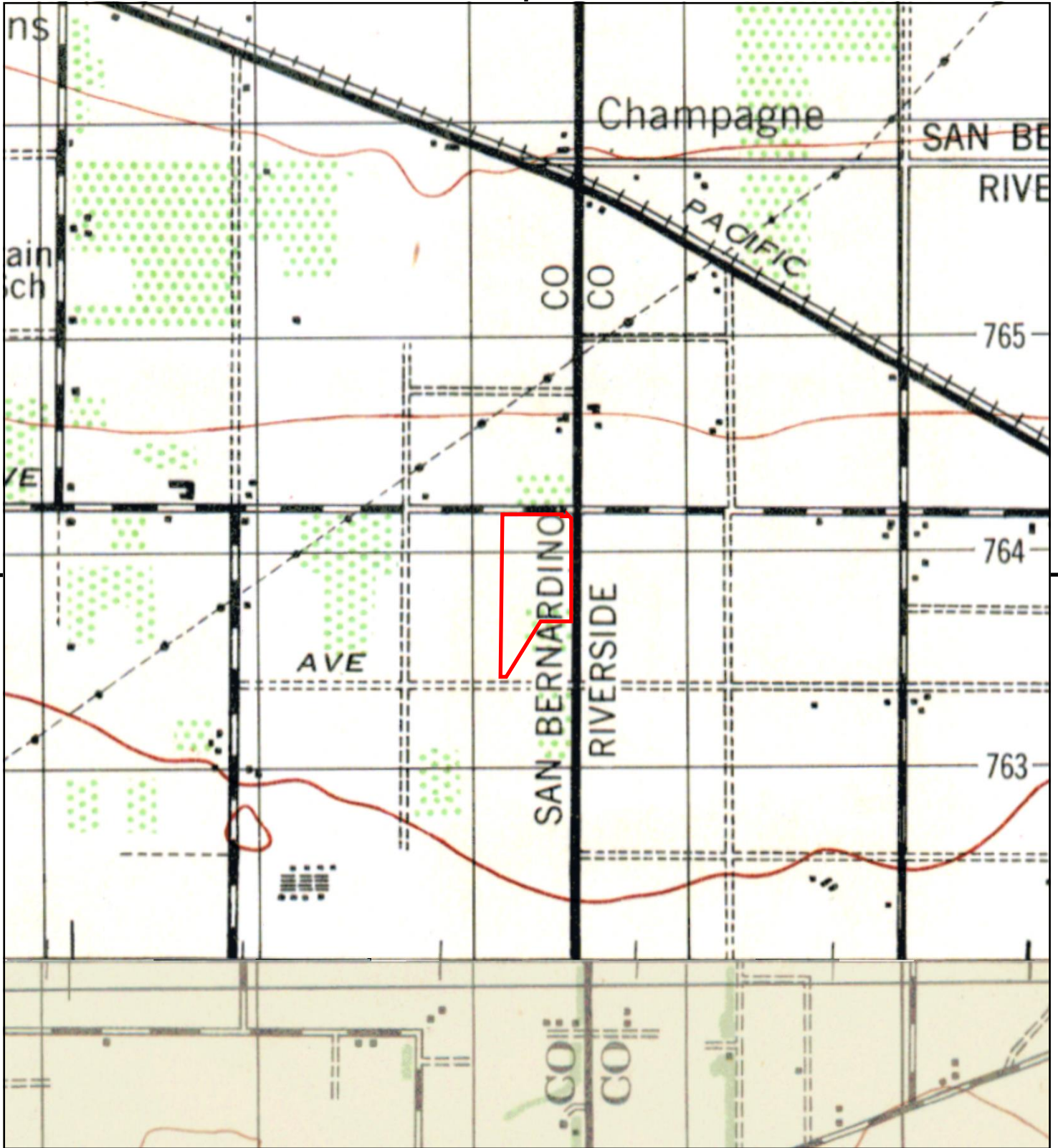
This report includes information from the following map sheet(s).



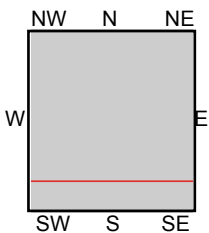
TP, Guasti, 1953, 7.5-minute
S, Corona North, 1954, 7.5-minute

SITE NAME: SWC E. Riverside & Hamner Ave
ADDRESS: 13130 Milliken Ave
Ontario, CA 91761
CLIENT: SCS Engineers





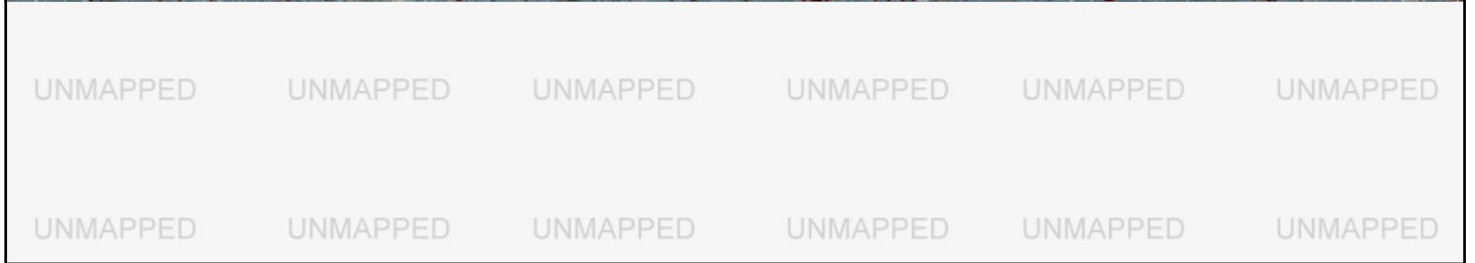
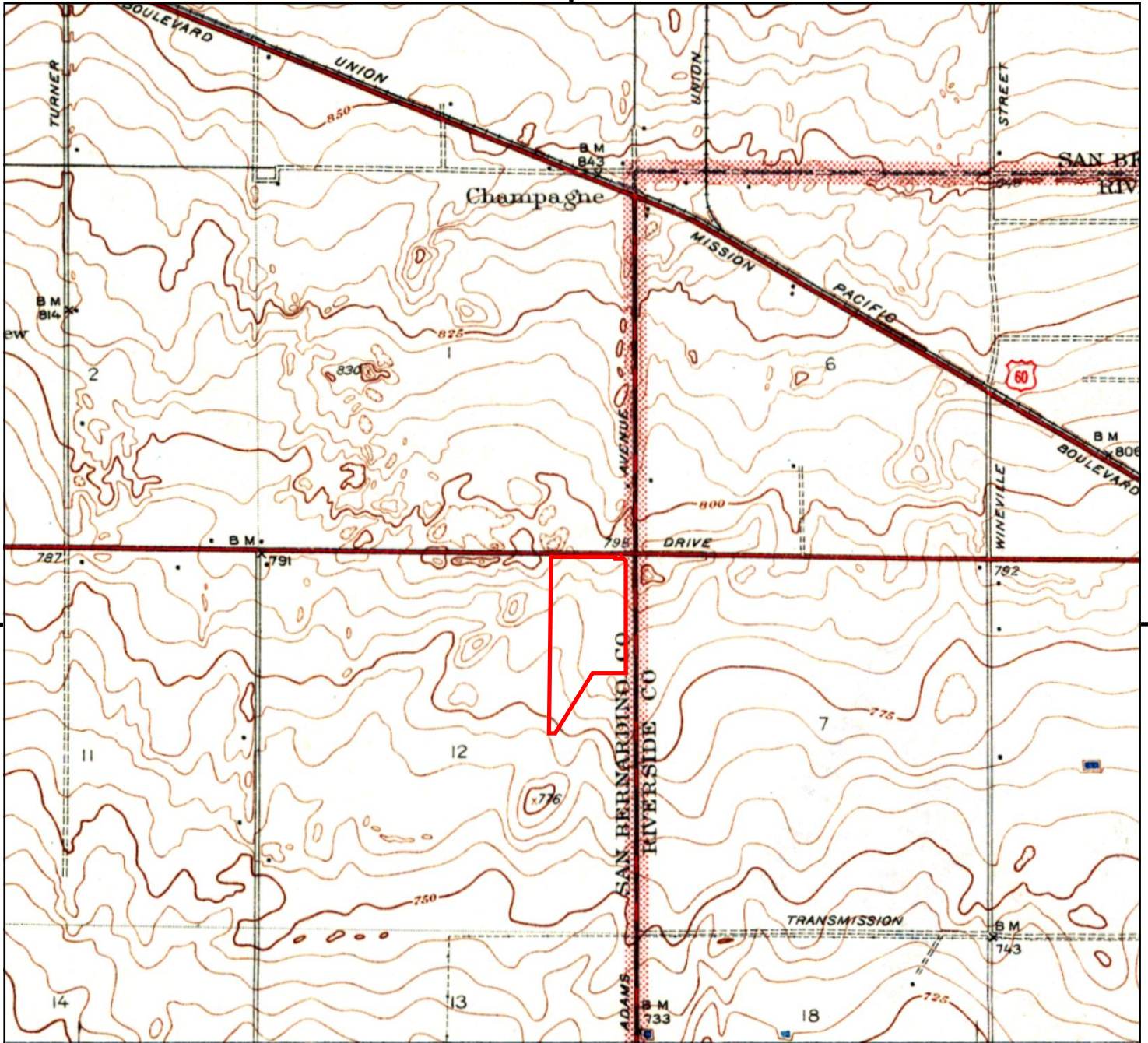
This report includes information from the following map sheet(s).



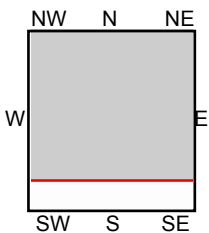
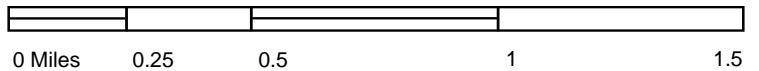
TP, CUCAMONGA, 1944, 15-minute
S, CORONA, 1947, 15-minute

SITE NAME: SWC E. Riverside & Hamner Ave
ADDRESS: 13130 Milliken Ave
Ontario, CA 91761
CLIENT: SCS Engineers





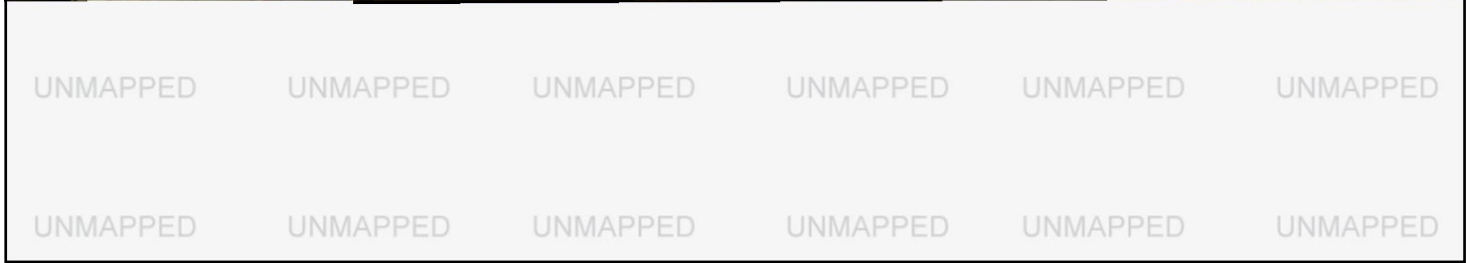
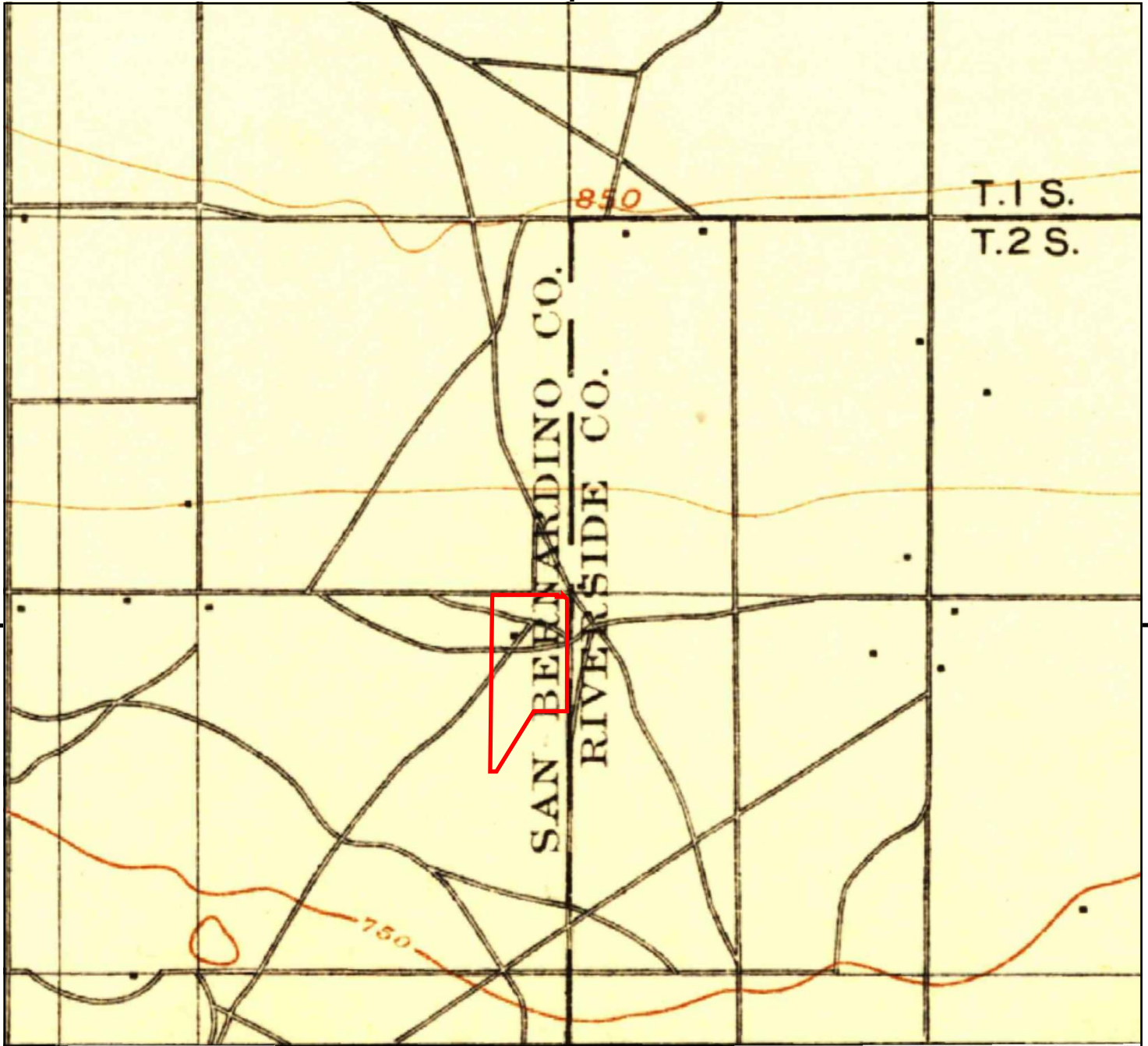
This report includes information from the following map sheet(s).



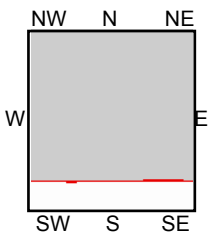
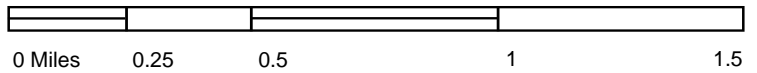
TP, GUASTI VICINITY, 1941, 7.5-minute

SITE NAME: SWC E. Riverside & Hamner Ave
 ADDRESS: 13130 Milliken Ave
 Ontario, CA 91761
 CLIENT: SCS Engineers





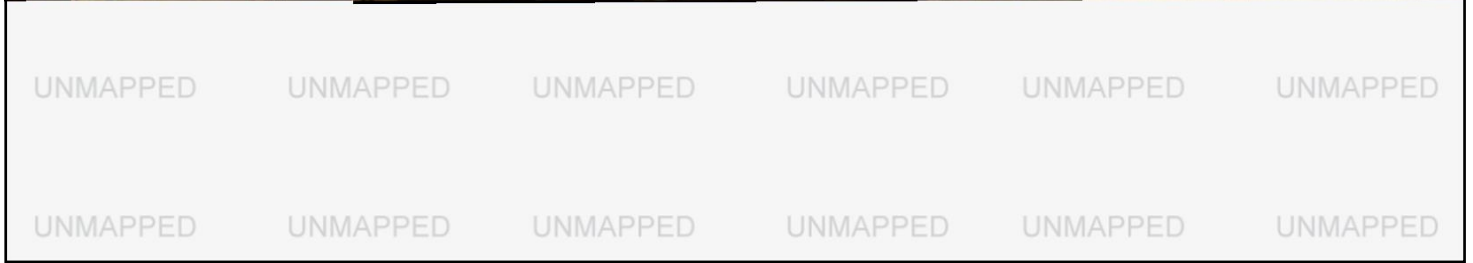
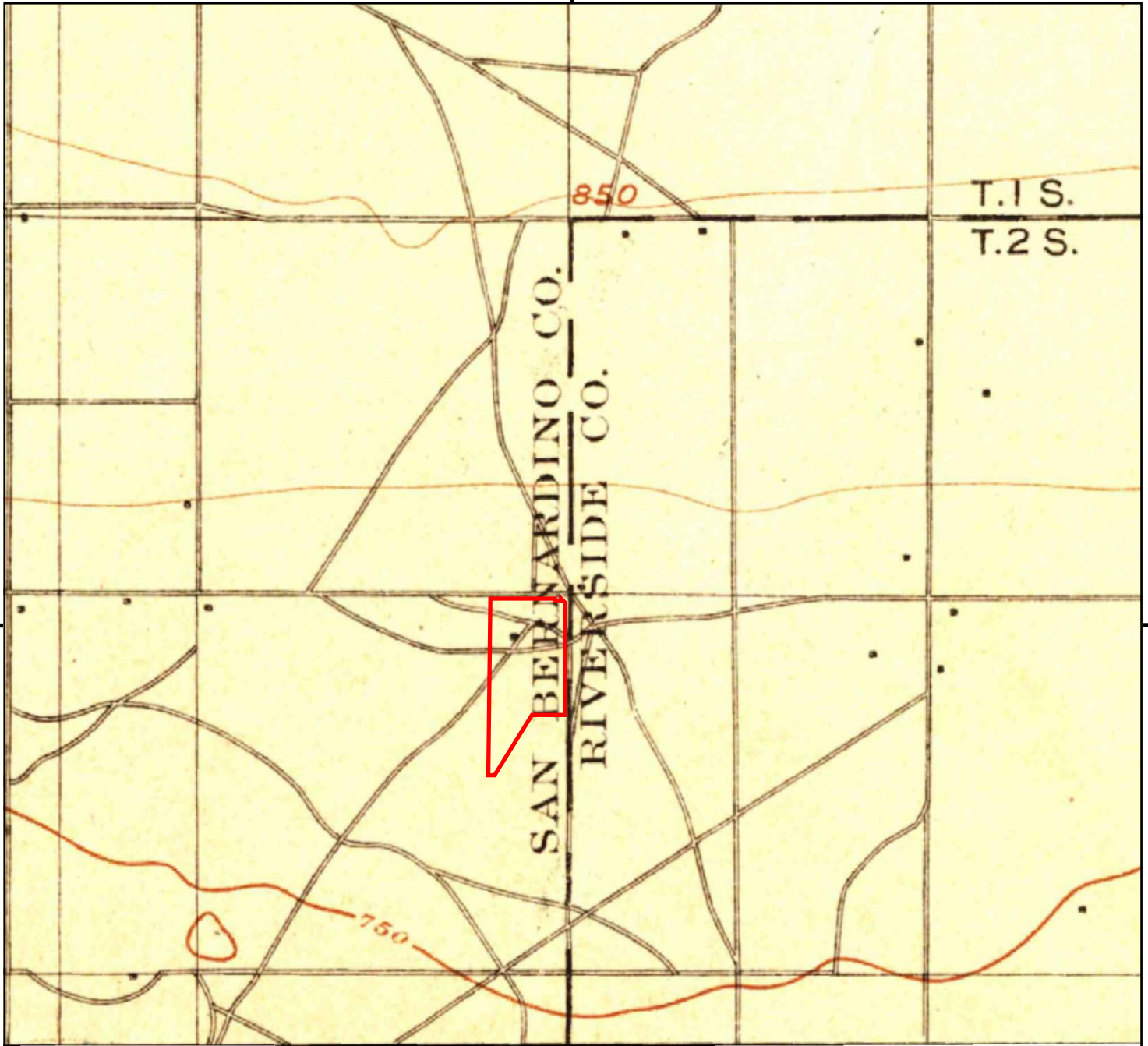
This report includes information from the following map sheet(s).



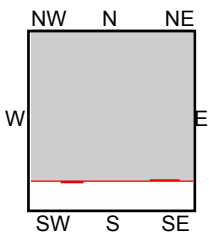
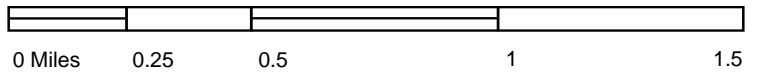
TP, Cucamonga, 1903, 15-minute

SITE NAME: SWC E. Riverside & Hamner Ave
 ADDRESS: 13130 Milliken Ave
 Ontario, CA 91761
 CLIENT: SCS Engineers





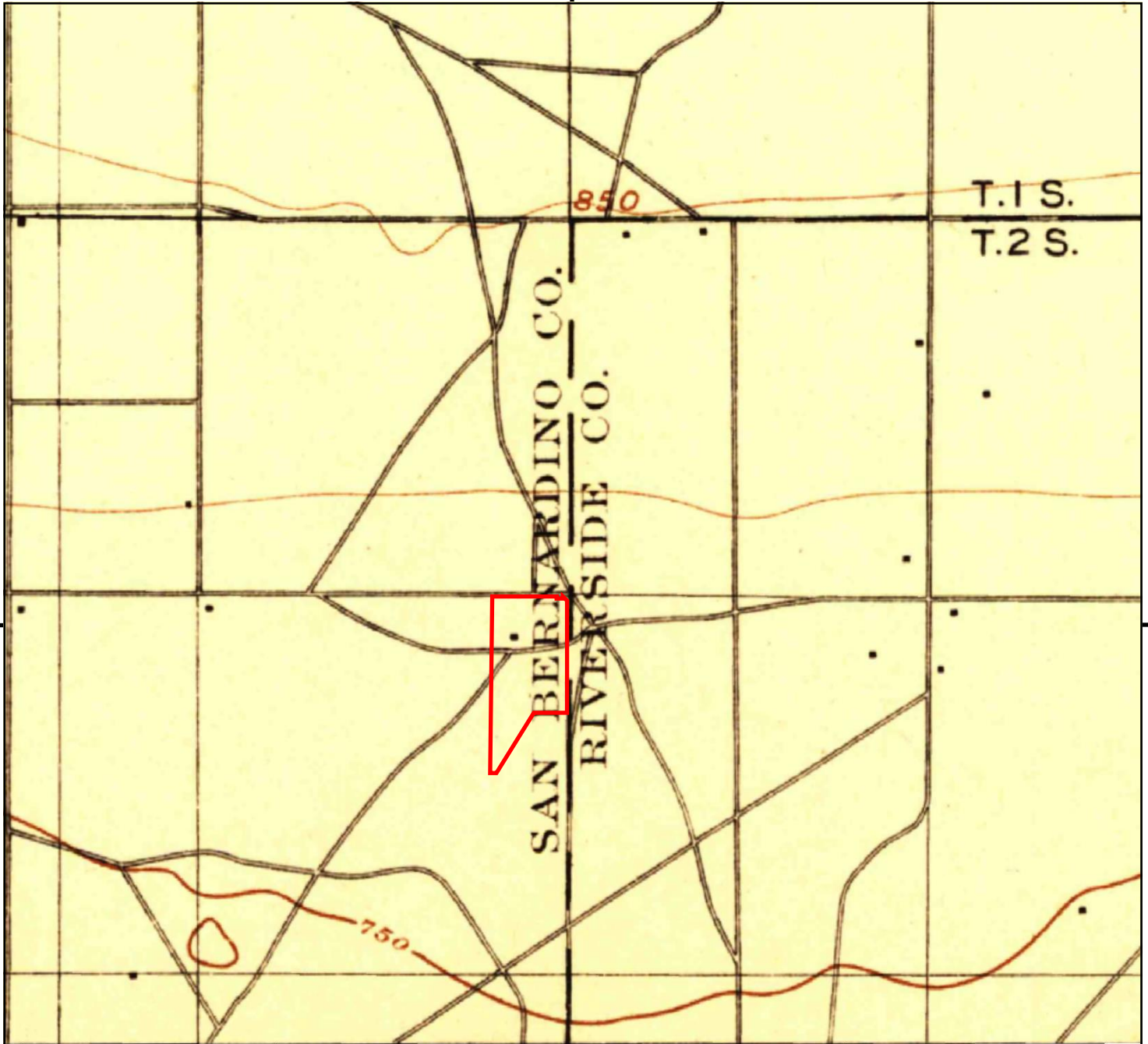
This report includes information from the following map sheet(s).



TP, Cucamonga, 1900, 15-minute

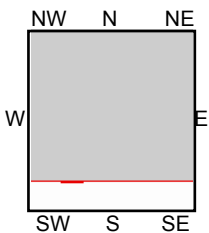
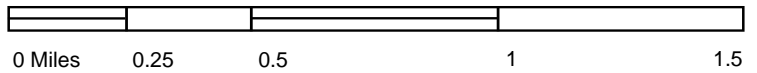
SITE NAME: SWC E. Riverside & Hamner Ave
 ADDRESS: 13130 Milliken Ave
 Ontario, CA 91761
 CLIENT: SCS Engineers





| | | | | | |
|----------|----------|----------|----------|----------|----------|
| UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED |
| UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED | UNMAPPED |

This report includes information from the following map sheet(s).



TP, Cucamonga, 1897, 15-minute

SITE NAME: SWC E. Riverside & Hamner Ave
 ADDRESS: 13130 Milliken Ave
 Ontario, CA 91761
 CLIENT: SCS Engineers



SWC E. Riverside & Hamner Ave

13130 Milliken Ave

Ontario, CA 91761

Inquiry Number: 5155334.3

January 10, 2018

Certified Sanborn® Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

01/10/18

Site Name:

SWC E. Riverside & Hamner A
13130 Milliken Ave
Ontario, CA 91761
EDR Inquiry # 5155334.3

Client Name:

SCS Engineers
3900 Kilroy Airport Way
Long Beach, CA 90806
Contact: Kim Braun



The Sanborn Library has been searched by EDR and maps covering the target property location as provided by SCS Engineers were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # D80B-4631-AA9E
PO # NA
Project 01218010.00

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.



Sanborn® Library search results

Certification #: D80B-4631-AA9E

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

The Sanborn Library LLC Since 1866™

Limited Permission To Make Copies

SCS Engineers (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice. Copyright 2018 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

APPENDIX D

REGULATORY AGENCY FILE REVIEW INFORMATION

Search: 13031 Hamner Avenue

Home 4 sites found

Results Filter Export Legend

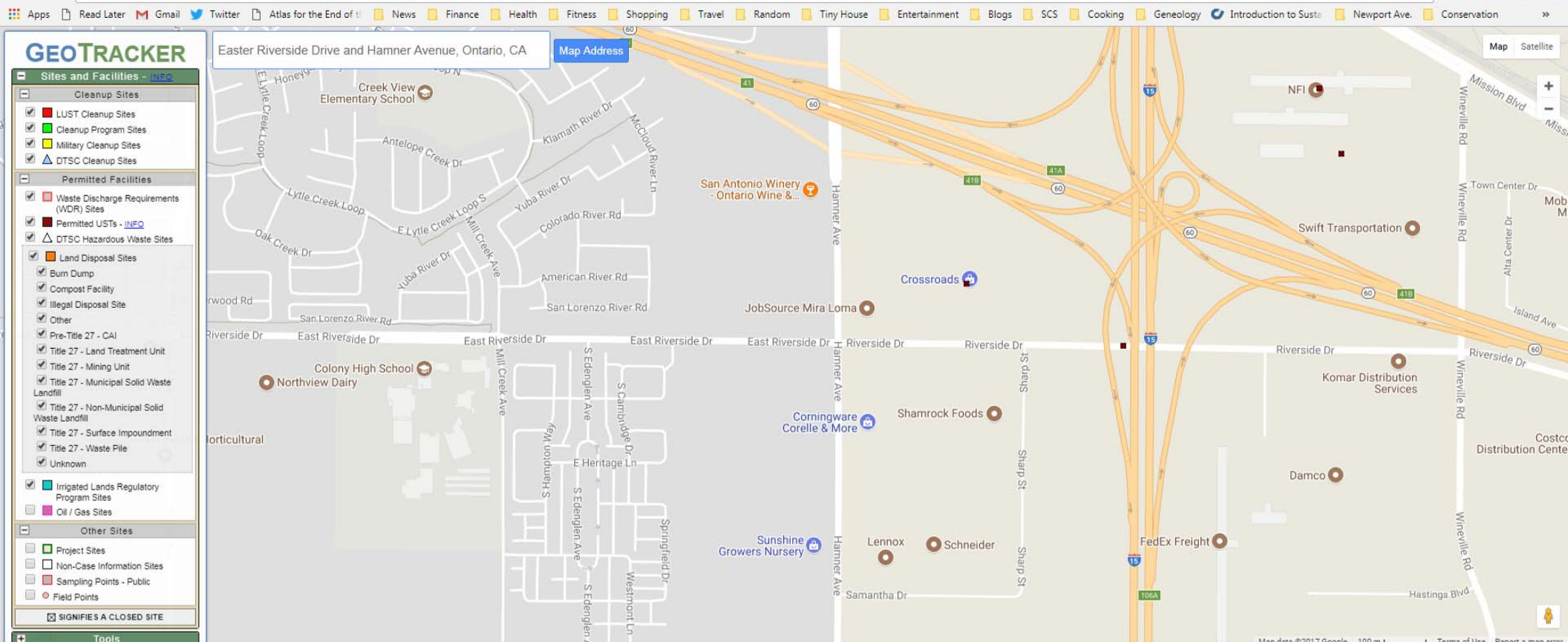
Map Location

13031 Hamner Ave, Eastvale, CA 91752

Show sites with no location

- Snapware Corporation
- Schneider Logistics-Building #5
- CROSSROAD CLASSIC MUSTANG
- LENNOX INDUSTRIES, INC.





SITES CURRENTLY VISIBLE ON MAP

| SITE NAME | GLOBAL ID | FAC ID | STATUS | ADDRESS | CITY |
|---------------------------|-------------|-----------|-------------------------|--------------------------------|---------------|
| CONSOLIDATED FREIGHTWAYS | T0606500619 | | COMPLETED - CASE CLOSED | 11885 MISSION BLVD | MIRA LOMA |
| CROSSROAD CLASSIC MUSTANG | T0606500266 | | COMPLETED - CASE CLOSED | 12421 RIVERSIDE AVENUE, UNIT B | MIRA LOMA |
| LAMA OIL INC | | | | 12515 RIVERSIDE DR | EASTVALE |
| SWIFT TRANSPORTATION | | FA0014866 | | 3575 WINEVILLE AVENUE | JURUPA VALLEY |

4 SITES LISTED



Division of Oil, Gas & Geothermal Resources - Well Finder

Find By Location

Find My Current Location

or

Street: 13130 south miliken

City: ontario

Zip: Find

Display a 1 mile buffer

Buffer radius is limited to 10 mi (52800ft).

Find By API

Find By Lat, Long

Find By PLSS

Find By Oil/Gas Field

Data (Layers):

Notices & Permits

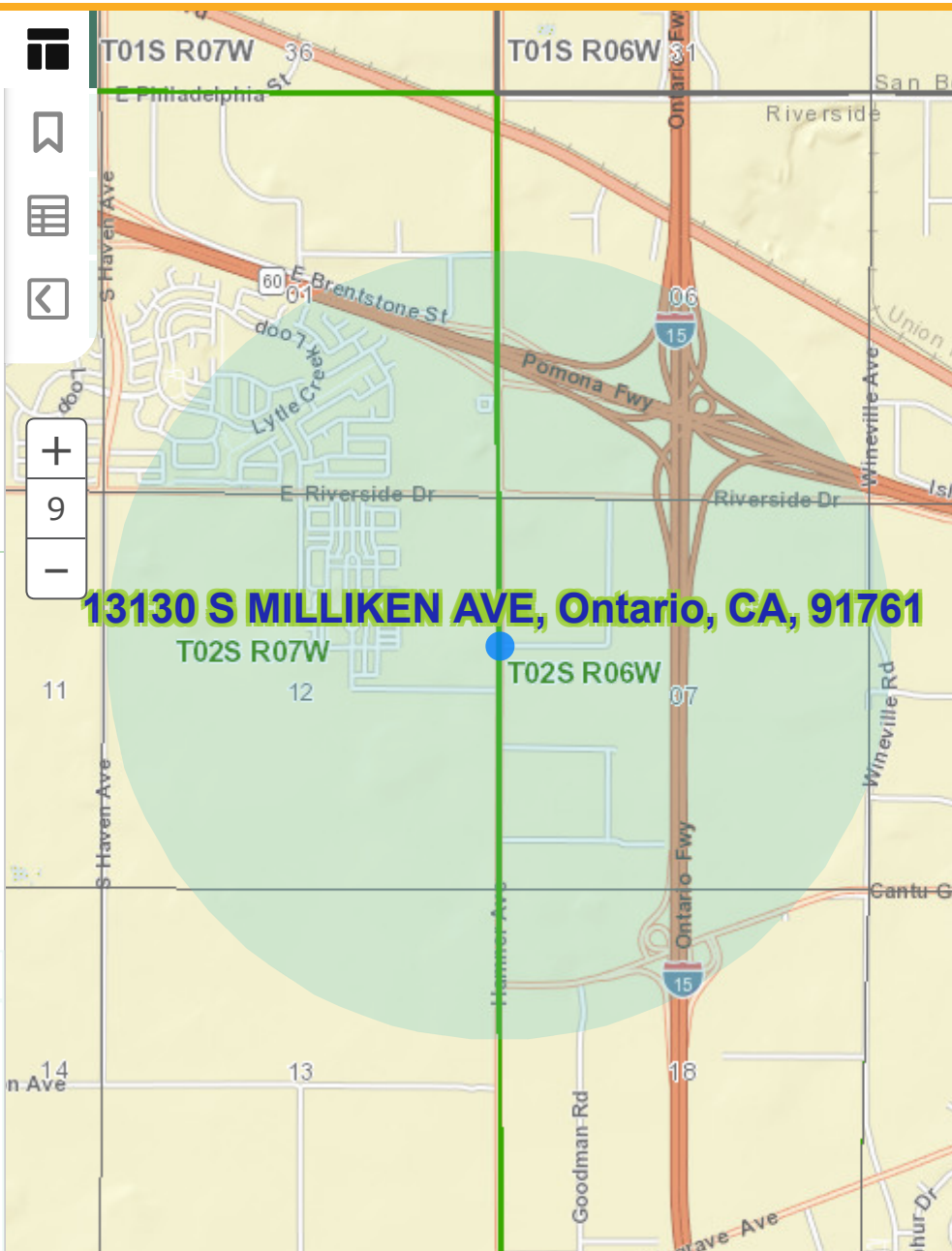
DOGGR Wells

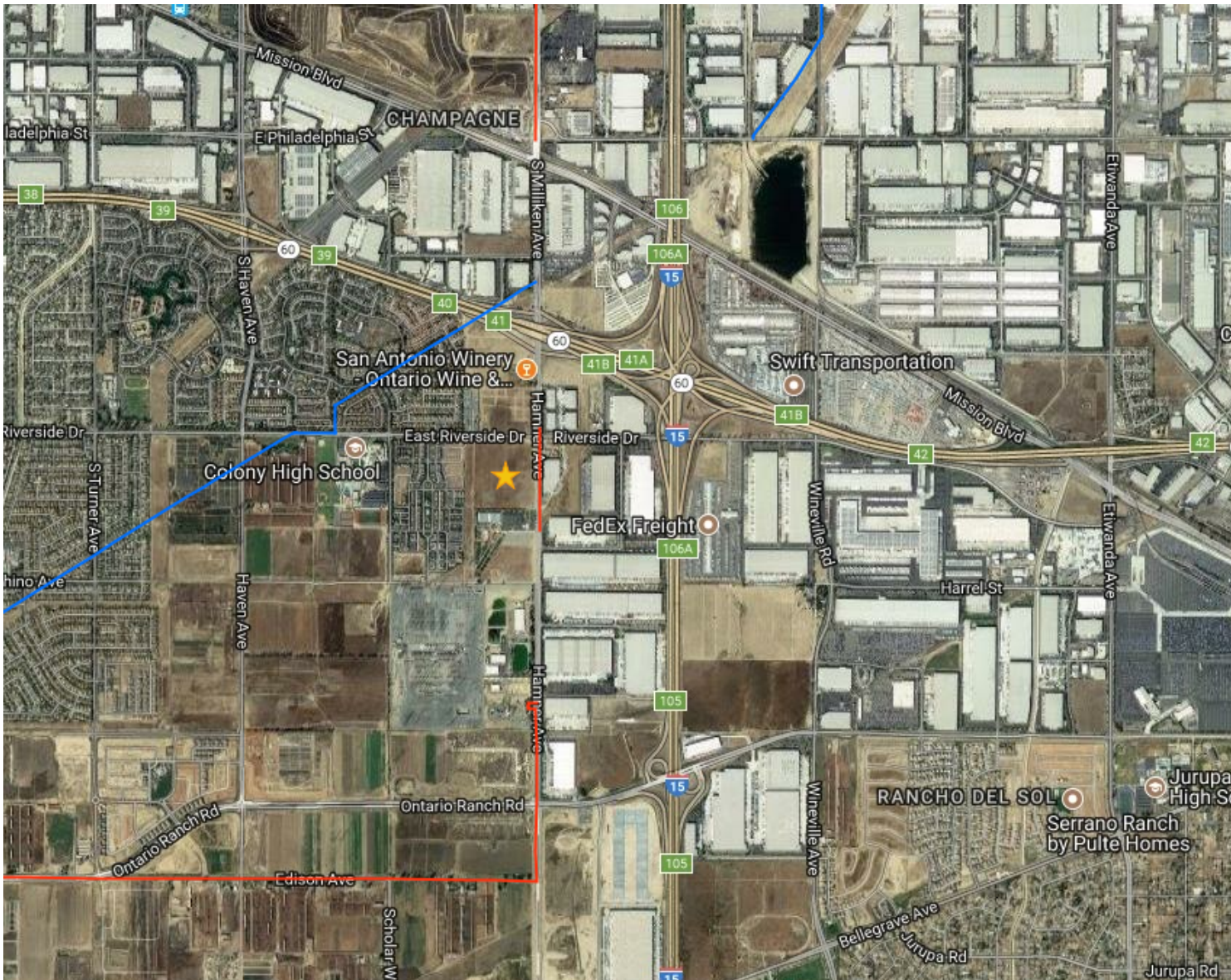
Label: API# Well# Detailed

EPA Wells for Aquifer Exemption Review

Enhanced Oil Recovery Wells

Disposal Wells





Legend

- Accidents (Liquid)
- Incidents (Gas)
- Gas Transmission Pipelines
- Hazardous Liquid Pipelines



Pipelines depicted on this map represent gas transmission and hazardous liquid lines only. Gas gathering and gas distribution systems are not represented.

This map should never be used as a substitute for contacting a one-call center prior to excavation activities. Please call 811 before any digging occurs.

Questions regarding this map or its contents can be directed to npms@dot.gov.

Projection: Geographic

Datum: NAD83

Map produced by the Public Viewer application at www.npms.phmsa.dot.gov

Date Printed: Jan 11, 2018



APPENDIX E
EDR DATABASE REPORT

SWC E. Riverside & Hamner Ave

13130 Milliken Ave

Ontario, CA 91761

Inquiry Number: 05155334.2r

January 10, 2018

The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

| <u>SECTION</u> | <u>PAGE</u> |
|--|-------------|
| Executive Summary | ES1 |
| Overview Map | 2 |
| Detail Map | 3 |
| Map Findings Summary | 4 |
| Map Findings | 8 |
| Orphan Summary | 35 |
| Government Records Searched/Data Currency Tracking | GR-1 |
| <u>GEOCHECK ADDENDUM</u> | |
| Physical Setting Source Addendum | A-1 |
| Physical Setting Source Summary | A-2 |
| Physical Setting SSURGO Soil Map | A-6 |
| Physical Setting Source Map | A-10 |
| Physical Setting Source Map Findings | A-12 |
| Physical Setting Source Records Searched | PSGR-1 |

Thank you for your business.
 Please contact EDR at 1-800-352-0050
 with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2018 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission. EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

13130 MILLIKEN AVE
ONTARIO, CA 91761

COORDINATES

Latitude (North): 34.0153190 - 34° 0' 55.14"
Longitude (West): 117.5603870 - 117° 33' 37.39"
Universal Transverse Mercator: Zone 11
UTM X (Meters): 448257.3
UTM Y (Meters): 3763801.5
Elevation: 787 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 5620426 GUASTI, CA
Version Date: 2012

South Map: 5640930 CORONA NORTH, CA
Version Date: 2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20140603
Source: USDA

MAPPED SITES SUMMARY

Target Property Address:
 13130 MILLIKEN AVE
 ONTARIO, CA 91761

Click on Map ID to see full detail.

| MAP ID | SITE NAME | ADDRESS | DATABASE ACRONYMS | RELATIVE ELEVATION | DIST (ft. & mi.) DIRECTION |
|---------------------|----------------------|----------------------|---|--------------------|----------------------------|
| A1 | AG-JACK PINHEIRO DAI | 11011 E RIVERSIDE DR | UST | Higher | 38, 0.007, North |
| A2 | JACK PINHEIRO DAIRY | 11011 RIVERSIDE DR | SWEEPS UST, CA FID UST, San Bern. Co. Permit, WDS | Higher | 41, 0.008, North |
| 3 | EXEL INC D C 3 | 4000 S HAMNER AVE | RCRA-SQG, FINDS, ECHO | Higher | 111, 0.021, ENE |
| B4 | VAN DIGEST DAIRY | 4680 HAMNER | SWEEPS UST, CA FID UST | Higher | 114, 0.022, NNE |
| B5 | CAL MOLD INC | 3900 HAMNER AVE | RCRA-SQG, FINDS, ECHO, HAZNET, NPDES | Higher | 139, 0.026, NNE |
| 6 | EXEL INC D C 5 | 4100 HAMNER AVE | RCRA-SQG, FINDS, ECHO | Lower | 345, 0.065, SE |
| 7 | LAMA OIL INC. | 12515 RIVERSIDE DR | UST | Higher | 494, 0.094, NE |
| C8 | CROSSROAD CLASSIC MU | 12421 RIVERSIDE AVEN | LUST, HIST CORTESE | Higher | 1031, 0.195, NE |
| C9 | CROSSROADS AUTO | 12421 RIVERSIDE AVE | RCRA-SQG, FINDS | Higher | 1031, 0.195, NE |
| C10 | CROSSROAD CLASSIC MU | 12421 RIVERSIDE AVE | LUST | Higher | 1031, 0.195, NE |
| D11 | FUJI NATURAL FOODS | 13500 MILIKEN AVE | HIST UST | Lower | 1171, 0.222, South |
| D12 | FUJI NATURAL FOODS | 13500 S MILLIKEN AVE | HIST UST, San Bern. Co. Permit | Lower | 1171, 0.222, South |
| D13 | FUJI NATURAL FOODS | 13500 MILLIKEN AVE | SWEEPS UST, CA FID UST | Lower | 1171, 0.222, South |
| 14 | EXEL INC D C 1 | 4250 S HAMNER AVE | RCRA-SQG, FINDS, ECHO | Lower | 1177, 0.223, SSE |
| 15 | ONTARIO WELL #50 | 3900 W RIVERSIDE DR | San Bern. Co. Permit | Higher | 1254, 0.237, NW |
| 16 | EXEL INC D C 2 | 12400 RIVERSIDE AVE | RCRA-SQG, FINDS, ECHO | Higher | 1290, 0.244, ENE |
| 17 | SCE-MIRA LOMA SUBSTA | 13568 MILLIKEN | LUST, AST, SWEEPS UST, CA FID UST, EMI | Lower | 1750, 0.331, SSE |
| 18 | SCE MIRA LOMA SUBSTA | 13568 MILLIKEN AVE | LUST | Higher | 2121, 0.402, North |

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL..... National Priority List
Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY..... Federal Facility Site Information listing
SEMS..... Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE..... Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG..... RCRA - Large Quantity Generators
RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS..... Land Use Control Information System
US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls

EXECUTIVE SUMMARY

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

State- and tribal - equivalent CERCLIS

ENVIROSTOR..... EnviroStor Database

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land
SLIC..... Statewide SLIC Cases

State and tribal registered storage tank lists

FEMA UST..... Underground Storage Tank Listing
AST..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST..... Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

VCP..... Voluntary Cleanup Program Properties
INDIAN VCP..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS..... Considered Brownfields Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT..... Waste Management Unit Database
SWRCY..... Recycler Database
HAULERS..... Registered Waste Tire Haulers Listing
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands
ODI..... Open Dump Inventory
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register

EXECUTIVE SUMMARY

| | |
|---------------------|--|
| HIST Cal-Sites..... | Historical Calsites Database |
| SCH..... | School Property Evaluation Program |
| CDL..... | Clandestine Drug Labs |
| Toxic Pits..... | Toxic Pits Cleanup Act Sites |
| US CDL..... | National Clandestine Laboratory Register |

Local Land Records

| | |
|--------------|-----------------------------|
| LIENS..... | Environmental Liens Listing |
| LIENS 2..... | CERCLA Lien Information |
| DEED..... | Deed Restriction Listing |

Records of Emergency Release Reports

| | |
|----------------|--|
| HMIRS..... | Hazardous Materials Information Reporting System |
| CHMIRS..... | California Hazardous Material Incident Report System |
| LDS..... | Land Disposal Sites Listing |
| MCS..... | Military Cleanup Sites Listing |
| SPILLS 90..... | SPILLS 90 data from FirstSearch |

Other Ascertainable Records

| | |
|------------------------|---|
| RCRA NonGen / NLR..... | RCRA - Non Generators / No Longer Regulated |
| FUDS..... | Formerly Used Defense Sites |
| DOD..... | Department of Defense Sites |
| SCRD DRYCLEANERS..... | State Coalition for Remediation of Drycleaners Listing |
| US FIN ASSUR..... | Financial Assurance Information |
| EPA WATCH LIST..... | EPA WATCH LIST |
| 2020 COR ACTION..... | 2020 Corrective Action Program List |
| TSCA..... | Toxic Substances Control Act |
| TRIS..... | Toxic Chemical Release Inventory System |
| SSTS..... | Section 7 Tracking Systems |
| ROD..... | Records Of Decision |
| RMP..... | Risk Management Plans |
| RAATS..... | RCRA Administrative Action Tracking System |
| PRP..... | Potentially Responsible Parties |
| PADS..... | PCB Activity Database System |
| ICIS..... | Integrated Compliance Information System |
| FTTS..... | FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act) |
| MLTS..... | Material Licensing Tracking System |
| COAL ASH DOE..... | Steam-Electric Plant Operation Data |
| COAL ASH EPA..... | Coal Combustion Residues Surface Impoundments List |
| PCB TRANSFORMER..... | PCB Transformer Registration Database |
| RADINFO..... | Radiation Information Database |
| HIST FTTS..... | FIFRA/TSCA Tracking System Administrative Case Listing |
| DOT OPS..... | Incident and Accident Data |
| CONSENT..... | Superfund (CERCLA) Consent Decrees |
| INDIAN RESERV..... | Indian Reservations |
| FUSRAP..... | Formerly Utilized Sites Remedial Action Program |
| UMTRA..... | Uranium Mill Tailings Sites |
| LEAD SMELTERS..... | Lead Smelter Sites |
| US AIRS..... | Aerometric Information Retrieval System Facility Subsystem |
| US MINES..... | Mines Master Index File |
| ABANDONED MINES..... | Abandoned Mines |

EXECUTIVE SUMMARY

| | |
|--------------------------|---|
| FINDS..... | Facility Index System/Facility Registry System |
| UXO..... | Unexploded Ordnance Sites |
| DOCKET HWC..... | Hazardous Waste Compliance Docket Listing |
| ECHO..... | Enforcement & Compliance History Information |
| FUELS PROGRAM..... | EPA Fuels Program Registered Listing |
| CA BOND EXP. PLAN..... | Bond Expenditure Plan |
| Cortese..... | "Cortese" Hazardous Waste & Substances Sites List |
| CUPA Listings..... | CUPA Resources List |
| DRYCLEANERS..... | Cleaner Facilities |
| EML..... | Emissions Inventory Data |
| ENF..... | Enforcement Action Listing |
| Financial Assurance..... | Financial Assurance Information Listing |
| HAZNET..... | Facility and Manifest Data |
| ICE..... | ICE |
| HWP..... | EnviroStor Permitted Facilities Listing |
| HWT..... | Registered Hazardous Waste Transporter Database |
| MINES..... | Mines Site Location Listing |
| MWMP..... | Medical Waste Management Program Listing |
| NPDES..... | NPDES Permits Listing |
| PEST LIC..... | Pesticide Regulation Licenses Listing |
| PROC..... | Certified Processors Database |
| Notify 65..... | Proposition 65 Records |
| UIC..... | UIC Listing |
| WASTEWATER PITS..... | Oil Wastewater Pits Listing |
| WDS..... | Waste Discharge System |
| WIP..... | Well Investigation Program Case List |

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

| | |
|-----------------------|---|
| EDR MGP..... | EDR Proprietary Manufactured Gas Plants |
| EDR Hist Auto..... | EDR Exclusive Historical Auto Stations |
| EDR Hist Cleaner..... | EDR Exclusive Historical Cleaners |

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

| | |
|---------------|---|
| RGA LF..... | Recovered Government Archive Solid Waste Facilities List |
| RGA LUST..... | Recovered Government Archive Leaking Underground Storage Tank |

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 09/13/2017 has revealed that there are 6 RCRA-SQG sites within approximately 0.25 miles of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|-------------------------------|----------------------------|----------------------------------|---------------|-------------|
| EXEL INC D C 3 | 4000 S HAMNER AVE | ENE 0 - 1/8 (0.021 mi.) | 3 | 10 |
| CAL MOLD INC | 3900 HAMNER AVE | NNE 0 - 1/8 (0.026 mi.) | B5 | 12 |
| CROSSROADS AUTO | 12421 RIVERSIDE AVE | NE 1/8 - 1/4 (0.195 mi.) | C9 | 23 |
| EXEL INC D C 2 | 12400 RIVERSIDE AVE | ENE 1/8 - 1/4 (0.244 mi.) | 16 | 29 |
| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
| EXEL INC D C 5 | 4100 HAMNER AVE | SE 0 - 1/8 (0.065 mi.) | 6 | 18 |
| EXEL INC D C 1 | 4250 S HAMNER AVE | SSE 1/8 - 1/4 (0.223 mi.) | 14 | 27 |

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 4 LUST sites within approximately 0.5 miles of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|---|-----------------------------|----------------------------------|---------------|-------------|
| CROSSROAD CLASSIC MU Database: LUST REG 8, Date of Government Version: 02/14/2005 Database: LUST, Date of Government Version: 09/11/2017 Status: Completed - Case Closed Facility Status: Pollution Characterization Global Id: T0606500266 Global ID: T0606500266 | 12421 RIVERSIDE AVEN | NE 1/8 - 1/4 (0.195 mi.) | C8 | 20 |
| CROSSROAD CLASSIC MU Database: RIVERSIDE CO. LUST, Date of Government Version: 10/11/2017 Facility Id: 92383 Facility Status: 9 | 12421 RIVERSIDE AVE | NE 1/8 - 1/4 (0.195 mi.) | C10 | 24 |
| SCE MIRA LOMA SUBSTA Database: LUST REG 8, Date of Government Version: 02/14/2005 Facility Status: Case Closed Global ID: T0607199165 | 13568 MILLIKEN AVE | N 1/4 - 1/2 (0.402 mi.) | 18 | 33 |
| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
| SCE-MIRA LOMA SUBSTA Database: LUST, Date of Government Version: 09/11/2017 | 13568 MILLIKEN | SSE 1/4 - 1/2 (0.331 mi.) | 17 | 30 |

EXECUTIVE SUMMARY

Status: Completed - Case Closed
Global Id: T0607199165

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 2 UST sites within approximately 0.25 miles of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|--|----------------------|-----------------------------|---------------|-------------|
| AG-JACK PINHEIRO DAI Database: UST, Date of Government Version: 09/11/2017 Facility Id: 87014227 | 11011 E RIVERSIDE DR | N 0 - 1/8 (0.007 mi.) | A1 | 8 |
| LAMA OIL INC. Database: UST, Date of Government Version: 09/11/2017 | 12515 RIVERSIDE DR | NE 0 - 1/8 (0.094 mi.) | 7 | 20 |

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 3 SWEEPS UST sites within approximately 0.25 miles of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|---|---------------------------|--------------------------------|---------------|-------------|
| JACK PINHEIRO DAIRY Status: A Tank Status: A Comp Number: 38652 | 11011 RIVERSIDE DR | N 0 - 1/8 (0.008 mi.) | A2 | 8 |
| VAN DIGEST DAIRY Status: A Tank Status: A Comp Number: 36865 | 4680 HAMNER | NNE 0 - 1/8 (0.022 mi.) | B4 | 11 |
| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
| FUJI NATURAL FOODS Status: A Comp Number: 18372 | 13500 MILLIKEN AVE | S 1/8 - 1/4 (0.222 mi.) | D13 | 26 |

EXECUTIVE SUMMARY

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 2 HIST UST sites within approximately 0.25 miles of the target property.

| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|---|-----------------------------|--------------------------------|---------------|-------------|
| FUJI NATURAL FOODS | 13500 MILLIKEN AVE | S 1/8 - 1/4 (0.222 mi.) | D11 | 25 |
| FUJI NATURAL FOODS Facility Id: 00000018372 | 13500 S MILLIKEN AVE | S 1/8 - 1/4 (0.222 mi.) | D12 | 25 |

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 3 CA FID UST sites within approximately 0.25 miles of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|--|---------------------------|--------------------------------|---------------|-------------|
| JACK PINHEIRO DAIRY Facility Id: 36008959 Status: A | 11011 RIVERSIDE DR | N 0 - 1/8 (0.008 mi.) | A2 | 8 |
| VAN DIGEST DAIRY Facility Id: 36001290 Status: A | 4680 HAMNER | NNE 0 - 1/8 (0.022 mi.) | B4 | 11 |

| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|---|---------------------------|--------------------------------|---------------|-------------|
| FUJI NATURAL FOODS Facility Id: 36001373 Status: A | 13500 MILLIKEN AVE | S 1/8 - 1/4 (0.222 mi.) | D13 | 26 |

Other Ascertainable Records

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSTES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|---|-----------------------------|---------------------------------|---------------|-------------|
| CROSSROAD CLASSIC MU Reg Id: 083302036T | 12421 RIVERSIDE AVEN | NE 1/8 - 1/4 (0.195 mi.) | C8 | 20 |

EXECUTIVE SUMMARY

San Bern. Co. Permit: San Bernardino County Fire Department Hazardous Materials Division.

A review of the San Bern. Co. Permit list, as provided by EDR, and dated 08/31/2017 has revealed that there are 3 San Bern. Co. Permit sites within approximately 0.25 miles of the target property.

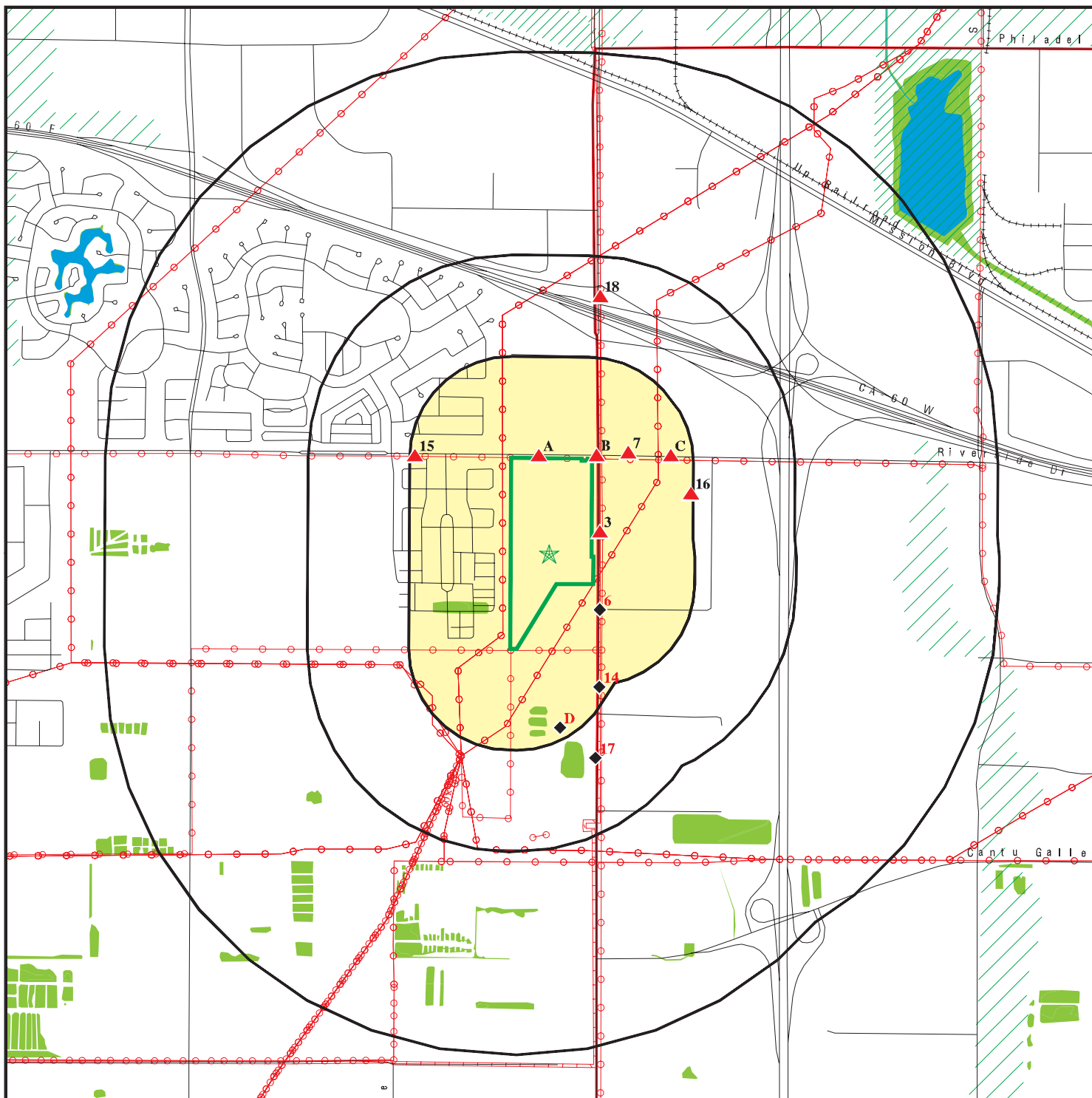
| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|---|----------------------|-----------------------------|---------------|-------------|
| JACK PINHEIRO DAIRY Facility Status: INACTIVE Facility Id: FA0000509 | 11011 RIVERSIDE DR | N 0 - 1/8 (0.008 mi.) | A2 | 8 |
| ONTARIO WELL #50 Facility Status: INACTIVE Facility Id: FA0012899 | 3900 W RIVERSIDE DR | NW 1/8 - 1/4 (0.237 mi.) | 15 | 29 |
| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
| FUJI NATURAL FOODS Facility Status: ACTIVE Facility Id: FA0015181 | 13500 S MILLIKEN AVE | S 1/8 - 1/4 (0.222 mi.) | D12 | 25 |

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.

| <u>Site Name</u> | <u>Database(s)</u> |
|----------------------------|--------------------|
| SO CAL GAS/ONTARIO MGP | EDR MGP |
| MILLIKEN SANITARY LANDFILL | ENVIROSTOR |

OVERVIEW MAP - 05155334.2R



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

County Boundary

Power transmission lines

Pipelines

100-year flood zone

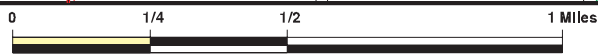
500-year flood zone

National Wetland Inventory

State Wetlands

Upgradient Area

Areas of Concern

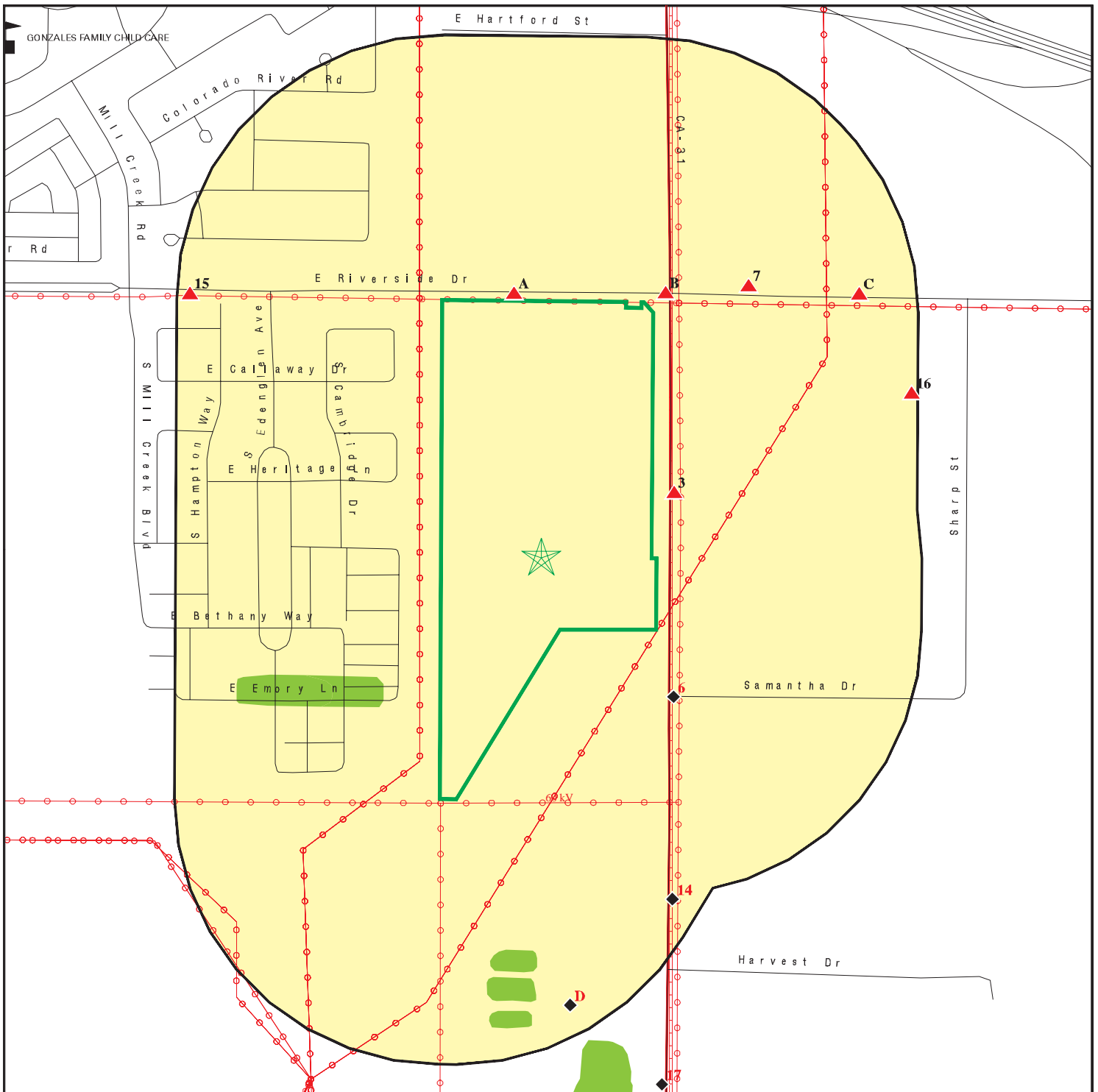


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: SWC E. Riverside & Hamner Ave
 ADDRESS: 13130 Milliken Ave
 Ontario CA 91761
 LAT/LONG: 34.015319 / 117.560387

CLIENT: SCS Engineers
 CONTACT: Kim Braun
 INQUIRY #: 05155334.2r
 DATE: January 10, 2018 12:50 pm

DETAIL MAP - 05155334.2R



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- County Boundary
- Power transmission lines
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

| | |
|--|---|
| <p>SITE NAME: SWC E. Riverside & Hamner Ave ADDRESS: 13130 Milliken Ave Ontario CA 91761 LAT/LONG: 34.015319 / 117.560387</p> | <p>CLIENT: SCS Engineers CONTACT: Kim Braun INQUIRY #: 05155334.2r DATE: January 10, 2018 12:53 pm</p> |
|--|---|

MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|--|-------------------------------|--------------------|-------|-----------|-----------|---------|-----|------------------|
| STANDARD ENVIRONMENTAL RECORDS | | | | | | | | |
| <i>Federal NPL site list</i> | | | | | | | | |
| NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| Proposed NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| NPL LIENS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| <i>Federal Delisted NPL site list</i> | | | | | | | | |
| Delisted NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| <i>Federal CERCLIS list</i> | | | | | | | | |
| FEDERAL FACILITY | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SEMS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Federal CERCLIS NFRAP site list</i> | | | | | | | | |
| SEMS-ARCHIVE | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Federal RCRA CORRACTS facilities list</i> | | | | | | | | |
| CORRACTS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| <i>Federal RCRA non-CORRACTS TSD facilities list</i> | | | | | | | | |
| RCRA-TSDF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Federal RCRA generators list</i> | | | | | | | | |
| RCRA-LQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| RCRA-SQG | 0.250 | | 3 | 3 | NR | NR | NR | 6 |
| RCRA-CESQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| <i>Federal institutional controls / engineering controls registries</i> | | | | | | | | |
| LUCIS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US ENG CONTROLS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US INST CONTROL | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Federal ERNS list</i> | | | | | | | | |
| ERNS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| <i>State- and tribal - equivalent NPL RESPONSE</i> | | | | | | | | |
| RESPONSE | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| <i>State- and tribal - equivalent CERCLIS ENVIROSTOR</i> | | | | | | | | |
| ENVIROSTOR | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| <i>State and tribal landfill and/or solid waste disposal site lists</i> | | | | | | | | |
| SWF/LF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>State and tribal leaking storage tank lists</i> | | | | | | | | |
| LUST | 0.500 | | 0 | 2 | 2 | NR | NR | 4 |

MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|--|-------------------------------|--------------------|-------|-----------|-----------|---------|-----|------------------|
| INDIAN LUST | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SLIC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>State and tribal registered storage tank lists</i> | | | | | | | | |
| FEMA UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| UST | 0.250 | | 2 | 0 | NR | NR | NR | 2 |
| AST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| INDIAN UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| <i>State and tribal voluntary cleanup sites</i> | | | | | | | | |
| VCP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| INDIAN VCP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>State and tribal Brownfields sites</i> | | | | | | | | |
| BROWNFIELDS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <u>ADDITIONAL ENVIRONMENTAL RECORDS</u> | | | | | | | | |
| <i>Local Brownfield lists</i> | | | | | | | | |
| US BROWNFIELDS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Local Lists of Landfill / Solid Waste Disposal Sites</i> | | | | | | | | |
| WMUDS/SWAT | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SWRCY | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| HAULERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| INDIAN ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| DEBRIS REGION 9 | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| IHS OPEN DUMPS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Local Lists of Hazardous waste / Contaminated Sites</i> | | | | | | | | |
| US HIST CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST Cal-Sites | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCH | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| Toxic Pits | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| US CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| <i>Local Lists of Registered Storage Tanks</i> | | | | | | | | |
| SWEEPS UST | 0.250 | | 2 | 1 | NR | NR | NR | 3 |
| HIST UST | 0.250 | | 0 | 2 | NR | NR | NR | 2 |
| CA FID UST | 0.250 | | 2 | 1 | NR | NR | NR | 3 |
| <i>Local Land Records</i> | | | | | | | | |
| LIENS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| LIENS 2 | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| DEED | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Records of Emergency Release Reports</i> | | | | | | | | |
| HMIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |

MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|------------------------------------|-------------------------|-----------------|-------|-----------|-----------|---------|-----|---------------|
| CHMIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| LDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MCS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SPILLS 90 | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| Other Ascertainable Records | | | | | | | | |
| RCRA NonGen / NLR | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| FUDS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| DOD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCRD DRYCLEANERS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US FIN ASSUR | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| EPA WATCH LIST | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| 2020 COR ACTION | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| TSCA | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| TRIS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SSTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ROD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| RMP | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RAATS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PRP | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PADS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ICIS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FTTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MLTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| COAL ASH DOE | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| COAL ASH EPA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| PCB TRANSFORMER | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RADINFO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST FTTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| DOT OPS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CONSENT | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| INDIAN RESERV | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FUSRAP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| UMTRA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| LEAD SMELTERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| US AIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| US MINES | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ABANDONED MINES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FINDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| UXO | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| DOCKET HWC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ECHO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FUELS PROGRAM | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| CA BOND EXP. PLAN | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| Cortese | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| CUPA Listings | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| DRYCLEANERS | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| EMI | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ENF | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| Financial Assurance | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HAZNET | 0.001 | | 0 | NR | NR | NR | NR | 0 |

MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|----------------------|-------------------------|-----------------|-------|-----------|-----------|---------|-----|---------------|
| ICE | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST CORTESE | 0.500 | | 0 | 1 | 0 | NR | NR | 1 |
| HWP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| HWT | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| MINES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MWMP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| NPDES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| San Bern. Co. Permit | 0.250 | | 1 | 2 | NR | NR | NR | 3 |
| PEST LIC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PROC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| Notify 65 | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| UIC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WASTEWATER PITS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| WDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WIP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

| | | | | | | | | |
|------------------|-------|--|---|----|----|----|----|---|
| EDR MGP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| EDR Hist Auto | 0.125 | | 0 | NR | NR | NR | NR | 0 |
| EDR Hist Cleaner | 0.125 | | 0 | NR | NR | NR | NR | 0 |

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

| | | | | | | | | |
|----------|-------|--|---|----|----|----|----|---|
| RGA LF | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RGA LUST | 0.001 | | 0 | NR | NR | NR | NR | 0 |

- Totals -- 0 10 12 2 0 0 24

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

A1
 North
 < 1/8
 0.007 mi.
 38 ft.

AG-JACK PINHEIRO DAIRY
 11011 E RIVERSIDE DR
 ONTARIO, CA 91761
 Site 1 of 2 in cluster A

UST U003784996
 N/A

Relative:
Higher

UST:
 Facility ID: 87014227
 Permitting Agency: SAN BERNARDINO COUNTY
 Latitude: 34.01894
 Longitude: -117.56427

Actual:
 797 ft.

A2
 North
 < 1/8
 0.008 mi.
 41 ft.

JACK PINHEIRO DAIRY
 11011 RIVERSIDE DR
 ONTARIO, CA 91761
 Site 2 of 2 in cluster A

SWEEPS UST S101618952
CA FID UST N/A
 San Bern. Co. Permit
 WDS

Relative:
Higher

SWEEPS UST:
 Status: Active
 Comp Number: 38652
 Number: 9
 Board Of Equalization: Not reported
 Referral Date: 09-10-91
 Action Date: 09-10-91
 Created Date: 02-29-88
 Owner Tank Id: 1
 SWRCB Tank Id: 36-000-038652-000001
 Tank Status: A
 Capacity: 1000
 Active Date: 08-24-88
 Tank Use: M.V. FUEL
 STG: P
 Content: REG UNLEADED
 Number Of Tanks: 1

Actual:
 798 ft.

CA FID UST:
 Facility ID: 36008959
 Regulated By: UTKA
 Regulated ID: 00038652
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: Not reported
 Mail To: Not reported
 Mailing Address: 11011 RIVERSIDE DR
 Mailing Address 2: Not reported
 Mailing City,St,Zip: ONTARIO 91761
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

San Bern. Co. Permit:
 Region: SAN BERNARDINO
 Facility ID: FA0000509
 Owner: JACK PINHEIRO DAIRY

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

JACK PINHEIRO DAIRY (Continued)

S101618952

Permit Number: PT0003494
Permit Category: HAZMAT HANDLER - UST ONLY
Facility Status: INACTIVE
Expiration Date: 09/30/1989

Region: SAN BERNARDINO
Facility ID: FA0000509
Owner: JACK PINHEIRO DAIRY
Permit Number: PT0011109
Permit Category: UST OWNERSHIP/OPERATING PERMIT (PER UST)
Facility Status: INACTIVE
Expiration Date: 09/30/1987

WDS:

Facility ID: Santa Ana River 365520001
Facility Type: Agricultural - Facility that treats and/or disposes of the wastes associated with confined and concentrated animal feeding, confined animal feeding, confined animal holding, confined and concentrated aquatic animal production facilities, and aquaculture. the treatment and/or disposal of agricultural return water is included in this category.
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAG018001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 8
Facility Telephone: Not reported
Facility Contact: Not reported
Agency Name: PINHEIRO JACK
Agency Address: 11011 RIVERSIDE DR
Agency City,St,Zip: ONTARIO 91761
Agency Contact: JACK PINHEIRO
Agency Telephone: Not reported
Agency Type: Private
SIC Code: 241
SIC Code 2: Not reported
Primary Waste Type: Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Primary Waste: STORMS
Waste Type2: N
Waste2: Stormwater Runoff
Primary Waste Type: Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Secondary Waste: Solid Wastes
Secondary Waste Type: Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Design Flow: 0
Baseline Flow: 0

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

JACK PINHEIRO DAIRY (Continued)

S101618952

Reclamation: No reclamation requirements associated with this facility.
 POTW: The facility is not a POTW.
 Treat To Water: Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Aesthetic impairment would include nuisance from a waste treatment facility.
 Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

3
ENE
< 1/8
0.021 mi.
111 ft.

EXEL INC D C 3
4000 S HAMNER AVE
MIRA LOMA, CA 91752

RCRA-SQG 1004676980
FINDS CAR000091827
ECHO

Relative:
Higher

Actual:
791 ft.

RCRA-SQG:
 Date form received by agency: 02/13/2001
 Facility name: EXEL INC D C 3
 Facility address: 4000 S HAMNER AVE
 MIRA LOMA, CA 91752
 EPA ID: CAR000091827
 Mailing address: 4250 S HAMNER AVE
 MIRA LOMA, CA 91752
 Contact: TOD SUDMEIER
 Contact address: 4250 S HAMNER AVE
 MIRA LOMA, CA 91752
 Contact country: US
 Contact telephone: 909-360-5000
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
 Owner/operator name: EXEL INC
 Owner/operator address: 501 W SCHROCK RD
 WESTERVILLE, OH 43081
 Owner/operator country: Not reported
 Owner/operator telephone: 614-890-1730
 Owner/operator email: Not reported
 Owner/operator fax: Not reported
 Owner/operator extension: Not reported
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXEL INC D C 3 (Continued)

1004676980

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D002
. Waste name: CORROSIVE WASTE

Violation Status: No violations found

FINDS:

Registry ID: 110012198415

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1004676980
Registry ID: 110012198415
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110012198415>

B4
NNE
< 1/8
0.022 mi.
114 ft.

VAN DIGEST DAIRY
4680 HAMNER
ONTARIO, CA 91761
Site 1 of 2 in cluster B

SWEEPS UST **S101618995**
CA FID UST **N/A**

Relative:
Higher

SWEEPS UST:
Status: Active
Comp Number: 36865
Number: 9
Board Of Equalization: Not reported
Referral Date: 09-04-91
Action Date: 09-04-91
Created Date: 02-29-88

Actual:
798 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VAN DIGEST DAIRY (Continued)

S101618995

Owner Tank Id: 1
SWRCB Tank Id: 36-000-036865-000001
Tank Status: A
Capacity: 500
Active Date: 07-01-85
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: 2

Status: Active
Comp Number: 36865
Number: 9
Board Of Equalization: Not reported
Referral Date: 09-04-91
Action Date: 09-04-91
Created Date: 02-29-88
Owner Tank Id: 2
SWRCB Tank Id: 36-000-036865-000002
Tank Status: A
Capacity: 500
Active Date: 07-01-85
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 36001290
Regulated By: UTNKA
Regulated ID: 00036865
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 7149849466
Mail To: Not reported
Mailing Address: 4680 HAMNER
Mailing Address 2: Not reported
Mailing City,St,Zip: ONTARIO 91761
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

B5
NNE
< 1/8
0.026 mi.
139 ft.

CAL MOLD INC
3900 HAMNER AVE
MIRA LOMA, CA 91752
Site 2 of 2 in cluster B

RCRA-SQG 1001231404
FINDS CAR000044735
ECHO
HAZNET
NPDES

Relative:
Higher

RCRA-SQG:
Date form received by agency: 09/25/1998
Facility name: CAL MOLD INC
Facility address: 3900 HAMNER AVE
MIRA LOMA, CA 91752

Actual:
798 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAL MOLD INC (Continued)

1001231404

EPA ID: CAR000044735
Contact: EDWARD FLEMING
Contact address: 3900 HAMNER AVE
MIRA LOMA, CA 91752
Contact country: US
Contact telephone: 909-361-3100
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: CAL MOLD INC
Owner/operator address: 3900 HAMNER AVE
MIRA LOMA, CA 91752
Owner/operator country: Not reported
Owner/operator telephone: 909-361-3100
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

Violation Status: No violations found

FINDS:

Registry ID: 110002924710

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAL MOLD INC (Continued)

1001231404

provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1001231404
Registry ID: 110002924710
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002924710>

HAZNET:

envid: 1001231404
Year: 2006
GEPaid: CAR000044735
Contact: ERIC T FLEMING PRESIDENT
Telephone: 9093613100
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 1.14
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Riverside

envid: 1001231404
Year: 2006
GEPaid: CAR000044735
Contact: ERIC T FLEMING PRESIDENT
Telephone: 9093613100
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: 0.91
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Riverside

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAL MOLD INC (Continued)

1001231404

envid: 1001231404
Year: 2005
GEPaid: CAR000044735
Contact: ERIC T FLEMING PRESIDENT
Telephone: 9093613100
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.91
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Riverside

envid: 1001231404
Year: 2004
GEPaid: CAR000044735
Contact: ERIC T FLEMING PRESIDENT
Telephone: 9093613100
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.68
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Riverside

envid: 1001231404
Year: 2004
GEPaid: CAR000044735
Contact: ERIC T FLEMING PRESIDENT
Telephone: 9093613100
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Riverside

[Click this hyperlink](#) while viewing on your computer to access 8 additional CA_HAZNET: record(s) in the EDR Site Report.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAL MOLD INC (Continued)

1001231404

NPDES:

| | |
|---|----------------------------|
| Npdes Number: | Not reported |
| Facility Status: | Not reported |
| Agency Id: | Not reported |
| Region: | 8 |
| Regulatory Measure Id: | 326882 |
| Order No: | Not reported |
| Regulatory Measure Type: | Industrial |
| Place Id: | Not reported |
| WDID: | 8 331020938 |
| Program Type: | Not reported |
| Adoption Date Of Regulatory Measure: | Not reported |
| Effective Date Of Regulatory Measure: | Not reported |
| Expiration Date Of Regulatory Measure: | Not reported |
| Termination Date Of Regulatory Measure: | Not reported |
| Discharge Name: | Not reported |
| Discharge Address: | Not reported |
| Discharge City: | Not reported |
| Discharge State: | Not reported |
| Discharge Zip: | Not reported |
| RECEIVED DATE: | 05/09/2008 |
| PROCESSED DATE: | 06/27/2007 |
| STATUS CODE NAME: | Active |
| STATUS DATE: | 06/27/2007 |
| PLACE SIZE: | 335000 |
| PLACE SIZE UNIT: | SqFt |
| FACILITY CONTACT NAME: | Richard Cadogan |
| FACILITY CONTACT TITLE: | Technical Manager |
| FACILITY CONTACT PHONE: | 951-361-3100 |
| FACILITY CONTACT PHONE EXT: | Not reported |
| FACILITY CONTACT EMAIL: | cadoganrw@worldkitchen.com |
| OPERATOR NAME: | Snapware Corp |
| OPERATOR ADDRESS: | 3900 Hamner Ave |
| OPERATOR CITY: | Mira Loma |
| OPERATOR STATE: | California |
| OPERATOR ZIP: | 91752 |
| OPERATOR CONTACT NAME: | Richard Cadogan |
| OPERATOR CONTACT TITLE: | Technical Manager |
| OPERATOR CONTACT PHONE: | 951-361-3100 |
| OPERATOR CONTACT PHONE EXT: | Not reported |
| OPERATOR CONTACT EMAIL: | cadoganrw@worldkitchen.com |
| OPERATOR TYPE: | Private Business |
| DEVELOPER NAME: | Not reported |
| DEVELOPER ADDRESS: | Not reported |
| DEVELOPER CITY: | Not reported |
| DEVELOPER STATE: | California |
| DEVELOPER ZIP: | Not reported |
| DEVELOPER CONTACT NAME: | Not reported |
| DEVELOPER CONTACT TITLE: | Not reported |
| CONSTYPE LINEAR UTILITY IND: | Not reported |
| EMERGENCY PHONE NO: | Not reported |
| EMERGENCY PHONE EXT: | Not reported |
| CONSTYPE ABOVE GROUND IND: | Not reported |
| CONSTYPE BELOW GROUND IND: | Not reported |
| CONSTYPE CABLE LINE IND: | Not reported |
| CONSTYPE COMM LINE IND: | Not reported |
| CONSTYPE COMMERTIAL IND: | Not reported |

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAL MOLD INC (Continued)

1001231404

| | |
|---|-----------------------------|
| CONSTYPE ELECTRICAL LINE IND: | Not reported |
| CONSTYPE GAS LINE IND: | Not reported |
| CONSTYPE INDUSTRIAL IND: | Not reported |
| CONSTYPE OTHER DESCRIPTION: | Not reported |
| CONSTYPE OTHER IND: | Not reported |
| CONSTYPE RECONS IND: | Not reported |
| CONSTYPE RESIDENTIAL IND: | Not reported |
| CONSTYPE TRANSPORT IND: | Not reported |
| CONSTYPE UTILITY DESCRIPTION: | Not reported |
| CONSTYPE UTILITY IND: | Not reported |
| CONSTYPE WATER SEWER IND: | Not reported |
| DIR DISCHARGE USWATER IND: | N |
| RECEIVING WATER NAME: | San Antonio Creek Channel |
| CERTIFIER NAME: | Richard Cadogan |
| CERTIFIER TITLE: | Technical Manager |
| CERTIFICATION DATE: | 24-APR-15 |
| PRIMARY SIC: | 3089-Plastics Products, NEC |
| SECONDARY SIC: | Not reported |
| TERTIARY SIC: | Not reported |
| Npdes Number: | CAS000001 |
| Facility Status: | Active |
| Agency Id: | 0 |
| Region: | 8 |
| Regulatory Measure Id: | 326882 |
| Order No: | 97-03-DWQ |
| Regulatory Measure Type: | Enrollee |
| Place Id: | Not reported |
| WDID: | 8 331020938 |
| Program Type: | Industrial |
| Adoption Date Of Regulatory Measure: | Not reported |
| Effective Date Of Regulatory Measure: | 06/27/2007 |
| Expiration Date Of Regulatory Measure: | Not reported |
| Termination Date Of Regulatory Measure: | Not reported |
| Discharge Name: | Snapware Corp |
| Discharge Address: | 3900 Hamner Ave |
| Discharge City: | Mira Loma |
| Discharge State: | California |
| Discharge Zip: | 91752 |
| RECEIVED DATE: | Not reported |
| PROCESSED DATE: | Not reported |
| STATUS CODE NAME: | Not reported |
| STATUS DATE: | Not reported |
| PLACE SIZE: | Not reported |
| PLACE SIZE UNIT: | Not reported |
| FACILITY CONTACT NAME: | Not reported |
| FACILITY CONTACT TITLE: | Not reported |
| FACILITY CONTACT PHONE: | Not reported |
| FACILITY CONTACT PHONE EXT: | Not reported |
| FACILITY CONTACT EMAIL: | Not reported |
| OPERATOR NAME: | Not reported |
| OPERATOR ADDRESS: | Not reported |
| OPERATOR CITY: | Not reported |
| OPERATOR STATE: | Not reported |
| OPERATOR ZIP: | Not reported |
| OPERATOR CONTACT NAME: | Not reported |
| OPERATOR CONTACT TITLE: | Not reported |

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CAL MOLD INC (Continued)

1001231404

OPERATOR CONTACT PHONE: Not reported
 OPERATOR CONTACT PHONE EXT: Not reported
 OPERATOR CONTACT EMAIL: Not reported
 OPERATOR TYPE: Not reported
 DEVELOPER NAME: Not reported
 DEVELOPER ADDRESS: Not reported
 DEVELOPER CITY: Not reported
 DEVELOPER STATE: Not reported
 DEVELOPER ZIP: Not reported
 DEVELOPER CONTACT NAME: Not reported
 DEVELOPER CONTACT TITLE: Not reported
 CONSTYPE LINEAR UTILITY IND: Not reported
 EMERGENCY PHONE NO: Not reported
 EMERGENCY PHONE EXT: Not reported
 CONSTYPE ABOVE GROUND IND: Not reported
 CONSTYPE BELOW GROUND IND: Not reported
 CONSTYPE CABLE LINE IND: Not reported
 CONSTYPE COMM LINE IND: Not reported
 CONSTYPE COMMERTIAL IND: Not reported
 CONSTYPE ELECTRICAL LINE IND: Not reported
 CONSTYPE GAS LINE IND: Not reported
 CONSTYPE INDUSTRIAL IND: Not reported
 CONSTYPE OTHER DESRIPTION: Not reported
 CONSTYPE OTHER IND: Not reported
 CONSTYPE RECONS IND: Not reported
 CONSTYPE RESIDENTIAL IND: Not reported
 CONSTYPE TRANSPORT IND: Not reported
 CONSTYPE UTILITY DESCRIPTION: Not reported
 CONSTYPE UTILITY IND: Not reported
 CONSTYPE WATER SEWER IND: Not reported
 DIR DISCHARGE USWATER IND: Not reported
 RECEIVING WATER NAME: Not reported
 CERTIFIER NAME: Not reported
 CERTIFIER TITLE: Not reported
 CERTIFICATION DATE: Not reported
 PRIMARY SIC: Not reported
 SECONDARY SIC: Not reported
 TERTIARY SIC: Not reported

6
SE
< 1/8
0.065 mi.
345 ft.

EXEL INC D C 5
4100 HAMNER AVE
MIRA LOMA, CA 91752

RCRA-SQG 1004677534
FINDS CAR000098558
ECHO

Relative:
Lower

RCRA-SQG:
 Date form received by agency: 06/18/2001
 Facility name: EXEL INC D C 5
 Facility address: 4100 HAMNER AVE
 MIRA LOMA, CA 91752
 EPA ID: CAR000098558
 Mailing address: 4250 HAMNER AVE
 MIRA LOMA, CA 91752
 Contact: TOD SUDMEIER
 Contact address: 4250 HAMNER AVE
 MIRA LOMA, CA 91752
 Contact country: US
 Contact telephone: 909-360-5000

Actual:
786 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXEL INC D C 5 (Continued)

1004677534

Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: EXEL INC
Owner/operator address: 501 W SCHROCK RD
WESTERVILLE, OH 43081
Owner/operator country: Not reported
Owner/operator telephone: 614-890-1730
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D002
. Waste name: CORROSIVE WASTE

Violation Status: No violations found

FINDS:

Registry ID: 110012213470

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXEL INC D C 5 (Continued)

1004677534

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1004677534
Registry ID: 110012213470
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110012213470>

**7
NE
< 1/8
0.094 mi.
494 ft.**

**LAMA OIL INC.
12515 RIVERSIDE DR
EASTVALE, CA 91752**

**UST U004274406
N/A**

**Relative:
Higher**

UST:

Facility ID: Not reported
Permitting Agency: Riverside County Department of Environmental Health
Latitude: 34.0188
Longitude: -117.55075

**Actual:
797 ft.**

**C8
NE
1/8-1/4
0.195 mi.
1031 ft.**

**CROSSROAD CLASSIC MUSTANG
12421 RIVERSIDE AVENUE, UNIT B
MIRA LOMA, CA 91752**

**LUST S102005689
HIST CORTESE N/A**

Site 1 of 3 in cluster C

**Relative:
Higher**

LUST:

Lead Agency: RIVERSIDE COUNTY LOP
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500266
Global Id: T0606500266
Latitude: 34.020158
Longitude: -117.554878
Status: Completed - Case Closed
Status Date: 02/27/2006
Case Worker: SCB
RB Case Number: 083302036T
Local Agency: RIVERSIDE COUNTY LOP
File Location: Not reported
Local Case Number: 92383
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

**Actual:
793 ft.**

LUST:

Global Id: T0606500266
Contact Type: Regional Board Caseworker
Contact Name: CARL BERNHARDT
Organization Name: SANTA ANA RWQCB (REGION 8)
Address: 3737 MAIN STREET, SUITE 500
City: RIVERSIDE
Email: cbernhardt@waterboards.ca.gov
Phone Number: 9517824495

Global Id: T0606500266

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROAD CLASSIC MUSTANG (Continued)

S102005689

Contact Type: Local Agency Caseworker
Contact Name: SHARON BOLTINGHOUSE
Organization Name: RIVERSIDE COUNTY LOP
Address: 3880 LEMON ST SUITE 200
City: RIVERSIDE
Email: sbolting@rivco.org
Phone Number: 9519558980

LUST:

Global Id: T0606500266
Action Type: Other
Date: 04/16/1992
Action: Leak Discovery

Global Id: T0606500266
Action Type: Other
Date: 04/16/1992
Action: Leak Reported

Global Id: T0606500266
Action Type: ENFORCEMENT
Date: 06/22/1993
Action: Notice of Reimbursement

Global Id: T0606500266
Action Type: Other
Date: 04/16/1992
Action: Leak Stopped

LUST:

Global Id: T0606500266
Status: Completed - Case Closed
Status Date: 02/27/2006

Global Id: T0606500266
Status: Open - Case Begin Date
Status Date: 04/16/1992

Global Id: T0606500266
Status: Open - Site Assessment
Status Date: 04/16/1992

Global Id: T0606500266
Status: Open - Site Assessment
Status Date: 05/01/1992

Global Id: T0606500266
Status: Open - Site Assessment
Status Date: 08/11/1992

Global Id: T0606500266
Status: Open - Site Assessment
Status Date: 08/14/2000

Global Id: T0606500266
Status: Open - Verification Monitoring

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROAD CLASSIC MUSTANG (Continued)

S102005689

Status Date: 08/14/2000

LUST REG 8:

| | |
|--|---|
| Region: | 8 |
| County: | Riverside |
| Regional Board: | Santa Ana Region |
| Facility Status: | Pollution Characterization |
| Case Number: | 083302036T |
| Local Case Num: | 92383 |
| Case Type: | Soil only |
| Substance: | Gasoline |
| Qty Leaked: | Not reported |
| Abate Method: | Not reported |
| Cross Street: | MILLIKEN |
| Enf Type: | None Taken |
| Funding: | Not reported |
| How Discovered: | Tank Closure |
| How Stopped: | Not reported |
| Leak Cause: | UNK |
| Leak Source: | Piping |
| Global ID: | T0606500266 |
| How Stopped Date: | 4/16/1992 |
| Enter Date: | 6/22/1992 |
| Date Confirmation of Leak Began: | 4/16/1992 |
| Date Preliminary Assessment Began: | 8/11/1992 |
| Discover Date: | 4/16/1992 |
| Enforcement Date: | 1/1/1965 |
| Close Date: | Not reported |
| Date Prelim Assessment Workplan Submitted: | 5/1/1992 |
| Date Pollution Characterization Began: | 1/1/1965 |
| Date Remediation Plan Submitted: | Not reported |
| Date Remedial Action Underway: | Not reported |
| Date Post Remedial Action Monitoring: | Not reported |
| Enter Date: | 6/22/1992 |
| GW Qualifies: | Not reported |
| Soil Qualifies: | Not reported |
| Operator: | Not reported |
| Facility Contact: | Not reported |
| Interim: | Not reported |
| Oversite Program: | LUST |
| Latitude: | 34.0188187 |
| Longitude: | -117.5546806 |
| MTBE Date: | Not reported |
| Max MTBE GW: | Not reported |
| MTBE Concentration: | 0 |
| Max MTBE Soil: | Not reported |
| MTBE Fuel: | 1 |
| MTBE Tested: | Site NOT Tested for MTBE.Includes Unknown and Not Analyzed. |
| MTBE Class: | * |
| Staff: | CAB |
| Staff Initials: | UNK |
| Lead Agency: | Local Agency |
| Local Agency: | 33000L |
| Hydr Basin #: | UPPER SANTA ANA VALL |
| Beneficial: | Not reported |
| Priority: | Not reported |

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROAD CLASSIC MUSTANG (Continued)

S102005689

Cleanup Fund Id: Not reported
Work Suspended: Not reported
Summary: RP APPLIED TO CLEANUP FUND WERE NOT INITIALLY APPROVED DUE TO COMPLICATIONS.

HIST CORTESE:

Region: CORTESE
Facility County Code: 33
Reg By: LTNKA
Reg Id: 083302036T

C9
NE
1/8-1/4
0.195 mi.
1031 ft.

CROSSROADS AUTO
12421 RIVERSIDE AVE UNIT D
MIRA LOMA, CA 91752

RCRA-SQG 1000819950
FINDS CAD983659699

Site 2 of 3 in cluster C

Relative:
Higher

RCRA-SQG:

Date form received by agency: 02/16/1993
Facility name: CROSSROADS TRUCK
Facility address: 12421 RIVERSIDE AVE UNIT D
MIRA LOMA, CA 91752
EPA ID: CAD983659699
Contact: GREG CAMPBELL
Contact address: 12421 RIVERSIDE AVE UNIT D
MIRA LOMA, CA 91752
Contact country: US
Contact telephone: 714-681-3301
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Actual:
793 ft.

Owner/Operator Summary:

Owner/operator name: GREG CAMPBELL
Owner/operator address: 12421 RIVERSIDE
MIRA LOMA, CA 91752
Owner/operator country: Not reported
Owner/operator telephone: 714-681-3301
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CROSSROADS AUTO (Continued)

1000819950

Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002892843

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

**C10
 NE
 1/8-1/4
 0.195 mi.
 1031 ft.**

**CROSSROAD CLASSIC MUSTANG
 12421 RIVERSIDE AVE
 MIRA LOMA, CA
 Site 3 of 3 in cluster C**

**LUST S101300490
 N/A**

**Relative:
 Higher**

RIVERSIDE CO. LUST:
 Region: RIVERSIDE
 Facility ID: 92383
 Employee: Boltinghous-LOP
 Site Closed: Yes
 Case Type: Soil only

**Actual:
 793 ft.**

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROAD CLASSIC MUSTANG (Continued)

S101300490

Facility Status: closed/action completed
Casetype Decode: Soil only is impacted
Fstatus Decode: Closed/Action completed

D11
South
1/8-1/4
0.222 mi.
1171 ft.

FUJI NATURAL FOODS
13500 MILLIKEN AVE
ONTARIO, CA 91761
Site 1 of 3 in cluster D

HIST UST **S118410404**
N/A

Relative:
Lower

HIST UST:
File Number: 00029EE8
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00029EE8.pdf>
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Actual:
768 ft.

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

D12
South
1/8-1/4
0.222 mi.
1171 ft.

FUJI NATURAL FOODS
13500 S MILLIKEN AVE
ONTARIO, CA 91761
Site 2 of 3 in cluster D

HIST UST **U001569985**
San Bern. Co. Permit **N/A**

Relative:
Lower

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000018372
Facility Type: Other
Other Type: Not reported
Contact Name: RANDALL YAMAUCHI
Telephone: 7149471008
Owner Name: FUJI NATURAL FOODS
Owner Address: 13500 MILLIKEN AVE.
Owner City,St,Zip: ONTARIO, CA 91761
0001
Total Tanks: 001

Actual:
768 ft.

Tank Num: 001

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FUJI NATURAL FOODS (Continued)

U001569985

Container Num: 001
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: 3/16
Leak Detection: None

San Bern. Co. Permit:

Region: SAN BERNARDINO
Facility ID: FA0015181
Owner: Fuji Natural Foods inc.
Permit Number: PT0026459
Permit Category: HAZARDOUS MATERIALS 11-30 CHEMICALS
Facility Status: ACTIVE
Expiration Date: 12/31/2017

Region: SAN BERNARDINO
Facility ID: FA0015181
Owner: Fuji Natural Foods inc.
Permit Number: PT0036659
Permit Category: SMALL QUANTITY GENERATOR
Facility Status: ACTIVE
Expiration Date: 12/31/2017

D13
South
1/8-1/4
0.222 mi.
1171 ft.

FUJI NATURAL FOODS
13500 MILLIKEN AVE
ONTARIO, CA 91761
Site 3 of 3 in cluster D

SWEEPS UST S101618937
CA FID UST N/A

Relative:
Lower

SWEEPS UST:

Status: Active
Comp Number: 18372
Number: 1
Board Of Equalization: 44-020676
Referral Date: 09-05-91
Action Date: 09-05-91
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

Actual:
768 ft.

Status: Not reported
Comp Number: 18372
Number: Not reported
Board Of Equalization: 44-020676
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FUJI NATURAL FOODS (Continued)

S101618937

SWRCB Tank Id: 36-000-018372-000001
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 1

CA FID UST:

Facility ID: 36001373
Regulated By: UTNKA
Regulated ID: 00018372
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136201966
Mail To: Not reported
Mailing Address: 13500 MILLIKEN AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: ONTARIO 91761
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

14
SSE
1/8-1/4
0.223 mi.
1177 ft.

EXEL INC D C 1
4250 S HAMNER AVE
MIRA LOMA, CA 91752

RCRA-SQG 1004676982
FINDS CAR000091843
ECHO

Relative:
Lower

RCRA-SQG:

Date form received by agency: 02/13/2001
Facility name: EXEL INC D C 1
Facility address: 4250 S HAMNER AVE
MIRA LOMA, CA 91752
EPA ID: CAR000091843
Contact: TOD SUDMEIER
Contact address: 4250 S HAMNER AVE
MIRA LOMA, CA 91752
Contact country: US
Contact telephone: 909-360-5000
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Actual:
774 ft.

Owner/Operator Summary:

Owner/operator name: EXEL INC
Owner/operator address: 501 W SCHROCK RD

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXEL INC D C 1 (Continued)

1004676982

WESTERVILLE, OH 43081

Owner/operator country: Not reported
Owner/operator telephone: 614-890-1730
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D002
. Waste name: CORROSIVE WASTE

Violation Status: No violations found

FINDS:

Registry ID: 110012198433

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1004676982
Registry ID: 110012198433
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110012198433>

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

15
NW
1/8-1/4
0.237 mi.
1254 ft.

ONTARIO WELL #50
3900 W RIVERSIDE DR
ONTARIO, CA 91761

San Bern. Co. Permit

S110071692
N/A

Relative:
Higher

San Bern. Co. Permit:
 Region: SAN BERNARDINO
 Facility ID: FA0012899
 Owner: CITY OF ONTARIO
 Permit Number: PT0022567
 Permit Category: HAZMAT HANDLER 0-10 EMPLOYEES
 Facility Status: INACTIVE
 Expiration Date: 11/30/2012

Actual:
800 ft.

16
ENE
1/8-1/4
0.244 mi.
1290 ft.

EXEL INC D C 2
12400 RIVERSIDE AVE
MIRA LOMA, CA 91752

RCRA-SQG
FINDS
ECHO

1004676981
CAR000091835

Relative:
Higher

RCRA-SQG:
 Date form received by agency: 02/13/2001
 Facility name: EXEL INC D C 2
 Facility address: 12400 RIVERSIDE AVE
 MIRA LOMA, CA 91752
 EPA ID: CAR000091835
 Mailing address: 4250 S HAMNER AVE
 MIRA LOMA, CA 91752
 Contact: TOD SUDMEIER
 Contact address: 4250 S HAMNER AVE
 MIRA LOMA, CA 91752
 Contact country: US
 Contact telephone: 909-360-5000
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Actual:
792 ft.

Owner/Operator Summary:
 Owner/operator name: EXEL INC
 Owner/operator address: 501 W SCHROCK RD
 WESTERVILLE, OH 43081
 Owner/operator country: Not reported
 Owner/operator telephone: 614-890-1730
 Owner/operator email: Not reported
 Owner/operator fax: Not reported
 Owner/operator extension: Not reported
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:
 U.S. importer of hazardous waste: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXEL INC D C 2 (Continued)

1004676981

Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D002
. Waste name: CORROSIVE WASTE

Violation Status: No violations found

FINDS:

Registry ID: 110012198424

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1004676981
Registry ID: 110012198424
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110012198424>

17
SSE
1/4-1/2
0.331 mi.
1750 ft.

**SCE-MIRA LOMA SUBSTATION
13568 MILLIKEN
ONTARIO, CA 91761**

**LUST S101591743
AST N/A
SWEEPS UST
CA FID UST
EMI**

**Relative:
Lower**

LUST:

Lead Agency: SAN BERNARDINO COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607199165
Global Id: T0607199165
Latitude: 33.9885692
Longitude: -117.5583246
Status: Completed - Case Closed
Status Date: 06/11/2001
Case Worker: Not reported
RB Case Number: 083603763T

**Actual:
764 ft.**

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SCE-MIRA LOMA SUBSTATION (Continued)

S101591743

Local Agency: Not reported
File Location: Local Agency
Local Case Number: 2000020
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:

Global Id: T0607199165
Contact Type: Regional Board Caseworker
Contact Name: ROSE SCOTT
Organization Name: SANTA ANA RWQCB (REGION 8)
Address: 3737 MAIN STREET, SUITE 500
City: RIVERSIDE
Email: rscott@waterboards.ca.gov
Phone Number: 9513206375

LUST:

Global Id: T0607199165
Action Type: Other
Date: 08/07/2000
Action: Leak Reported

Global Id: T0607199165
Action Type: Other
Date: 10/20/1999
Action: Leak Discovery

Global Id: T0607199165
Action Type: Other
Date: 10/20/1999
Action: Leak Stopped

LUST:

Global Id: T0607199165
Status: Completed - Case Closed
Status Date: 06/11/2001

Global Id: T0607199165
Status: Open - Case Begin Date
Status Date: 10/20/1999

Global Id: T0607199165
Status: Open - Site Assessment
Status Date: 08/07/2000

AST:

Certified Unified Program Agencies: San Bernardino
Owner: SOUTHERN CALIFORNIA EDISON
Total Gallons: 30,700
CERSID: Not reported
Facility ID: Not reported
Business Name: Not reported
Phone: Not reported
Fax: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SCE-MIRA LOMA SUBSTATION (Continued)

S101591743

Mailing Address: Not reported
Mailing Address City: Not reported
Mailing Address State: Not reported
Mailing Address Zip Code: Not reported
Operator Name: Not reported
Operator Phone: Not reported
Owner Phone: Not reported
Owner Mail Address: Not reported
Owner State: Not reported
Owner Zip Code: Not reported
Owner Country: Not reported
Property Owner Name: Not reported
Property Owner Phone: Not reported
Property Owner Mailing Address: Not reported
Property Owner City: Not reported
Property Owner Stat : Not reported
Property Owner Zip Code: Not reported
Property Owner Country: Not reported
EPAID: Not reported

SWEEPS UST:

Status: Active
Comp Number: 22237
Number: 9
Board Of Equalization: 44-020774
Referral Date: 09-05-91
Action Date: 09-05-91
Created Date: 02-29-88
Owner Tank Id: 298
SWRCB Tank Id: 36-000-022237-000001
Tank Status: A
Capacity: 2000
Active Date: 08-30-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 22237
Number: 9
Board Of Equalization: 44-020774
Referral Date: 09-05-91
Action Date: 09-05-91
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 36-000-022237-000002
Tank Status: A
Capacity: 2385
Active Date: 08-30-88
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

CA FID UST:

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

SCE-MIRA LOMA SUBSTATION (Continued)

S101591743

Facility ID: 36008801
 Regulated By: UTNKA
 Regulated ID: 00022237
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: Not reported
 Mail To: Not reported
 Mailing Address: P O BOX
 Mailing Address 2: Not reported
 Mailing City,St,Zip: ONTARIO 91761
 Contact: Not reported
 Contact Phone: Not reported
 DUNS Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

EMI:

Year: 1990
 County Code: 36
 Air Basin: SC
 Facility ID: 51003
 Air District Name: SC
 SIC Code: 4911
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers and Smlr Tons/Yr:0

18
North
1/4-1/2
0.402 mi.
2121 ft.

SCE MIRA LOMA SUBSTATION
13568 MILLIKEN AVE
ONTARIO, CA 91761

LUST S104791956
N/A

Relative:
Higher

LUST REG 8:
 Region: 8
 County: San Bernardino
 Regional Board: Santa Ana Region
 Facility Status: Case Closed
 Case Number: 083603763T
 Local Case Num: 2000020
 Case Type: Soil only
 Substance: Gasoline
 Qty Leaked: Not reported
 Abate Method: Not reported
 Cross Street: EDISON AVE
 Enf Type: Not reported
 Funding: Not reported
 How Discovered: Tank Closure

Actual:
816 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SCE MIRA LOMA SUBSTATION (Continued)

S104791956

| | |
|--|---|
| How Stopped: | Not reported |
| Leak Cause: | UNK |
| Leak Source: | UNK |
| Global ID: | T0607199165 |
| How Stopped Date: | 10/20/1999 |
| Enter Date: | 8/11/2000 |
| Date Confirmation of Leak Began: | 8/7/2000 |
| Date Preliminary Assessment Began: | Not reported |
| Discover Date: | 10/20/1999 |
| Enforcement Date: | Not reported |
| Close Date: | 6/11/2001 |
| Date Prelim Assessment Workplan Submitted: | Not reported |
| Date Pollution Characterization Began: | Not reported |
| Date Remediation Plan Submitted: | Not reported |
| Date Remedial Action Underway: | Not reported |
| Date Post Remedial Action Monitoring: | Not reported |
| Enter Date: | 8/11/2000 |
| GW Qualifies: | Not reported |
| Soil Qualifies: | Not reported |
| Operator: | Not reported |
| Facility Contact: | Not reported |
| Interim: | Not reported |
| Oversite Program: | LUST |
| Latitude: | 34.044 |
| Longitude: | -117.5582 |
| MTBE Date: | Not reported |
| Max MTBE GW: | Not reported |
| MTBE Concentration: | 0 |
| Max MTBE Soil: | Not reported |
| MTBE Fuel: | 1 |
| MTBE Tested: | Site NOT Tested for MTBE.Includes Unknown and Not Analyzed. |
| MTBE Class: | * |
| Staff: | RS |
| Staff Initials: | LH6 |
| Lead Agency: | Local Agency |
| Local Agency: | 36000L |
| Hydr Basin #: | UPPER SANTA ANA VALL |
| Beneficial: | Not reported |
| Priority: | Not reported |
| Cleanup Fund Id: | Not reported |
| Work Suspended: | No |
| Summary: | UNDER INVESTIGATION |

Count: 2 records.

ORPHAN SUMMARY

| City | EDR ID | Site Name | Site Address | Zip | Database(s) |
|---------|------------|----------------------------|--------------------------------|-------|-------------|
| ONTARIO | 1009508586 | SO CAL GAS/ONTARIO MGP | CORNER OF CAMPUS, MARTLAND, MO | 91761 | EDR MGP |
| ONTARIO | S101481941 | MILLIKEN SANITARY LANDFILL | INTERSECTION: MILLIKEN AVE & M | 91761 | ENVIROSTOR |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

| | |
|---|--|
| Date of Government Version: 12/11/2017 | Source: EPA |
| Date Data Arrived at EDR: 12/22/2017 | Telephone: N/A |
| Date Made Active in Reports: 01/05/2018 | Last EDR Contact: 12/22/2017 |
| Number of Days to Update: 14 | Next Scheduled EDR Contact: 04/16/2018 |
| | Data Release Frequency: Quarterly |

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

| | |
|---|--|
| Date of Government Version: 12/11/2017 | Source: EPA |
| Date Data Arrived at EDR: 12/22/2017 | Telephone: N/A |
| Date Made Active in Reports: 01/05/2018 | Last EDR Contact: 12/22/2017 |
| Number of Days to Update: 14 | Next Scheduled EDR Contact: 04/16/2018 |
| | Data Release Frequency: Quarterly |

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

| | |
|---|---|
| Date of Government Version: 10/15/1991 | Source: EPA |
| Date Data Arrived at EDR: 02/02/1994 | Telephone: 202-564-4267 |
| Date Made Active in Reports: 03/30/1994 | Last EDR Contact: 08/15/2011 |
| Number of Days to Update: 56 | Next Scheduled EDR Contact: 11/28/2011 |
| | Data Release Frequency: No Update Planned |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

| | |
|---|--|
| Date of Government Version: 12/11/2017 | Source: EPA |
| Date Data Arrived at EDR: 12/22/2017 | Telephone: N/A |
| Date Made Active in Reports: 01/05/2018 | Last EDR Contact: 12/22/2017 |
| Number of Days to Update: 14 | Next Scheduled EDR Contact: 04/16/2018 |
| | Data Release Frequency: Quarterly |

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

| | |
|---|---|
| Date of Government Version: 11/07/2016 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 01/05/2017 | Telephone: 703-603-8704 |
| Date Made Active in Reports: 04/07/2017 | Last EDR Contact: 01/05/2018 |
| Number of Days to Update: 92 | Next Scheduled EDR Contact: 04/16/2018 |
| | Data Release Frequency: Varies |

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

| | |
|---|--|
| Date of Government Version: 07/11/2017 | Source: EPA |
| Date Data Arrived at EDR: 07/21/2017 | Telephone: 800-424-9346 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 12/22/2017 |
| Number of Days to Update: 77 | Next Scheduled EDR Contact: 01/29/2018 |
| | Data Release Frequency: Quarterly |

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

| | |
|---|--|
| Date of Government Version: 07/11/2017 | Source: EPA |
| Date Data Arrived at EDR: 07/28/2017 | Telephone: 800-424-9346 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 12/22/2017 |
| Number of Days to Update: 70 | Next Scheduled EDR Contact: 01/29/2018 |
| | Data Release Frequency: Quarterly |

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

| | |
|---|--|
| Date of Government Version: 09/13/2017 | Source: EPA |
| Date Data Arrived at EDR: 09/26/2017 | Telephone: 800-424-9346 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 12/26/2017 |
| Number of Days to Update: 10 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Quarterly |

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

| | |
|---|---|
| Date of Government Version: 09/13/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 09/26/2017 | Telephone: (415) 495-8895 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 12/26/2017 |
| Number of Days to Update: 10 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Quarterly |

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

| | |
|---|---|
| Date of Government Version: 09/13/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 09/26/2017 | Telephone: (415) 495-8895 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 12/26/2017 |
| Number of Days to Update: 10 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Quarterly |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

| | |
|---|---|
| Date of Government Version: 09/13/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 09/26/2017 | Telephone: (415) 495-8895 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 12/26/2017 |
| Number of Days to Update: 10 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Quarterly |

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

| | |
|---|---|
| Date of Government Version: 09/13/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 09/26/2017 | Telephone: (415) 495-8895 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 12/26/2017 |
| Number of Days to Update: 10 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Quarterly |

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

| | |
|---|--|
| Date of Government Version: 05/22/2017 | Source: Department of the Navy |
| Date Data Arrived at EDR: 06/13/2017 | Telephone: 843-820-7326 |
| Date Made Active in Reports: 09/15/2017 | Last EDR Contact: 11/08/2017 |
| Number of Days to Update: 94 | Next Scheduled EDR Contact: 02/26/2018 |
| | Data Release Frequency: Varies |

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

| | |
|---|---|
| Date of Government Version: 08/10/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 08/30/2017 | Telephone: 703-603-0695 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 11/27/2017 |
| Number of Days to Update: 44 | Next Scheduled EDR Contact: 03/12/2018 |
| | Data Release Frequency: Varies |

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

| | |
|---|---|
| Date of Government Version: 08/10/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 08/30/2017 | Telephone: 703-603-0695 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 11/27/2017 |
| Number of Days to Update: 44 | Next Scheduled EDR Contact: 03/12/2018 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/18/2017

Date Data Arrived at EDR: 09/21/2017

Date Made Active in Reports: 10/13/2017

Number of Days to Update: 22

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180

Last EDR Contact: 01/04/2018

Next Scheduled EDR Contact: 04/09/2018

Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/30/2017

Date Data Arrived at EDR: 10/31/2017

Date Made Active in Reports: 12/15/2017

Number of Days to Update: 45

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 10/31/2017

Next Scheduled EDR Contact: 02/12/2018

Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/30/2017

Date Data Arrived at EDR: 10/31/2017

Date Made Active in Reports: 12/15/2017

Number of Days to Update: 45

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 10/31/2017

Next Scheduled EDR Contact: 02/12/2018

Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/13/2017

Date Data Arrived at EDR: 11/14/2017

Date Made Active in Reports: 12/07/2017

Number of Days to Update: 23

Source: Department of Resources Recycling and Recovery

Telephone: 916-341-6320

Last EDR Contact: 11/14/2017

Next Scheduled EDR Contact: 02/26/2018

Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calaveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

| | |
|---|--|
| Date of Government Version: 05/19/2003 | Source: California Regional Water Quality Control Board Central Coast Region (3) |
| Date Data Arrived at EDR: 05/19/2003 | Telephone: 805-542-4786 |
| Date Made Active in Reports: 06/02/2003 | Last EDR Contact: 07/18/2011 |
| Number of Days to Update: 14 | Next Scheduled EDR Contact: 10/31/2011 |
| | Data Release Frequency: No Update Planned |

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

| | |
|---|---|
| Date of Government Version: 02/26/2004 | Source: California Regional Water Quality Control Board Colorado River Basin Region (7) |
| Date Data Arrived at EDR: 02/26/2004 | Telephone: 760-776-8943 |
| Date Made Active in Reports: 03/24/2004 | Last EDR Contact: 08/01/2011 |
| Number of Days to Update: 27 | Next Scheduled EDR Contact: 11/14/2011 |
| | Data Release Frequency: No Update Planned |

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

| | |
|---|---|
| Date of Government Version: 09/11/2017 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 09/12/2017 | Telephone: see region list |
| Date Made Active in Reports: 11/09/2017 | Last EDR Contact: 12/12/2018 |
| Number of Days to Update: 58 | Next Scheduled EDR Contact: 03/26/2018 |
| | Data Release Frequency: Quarterly |

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

| | |
|---|---|
| Date of Government Version: 02/01/2001 | Source: California Regional Water Quality Control Board North Coast (1) |
| Date Data Arrived at EDR: 02/28/2001 | Telephone: 707-570-3769 |
| Date Made Active in Reports: 03/29/2001 | Last EDR Contact: 08/01/2011 |
| Number of Days to Update: 29 | Next Scheduled EDR Contact: 11/14/2011 |
| | Data Release Frequency: No Update Planned |

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

| | |
|---|---|
| Date of Government Version: 06/07/2005 | Source: California Regional Water Quality Control Board Victorville Branch Office (6) |
| Date Data Arrived at EDR: 06/07/2005 | Telephone: 760-241-7365 |
| Date Made Active in Reports: 06/29/2005 | Last EDR Contact: 09/12/2011 |
| Number of Days to Update: 22 | Next Scheduled EDR Contact: 12/26/2011 |
| | Data Release Frequency: No Update Planned |

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

| | |
|---|--|
| Date of Government Version: 04/25/2017 | Source: EPA Region 10 |
| Date Data Arrived at EDR: 11/07/2017 | Telephone: 206-553-2857 |
| Date Made Active in Reports: 12/08/2017 | Last EDR Contact: 11/07/2017 |
| Number of Days to Update: 31 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

| | |
|---|---|
| Date of Government Version: 04/13/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 415-972-3372 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 78 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

| | |
|---|--|
| Date of Government Version: 05/01/2017 | Source: EPA Region 8 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 303-312-6271 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 78 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

| | |
|---|--|
| Date of Government Version: 04/24/2017 | Source: EPA Region 6 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 214-665-6597 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 71 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

| | |
|---|--|
| Date of Government Version: 10/14/2016 | Source: EPA Region 4 |
| Date Data Arrived at EDR: 01/27/2017 | Telephone: 404-562-8677 |
| Date Made Active in Reports: 05/05/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 98 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Semi-Annually |

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

| | |
|---|--|
| Date of Government Version: 04/14/2017 | Source: EPA Region 1 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 617-918-1313 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 71 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

| | |
|---|--|
| Date of Government Version: 04/26/2017 | Source: EPA, Region 5 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 312-886-7439 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 78 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

| | |
|---|--|
| Date of Government Version: 04/14/2017 | Source: EPA Region 7 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 913-551-7003 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 71 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

| | |
|---|---|
| Date of Government Version: 09/11/2017 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 09/12/2017 | Telephone: 866-480-1028 |
| Date Made Active in Reports: 11/09/2017 | Last EDR Contact: 12/12/2018 |
| Number of Days to Update: 58 | Next Scheduled EDR Contact: 03/26/2018 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/09/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/11/2017
Date Data Arrived at EDR: 09/12/2017
Date Made Active in Reports: 11/08/2017
Number of Days to Update: 57

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/12/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

| | |
|---|--|
| Date of Government Version: 07/06/2016 | Source: California Environmental Protection Agency |
| Date Data Arrived at EDR: 07/12/2016 | Telephone: 916-327-5092 |
| Date Made Active in Reports: 09/19/2016 | Last EDR Contact: 12/26/2017 |
| Number of Days to Update: 69 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Quarterly |

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

| | |
|---|--|
| Date of Government Version: 04/26/2017 | Source: EPA Region 5 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 312-886-6136 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 71 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

| | |
|---|--|
| Date of Government Version: 04/24/2017 | Source: EPA Region 6 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 214-665-7591 |
| Date Made Active in Reports: 12/08/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 134 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

| | |
|---|--|
| Date of Government Version: 05/02/2017 | Source: EPA Region 7 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 913-551-7003 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 71 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

| | |
|---|--|
| Date of Government Version: 05/01/2017 | Source: EPA Region 8 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 303-312-6137 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 78 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

| | |
|---|--|
| Date of Government Version: 04/13/2017 | Source: EPA Region 9 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 415-972-3368 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 78 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

| | |
|---|--|
| Date of Government Version: 10/14/2016 | Source: EPA Region 4 |
| Date Data Arrived at EDR: 01/27/2017 | Telephone: 404-562-9424 |
| Date Made Active in Reports: 05/05/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 98 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Semi-Annually |

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

| | |
|---|--|
| Date of Government Version: 04/14/2017 | Source: EPA, Region 1 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 617-918-1313 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 71 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

| | |
|---|--|
| Date of Government Version: 04/25/2017 | Source: EPA Region 10 |
| Date Data Arrived at EDR: 07/27/2017 | Telephone: 206-553-2857 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 78 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

| | |
|---|--|
| Date of Government Version: 10/30/2017 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 10/31/2017 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 12/15/2017 | Last EDR Contact: 10/31/2017 |
| Number of Days to Update: 45 | Next Scheduled EDR Contact: 02/12/2018 |
| | Data Release Frequency: Quarterly |

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

| | |
|---|--|
| Date of Government Version: 03/20/2008 | Source: EPA, Region 7 |
| Date Data Arrived at EDR: 04/22/2008 | Telephone: 913-551-7365 |
| Date Made Active in Reports: 05/19/2008 | Last EDR Contact: 04/20/2009 |
| Number of Days to Update: 27 | Next Scheduled EDR Contact: 07/20/2009 |
| | Data Release Frequency: Varies |

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

| | |
|---|--|
| Date of Government Version: 07/27/2015 | Source: EPA, Region 1 |
| Date Data Arrived at EDR: 09/29/2015 | Telephone: 617-918-1102 |
| Date Made Active in Reports: 02/18/2016 | Last EDR Contact: 12/20/2017 |
| Number of Days to Update: 142 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfields Sites Listing

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/21/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 11/09/2017
Number of Days to Update: 49

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/26/2017
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 08/21/2017
Date Data Arrived at EDR: 09/20/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/19/2017
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 11/06/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 09/11/2017
Date Data Arrived at EDR: 09/12/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 9

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/12/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/30/2017
Date Data Arrived at EDR: 05/31/2017
Date Made Active in Reports: 08/15/2017
Number of Days to Update: 76

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/09/2017
Next Scheduled EDR Contact: 02/26/2018
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/30/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/20/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Services, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 07/13/2017
Date Data Arrived at EDR: 09/06/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 30

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/28/2017
Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/30/2017
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 45

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/31/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 34

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 01/08/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 07/13/2017
Date Data Arrived at EDR: 09/06/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 30

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/28/2017
Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 11/27/2017
Date Data Arrived at EDR: 11/29/2017
Date Made Active in Reports: 12/18/2017
Number of Days to Update: 19

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 11/28/2017
Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/31/2017
Date Data Arrived at EDR: 09/05/2017
Date Made Active in Reports: 11/08/2017
Number of Days to Update: 64

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/30/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 07/11/2017
Date Data Arrived at EDR: 07/26/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 12/22/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

| | |
|---|--|
| Date of Government Version: 09/05/2017 | Source: DTSC and SWRCB |
| Date Data Arrived at EDR: 09/06/2017 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 11/08/2017 | Last EDR Contact: 12/05/2017 |
| Number of Days to Update: 63 | Next Scheduled EDR Contact: 03/19/2018 |
| | Data Release Frequency: Semi-Annually |

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

| | |
|---|---|
| Date of Government Version: 09/21/2017 | Source: U.S. Department of Transportation |
| Date Data Arrived at EDR: 09/21/2017 | Telephone: 202-366-4555 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 01/04/2018 |
| Number of Days to Update: 22 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Quarterly |

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

| | |
|---|--|
| Date of Government Version: 05/09/2017 | Source: Office of Emergency Services |
| Date Data Arrived at EDR: 07/26/2017 | Telephone: 916-845-8400 |
| Date Made Active in Reports: 09/21/2017 | Last EDR Contact: 10/27/2017 |
| Number of Days to Update: 57 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

| | |
|---|---|
| Date of Government Version: 09/11/2017 | Source: State Water Quality Control Board |
| Date Data Arrived at EDR: 09/12/2017 | Telephone: 866-480-1028 |
| Date Made Active in Reports: 11/09/2017 | Last EDR Contact: 12/12/2018 |
| Number of Days to Update: 58 | Next Scheduled EDR Contact: 03/26/2018 |
| | Data Release Frequency: Quarterly |

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

| | |
|---|---|
| Date of Government Version: 09/11/2017 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 09/12/2017 | Telephone: 866-480-1028 |
| Date Made Active in Reports: 11/09/2017 | Last EDR Contact: 12/12/2018 |
| Number of Days to Update: 58 | Next Scheduled EDR Contact: 03/26/2018 |
| | Data Release Frequency: Quarterly |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

| | |
|---|---|
| Date of Government Version: 06/06/2012 | Source: FirstSearch |
| Date Data Arrived at EDR: 01/03/2013 | Telephone: N/A |
| Date Made Active in Reports: 02/22/2013 | Last EDR Contact: 01/03/2013 |
| Number of Days to Update: 50 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: No Update Planned |

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

| | |
|---|---|
| Date of Government Version: 09/13/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 09/26/2017 | Telephone: (415) 495-8895 |
| Date Made Active in Reports: 10/06/2017 | Last EDR Contact: 12/26/2017 |
| Number of Days to Update: 10 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Quarterly |

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

| | |
|---|--|
| Date of Government Version: 01/31/2015 | Source: U.S. Army Corps of Engineers |
| Date Data Arrived at EDR: 07/08/2015 | Telephone: 202-528-4285 |
| Date Made Active in Reports: 10/13/2015 | Last EDR Contact: 11/22/2017 |
| Number of Days to Update: 97 | Next Scheduled EDR Contact: 03/05/2018 |
| | Data Release Frequency: Varies |

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

| | |
|---|--|
| Date of Government Version: 12/31/2005 | Source: USGS |
| Date Data Arrived at EDR: 11/10/2006 | Telephone: 888-275-8747 |
| Date Made Active in Reports: 01/11/2007 | Last EDR Contact: 10/13/2017 |
| Number of Days to Update: 62 | Next Scheduled EDR Contact: 01/22/2018 |
| | Data Release Frequency: Semi-Annually |

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

| | |
|---|--|
| Date of Government Version: 12/31/2005 | Source: U.S. Geological Survey |
| Date Data Arrived at EDR: 02/06/2006 | Telephone: 888-275-8747 |
| Date Made Active in Reports: 01/11/2007 | Last EDR Contact: 10/11/2017 |
| Number of Days to Update: 339 | Next Scheduled EDR Contact: 01/22/2018 |
| | Data Release Frequency: N/A |

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/17/2017
Next Scheduled EDR Contact: 02/26/2018
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 10/17/2017
Date Data Arrived at EDR: 11/01/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 12/26/2017
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/06/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/09/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/22/2017
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 133

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/20/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 09/27/2017
Date Data Arrived at EDR: 10/12/2017
Date Made Active in Reports: 10/20/2017
Number of Days to Update: 8

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/22/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

| | |
|---|--|
| Date of Government Version: 10/25/2013 | Source: EPA |
| Date Data Arrived at EDR: 10/17/2014 | Telephone: 202-564-6023 |
| Date Made Active in Reports: 10/20/2014 | Last EDR Contact: 12/22/2017 |
| Number of Days to Update: 3 | Next Scheduled EDR Contact: 02/19/2018 |
| | Data Release Frequency: Quarterly |

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

| | |
|---|--|
| Date of Government Version: 06/01/2017 | Source: EPA |
| Date Data Arrived at EDR: 06/09/2017 | Telephone: 202-566-0500 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 10/13/2017 |
| Number of Days to Update: 126 | Next Scheduled EDR Contact: 01/22/2018 |
| | Data Release Frequency: Annually |

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

| | |
|---|---|
| Date of Government Version: 11/18/2016 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 11/23/2016 | Telephone: 202-564-2501 |
| Date Made Active in Reports: 02/10/2017 | Last EDR Contact: 01/09/2018 |
| Number of Days to Update: 79 | Next Scheduled EDR Contact: 04/23/2018 |
| | Data Release Frequency: Quarterly |

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

| | |
|---|---|
| Date of Government Version: 04/09/2009 | Source: EPA/Office of Prevention, Pesticides and Toxic Substances |
| Date Data Arrived at EDR: 04/16/2009 | Telephone: 202-566-1667 |
| Date Made Active in Reports: 05/11/2009 | Last EDR Contact: 08/18/2017 |
| Number of Days to Update: 25 | Next Scheduled EDR Contact: 12/04/2017 |
| | Data Release Frequency: Quarterly |

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

| | |
|---|--|
| Date of Government Version: 04/09/2009 | Source: EPA |
| Date Data Arrived at EDR: 04/16/2009 | Telephone: 202-566-1667 |
| Date Made Active in Reports: 05/11/2009 | Last EDR Contact: 08/18/2017 |
| Number of Days to Update: 25 | Next Scheduled EDR Contact: 12/04/2017 |
| | Data Release Frequency: Quarterly |

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

| | |
|---|--|
| Date of Government Version: 08/30/2016 | Source: Nuclear Regulatory Commission |
| Date Data Arrived at EDR: 09/08/2016 | Telephone: 301-415-7169 |
| Date Made Active in Reports: 10/21/2016 | Last EDR Contact: 10/16/2017 |
| Number of Days to Update: 43 | Next Scheduled EDR Contact: 11/20/2017 |
| | Data Release Frequency: Quarterly |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

| | |
|---|--|
| Date of Government Version: 12/31/2005 | Source: Department of Energy |
| Date Data Arrived at EDR: 08/07/2009 | Telephone: 202-586-8719 |
| Date Made Active in Reports: 10/22/2009 | Last EDR Contact: 12/05/2017 |
| Number of Days to Update: 76 | Next Scheduled EDR Contact: 03/19/2018 |
| | Data Release Frequency: Varies |

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

| | |
|---|---|
| Date of Government Version: 07/01/2014 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 09/10/2014 | Telephone: N/A |
| Date Made Active in Reports: 10/20/2014 | Last EDR Contact: 12/08/2017 |
| Number of Days to Update: 40 | Next Scheduled EDR Contact: 03/19/2018 |
| | Data Release Frequency: Varies |

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

| | |
|---|---|
| Date of Government Version: 05/24/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 11/30/2017 | Telephone: 202-566-0517 |
| Date Made Active in Reports: 12/15/2017 | Last EDR Contact: 10/26/2017 |
| Number of Days to Update: 15 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

| | |
|---|---|
| Date of Government Version: 10/02/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 10/05/2017 | Telephone: 202-343-9775 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 01/04/2018 |
| Number of Days to Update: 8 | Next Scheduled EDR Contact: 04/16/2018 |
| | Data Release Frequency: Quarterly |

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

| | |
|---|---|
| Date of Government Version: 10/19/2006 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 03/01/2007 | Telephone: 202-564-2501 |
| Date Made Active in Reports: 04/10/2007 | Last EDR Contact: 12/17/2007 |
| Number of Days to Update: 40 | Next Scheduled EDR Contact: 03/17/2008 |
| | Data Release Frequency: No Update Planned |

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transportation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/31/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2017
Date Data Arrived at EDR: 08/03/2017
Date Made Active in Reports: 10/20/2017
Number of Days to Update: 78

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 11/20/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/09/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/02/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/22/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 10/10/2017
Date Data Arrived at EDR: 11/03/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 12/22/2017
Next Scheduled EDR Contact: 04/16/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 07/31/2017
Date Data Arrived at EDR: 08/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 44

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 11/28/2017
Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

| | |
|---|--|
| Date of Government Version: 12/05/2005 | Source: USGS |
| Date Data Arrived at EDR: 02/29/2008 | Telephone: 703-648-7709 |
| Date Made Active in Reports: 04/18/2008 | Last EDR Contact: 12/01/2017 |
| Number of Days to Update: 49 | Next Scheduled EDR Contact: 03/12/2018 |
| | Data Release Frequency: Varies |

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

| | |
|---|--|
| Date of Government Version: 04/14/2011 | Source: USGS |
| Date Data Arrived at EDR: 06/08/2011 | Telephone: 703-648-7709 |
| Date Made Active in Reports: 09/13/2011 | Last EDR Contact: 12/01/2017 |
| Number of Days to Update: 97 | Next Scheduled EDR Contact: 03/12/2018 |
| | Data Release Frequency: Varies |

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

| | |
|---|--|
| Date of Government Version: 09/25/2017 | Source: Department of Interior |
| Date Data Arrived at EDR: 09/26/2017 | Telephone: 202-208-2609 |
| Date Made Active in Reports: 10/20/2017 | Last EDR Contact: 12/19/2017 |
| Number of Days to Update: 24 | Next Scheduled EDR Contact: 03/26/2018 |
| | Data Release Frequency: Quarterly |

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

| | |
|---|--|
| Date of Government Version: 07/23/2017 | Source: EPA |
| Date Data Arrived at EDR: 09/06/2017 | Telephone: (415) 947-8000 |
| Date Made Active in Reports: 09/15/2017 | Last EDR Contact: 12/05/2017 |
| Number of Days to Update: 9 | Next Scheduled EDR Contact: 03/19/2018 |
| | Data Release Frequency: Quarterly |

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

| | |
|---|---|
| Date of Government Version: 09/02/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 09/06/2017 | Telephone: 202-564-2280 |
| Date Made Active in Reports: 10/20/2017 | Last EDR Contact: 12/05/2017 |
| Number of Days to Update: 44 | Next Scheduled EDR Contact: 03/19/2018 |
| | Data Release Frequency: Quarterly |

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

| | |
|---|---|
| Date of Government Version: 02/13/2017 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 02/15/2017 | Telephone: 202-564-0527 |
| Date Made Active in Reports: 11/03/2017 | Last EDR Contact: 11/21/2017 |
| Number of Days to Update: 261 | Next Scheduled EDR Contact: 03/12/2018 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

| | |
|---|--|
| Date of Government Version: 10/25/2016 | Source: Department of Defense |
| Date Data Arrived at EDR: 06/02/2017 | Telephone: 703-704-1564 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 01/02/2018 |
| Number of Days to Update: 133 | Next Scheduled EDR Contact: 01/29/2018 |
| | Data Release Frequency: Varies |

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

| | |
|---|--|
| Date of Government Version: 08/17/2017 | Source: EPA |
| Date Data Arrived at EDR: 08/17/2017 | Telephone: 800-385-6164 |
| Date Made Active in Reports: 09/15/2017 | Last EDR Contact: 11/20/2017 |
| Number of Days to Update: 29 | Next Scheduled EDR Contact: 03/05/2018 |
| | Data Release Frequency: Quarterly |

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

| | |
|---|---|
| Date of Government Version: 01/01/1989 | Source: Department of Health Services |
| Date Data Arrived at EDR: 07/27/1994 | Telephone: 916-255-2118 |
| Date Made Active in Reports: 08/02/1994 | Last EDR Contact: 05/31/1994 |
| Number of Days to Update: 6 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: No Update Planned |

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

| | |
|---|---|
| Date of Government Version: 09/21/2017 | Source: CAL EPA/Office of Emergency Information |
| Date Data Arrived at EDR: 09/21/2017 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 10/13/2017 | Last EDR Contact: 12/26/2017 |
| Number of Days to Update: 22 | Next Scheduled EDR Contact: 04/09/2018 |
| | Data Release Frequency: Quarterly |

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

| | |
|---|---|
| Date of Government Version: 08/02/2017 | Source: Department of Toxic Substance Control |
| Date Data Arrived at EDR: 08/08/2017 | Telephone: 916-327-4498 |
| Date Made Active in Reports: 10/16/2017 | Last EDR Contact: 11/30/2017 |
| Number of Days to Update: 69 | Next Scheduled EDR Contact: 03/19/2018 |
| | Data Release Frequency: Annually |

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

| | |
|---|--|
| Date of Government Version: 12/31/2015 | Source: California Air Resources Board |
| Date Data Arrived at EDR: 03/21/2017 | Telephone: 916-322-2990 |
| Date Made Active in Reports: 08/15/2017 | Last EDR Contact: 12/22/2017 |
| Number of Days to Update: 147 | Next Scheduled EDR Contact: 04/02/2018 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

| | |
|---|---|
| Date of Government Version: 11/01/2017 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 11/03/2017 | Telephone: 916-445-9379 |
| Date Made Active in Reports: 12/07/2017 | Last EDR Contact: 11/01/2017 |
| Number of Days to Update: 34 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

| | |
|---|--|
| Date of Government Version: 10/23/2017 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 10/24/2017 | Telephone: 916-255-3628 |
| Date Made Active in Reports: 12/15/2017 | Last EDR Contact: 10/23/2017 |
| Number of Days to Update: 52 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

| | |
|---|--|
| Date of Government Version: 11/14/2017 | Source: California Integrated Waste Management Board |
| Date Data Arrived at EDR: 11/17/2017 | Telephone: 916-341-6066 |
| Date Made Active in Reports: 12/18/2017 | Last EDR Contact: 11/09/2017 |
| Number of Days to Update: 31 | Next Scheduled EDR Contact: 02/26/2018 |
| | Data Release Frequency: Varies |

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

| | |
|---|--|
| Date of Government Version: 12/31/2016 | Source: California Environmental Protection Agency |
| Date Data Arrived at EDR: 07/12/2017 | Telephone: 916-255-1136 |
| Date Made Active in Reports: 10/17/2017 | Last EDR Contact: 01/08/2018 |
| Number of Days to Update: 97 | Next Scheduled EDR Contact: 04/23/2018 |
| | Data Release Frequency: Annually |

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirositor.

| | |
|---|--|
| Date of Government Version: 11/20/2017 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 11/20/2017 | Telephone: 877-786-9427 |
| Date Made Active in Reports: 12/27/2017 | Last EDR Contact: 11/20/2017 |
| Number of Days to Update: 37 | Next Scheduled EDR Contact: 03/05/2018 |
| | Data Release Frequency: Quarterly |

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

| | |
|---|--|
| Date of Government Version: 04/01/2001 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 01/22/2009 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 04/08/2009 | Last EDR Contact: 01/22/2009 |
| Number of Days to Update: 76 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: No Update Planned |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

| | |
|---|--|
| Date of Government Version: 11/20/2017 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 11/20/2017 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 12/27/2017 | Last EDR Contact: 11/20/2017 |
| Number of Days to Update: 37 | Next Scheduled EDR Contact: 03/05/2018 |
| | Data Release Frequency: Quarterly |

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

| | |
|---|--|
| Date of Government Version: 10/10/2017 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 10/10/2017 | Telephone: 916-440-7145 |
| Date Made Active in Reports: 10/17/2017 | Last EDR Contact: 01/09/2018 |
| Number of Days to Update: 7 | Next Scheduled EDR Contact: 04/23/2018 |
| | Data Release Frequency: Quarterly |

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

| | |
|---|--|
| Date of Government Version: 09/11/2017 | Source: Department of Conservation |
| Date Data Arrived at EDR: 09/12/2017 | Telephone: 916-322-1080 |
| Date Made Active in Reports: 11/01/2017 | Last EDR Contact: 12/12/2017 |
| Number of Days to Update: 50 | Next Scheduled EDR Contact: 03/26/2018 |
| | Data Release Frequency: Quarterly |

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

| | |
|---|--|
| Date of Government Version: 09/01/2017 | Source: Department of Public Health |
| Date Data Arrived at EDR: 09/06/2017 | Telephone: 916-558-1784 |
| Date Made Active in Reports: 11/08/2017 | Last EDR Contact: 12/05/2017 |
| Number of Days to Update: 63 | Next Scheduled EDR Contact: 03/19/2018 |
| | Data Release Frequency: Varies |

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

| | |
|---|---|
| Date of Government Version: 11/13/2017 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 11/14/2017 | Telephone: 916-445-9379 |
| Date Made Active in Reports: 12/07/2017 | Last EDR Contact: 11/14/2017 |
| Number of Days to Update: 23 | Next Scheduled EDR Contact: 02/26/2018 |
| | Data Release Frequency: Quarterly |

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

| | |
|---|--|
| Date of Government Version: 09/05/2017 | Source: Department of Pesticide Regulation |
| Date Data Arrived at EDR: 09/06/2017 | Telephone: 916-445-4038 |
| Date Made Active in Reports: 11/08/2017 | Last EDR Contact: 12/05/2017 |
| Number of Days to Update: 63 | Next Scheduled EDR Contact: 03/19/2018 |
| | Data Release Frequency: Quarterly |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 09/11/2017
Date Data Arrived at EDR: 09/12/2017
Date Made Active in Reports: 10/18/2017
Number of Days to Update: 36

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/12/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 06/16/2017
Date Data Arrived at EDR: 06/20/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 119

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/13/2017
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 09/11/2017
Date Data Arrived at EDR: 09/12/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 94

Source: Department of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/12/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board's review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 10/13/2017
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/19/2017
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 09/22/2017
Date Data Arrived at EDR: 09/22/2017
Date Made Active in Reports: 10/10/2017
Number of Days to Update: 18

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/11/2017
Date Data Arrived at EDR: 10/12/2017
Date Made Active in Reports: 11/08/2017
Number of Days to Update: 27

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 12/08/2017
Date Data Arrived at EDR: 12/12/2017
Date Made Active in Reports: 12/27/2017
Number of Days to Update: 15

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 11/30/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 08/31/2017
Date Data Arrived at EDR: 09/05/2017
Date Made Active in Reports: 11/08/2017
Number of Days to Update: 64

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/20/2017
Next Scheduled EDR Contact: 10/09/2017
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 08/07/2017
Date Data Arrived at EDR: 08/08/2017
Date Made Active in Reports: 10/16/2017
Number of Days to Update: 69

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 11/01/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/17/2017
Date Data Arrived at EDR: 08/22/2017
Date Made Active in Reports: 10/25/2017
Number of Days to Update: 64

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 10/30/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 10/31/2017
Date Data Arrived at EDR: 11/01/2017
Date Made Active in Reports: 11/14/2017
Number of Days to Update: 13

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 10/25/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/04/2017
Date Data Arrived at EDR: 12/06/2017
Date Made Active in Reports: 12/27/2017
Number of Days to Update: 21

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 10/30/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/03/2017
Date Data Arrived at EDR: 10/06/2017
Date Made Active in Reports: 11/15/2017
Number of Days to Update: 40

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 01/02/2018
Next Scheduled EDR Contact: 04/16/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 10/25/2017
Date Data Arrived at EDR: 10/27/2017
Date Made Active in Reports: 11/15/2017
Number of Days to Update: 19

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 08/03/2017
Date Data Arrived at EDR: 08/08/2017
Date Made Active in Reports: 10/16/2017
Number of Days to Update: 69

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 10/23/2017
Date Data Arrived at EDR: 10/24/2017
Date Made Active in Reports: 11/15/2017
Number of Days to Update: 22

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INYO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

Cupa facility list.

Date of Government Version: 06/08/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 08/04/2017
Number of Days to Update: 56

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 12/20/2017
Number of Days to Update: 43

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/01/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/14/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 28

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 11/09/2017
Date Data Arrived at EDR: 11/10/2017
Date Made Active in Reports: 11/15/2017
Number of Days to Update: 5

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/16/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 07/24/2017
Date Data Arrived at EDR: 07/26/2017
Date Made Active in Reports: 10/16/2017
Number of Days to Update: 82

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 12/13/2017
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/11/2017
Date Data Arrived at EDR: 10/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 5

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 10/17/2017
Date Made Active in Reports: 12/07/2017
Number of Days to Update: 51

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/17/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 04/21/2017
Date Made Active in Reports: 10/09/2017
Number of Days to Update: 171

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/16/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 11/01/2017
Date Data Arrived at EDR: 11/14/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 31

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/16/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 07/11/2017
Date Data Arrived at EDR: 07/14/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 69

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 10/26/2017
Date Data Arrived at EDR: 10/27/2017
Date Made Active in Reports: 11/06/2017
Number of Days to Update: 10

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 09/28/2017
Date Data Arrived at EDR: 10/05/2017
Date Made Active in Reports: 11/08/2017
Number of Days to Update: 34

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 01/02/2018
Next Scheduled EDR Contact: 04/16/2018
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 10/02/2017
Date Data Arrived at EDR: 10/03/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 14

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/30/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List

CUPA Facility List

Date of Government Version: 11/21/2017
Date Data Arrived at EDR: 11/27/2017
Date Made Active in Reports: 12/27/2017
Number of Days to Update: 30

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 11/21/2017
Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: Varies

MONTEREY COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 09/11/2017
Date Data Arrived at EDR: 09/15/2017
Date Made Active in Reports: 11/28/2017
Number of Days to Update: 74

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 11/20/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/21/2017
Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 11/22/2017
Date Data Arrived at EDR: 11/27/2017
Date Made Active in Reports: 12/19/2017
Number of Days to Update: 22

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/21/2017
Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 11/15/2017
Number of Days to Update: 8

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 10/25/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/09/2017
Date Made Active in Reports: 12/07/2017
Number of Days to Update: 28

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/06/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/09/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 36

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/06/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

| | |
|---|--|
| Date of Government Version: 11/02/2017 | Source: Health Care Agency |
| Date Data Arrived at EDR: 11/07/2017 | Telephone: 714-834-3446 |
| Date Made Active in Reports: 12/19/2017 | Last EDR Contact: 11/07/2017 |
| Number of Days to Update: 42 | Next Scheduled EDR Contact: 02/19/2018 |
| | Data Release Frequency: Quarterly |

PLACER COUNTY:

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

| | |
|---|---|
| Date of Government Version: 09/05/2017 | Source: Placer County Health and Human Services |
| Date Data Arrived at EDR: 09/06/2017 | Telephone: 530-745-2363 |
| Date Made Active in Reports: 11/08/2017 | Last EDR Contact: 11/30/2017 |
| Number of Days to Update: 63 | Next Scheduled EDR Contact: 03/19/2018 |
| | Data Release Frequency: Semi-Annually |

PLUMAS COUNTY:

CUPA Facility List

Plumas County CUPA Program facilities.

| | |
|---|--|
| Date of Government Version: 10/23/2017 | Source: Plumas County Environmental Health |
| Date Data Arrived at EDR: 11/03/2017 | Telephone: 530-283-6355 |
| Date Made Active in Reports: 11/15/2017 | Last EDR Contact: 11/01/2017 |
| Number of Days to Update: 12 | Next Scheduled EDR Contact: 02/05/2018 |
| | Data Release Frequency: Varies |

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

| | |
|---|--|
| Date of Government Version: 10/11/2017 | Source: Department of Environmental Health |
| Date Data Arrived at EDR: 10/12/2017 | Telephone: 951-358-5055 |
| Date Made Active in Reports: 11/09/2017 | Last EDR Contact: 12/15/2017 |
| Number of Days to Update: 28 | Next Scheduled EDR Contact: 04/02/2018 |
| | Data Release Frequency: Quarterly |

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

| | |
|---|--|
| Date of Government Version: 10/12/2017 | Source: Department of Environmental Health |
| Date Data Arrived at EDR: 10/12/2017 | Telephone: 951-358-5055 |
| Date Made Active in Reports: 11/08/2017 | Last EDR Contact: 12/15/2017 |
| Number of Days to Update: 27 | Next Scheduled EDR Contact: 04/02/2018 |
| | Data Release Frequency: Quarterly |

SACRAMENTO COUNTY:

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/02/2017
Date Data Arrived at EDR: 10/03/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 3

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/03/2018
Next Scheduled EDR Contact: 04/16/2018
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/02/2017
Date Data Arrived at EDR: 10/03/2017
Date Made Active in Reports: 11/16/2017
Number of Days to Update: 44

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/03/2018
Next Scheduled EDR Contact: 04/16/2018
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 11/01/2017
Date Data Arrived at EDR: 11/03/2017
Date Made Active in Reports: 11/17/2017
Number of Days to Update: 14

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 11/01/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/31/2017
Date Data Arrived at EDR: 09/19/2017
Date Made Active in Reports: 11/16/2017
Number of Days to Update: 58

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/06/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/05/2017
Date Data Arrived at EDR: 09/06/2017
Date Made Active in Reports: 11/08/2017
Number of Days to Update: 63

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/05/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 11/29/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 11/01/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 12/19/2017
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 11/01/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 10/03/2017
Date Data Arrived at EDR: 10/06/2017
Date Made Active in Reports: 10/10/2017
Number of Days to Update: 4

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 12/13/2017
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 11/16/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/18/2017
Number of Days to Update: 31

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 09/15/2017
Date Data Arrived at EDR: 09/19/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 28

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/06/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Annually

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 09/15/2017
Date Data Arrived at EDR: 09/19/2017
Date Made Active in Reports: 11/09/2017
Number of Days to Update: 51

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/06/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 12/13/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List

Cupa facility list

Date of Government Version: 11/14/2017
Date Data Arrived at EDR: 11/16/2017
Date Made Active in Reports: 01/04/2018
Number of Days to Update: 49

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/21/2017
Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/01/2017
Date Data Arrived at EDR: 11/03/2017
Date Made Active in Reports: 12/07/2017
Number of Days to Update: 34

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 11/01/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List

CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 30

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 09/26/2017
Date Data Arrived at EDR: 09/27/2017
Date Made Active in Reports: 11/10/2017
Number of Days to Update: 44

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/08/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Quarterly

Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 09/26/2017
Date Data Arrived at EDR: 09/27/2017
Date Made Active in Reports: 11/08/2017
Number of Days to Update: 42

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/08/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List

Cupa Facility list

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/25/2017
Date Data Arrived at EDR: 09/27/2017
Date Made Active in Reports: 11/16/2017
Number of Days to Update: 50

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/19/2017
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/03/2017
Date Data Arrived at EDR: 10/06/2017
Date Made Active in Reports: 11/10/2017
Number of Days to Update: 35

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 11/01/2017
Date Data Arrived at EDR: 11/10/2017
Date Made Active in Reports: 11/16/2017
Number of Days to Update: 6

Source: Stanislaus County Department of Environmental Protection
Telephone: 209-525-6751
Last EDR Contact: 10/16/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Varies

SUTTER COUNTY:

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 12/01/2017
Date Data Arrived at EDR: 12/04/2017
Date Made Active in Reports: 12/19/2017
Number of Days to Update: 15

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 12/01/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA Facility List

Cupa facilities

Date of Government Version: 11/16/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/18/2017
Number of Days to Update: 31

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 10/23/2017
Date Data Arrived at EDR: 10/24/2017
Date Made Active in Reports: 11/16/2017
Number of Days to Update: 23

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

TULARE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

Cupa program facilities

Date of Government Version: 09/27/2017
Date Data Arrived at EDR: 09/28/2017
Date Made Active in Reports: 10/16/2017
Number of Days to Update: 18

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 12/18/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 10/25/2017
Date Made Active in Reports: 11/16/2017
Number of Days to Update: 22

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/26/2017
Date Data Arrived at EDR: 10/25/2017
Date Made Active in Reports: 12/07/2017
Number of Days to Update: 43

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/26/2017
Next Scheduled EDR Contact: 04/16/2018
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/08/2017
Next Scheduled EDR Contact: 02/26/2018
Data Release Frequency: Quarterly

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2017
Date Data Arrived at EDR: 10/25/2017
Date Made Active in Reports: 12/07/2017
Number of Days to Update: 43

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

| | |
|---|--|
| Date of Government Version: 08/28/2017 | Source: Environmental Health Division |
| Date Data Arrived at EDR: 09/12/2017 | Telephone: 805-654-2813 |
| Date Made Active in Reports: 09/21/2017 | Last EDR Contact: 12/11/2017 |
| Number of Days to Update: 9 | Next Scheduled EDR Contact: 03/26/2018 |
| | Data Release Frequency: Quarterly |

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

| | |
|---|--|
| Date of Government Version: 09/27/2017 | Source: Yolo County Department of Health |
| Date Data Arrived at EDR: 10/02/2017 | Telephone: 530-666-8646 |
| Date Made Active in Reports: 11/14/2017 | Last EDR Contact: 01/02/2018 |
| Number of Days to Update: 43 | Next Scheduled EDR Contact: 04/16/2018 |
| | Data Release Frequency: Annually |

YUBA COUNTY:

CUPA Facility List

CUPA facility listing for Yuba County.

| | |
|---|---|
| Date of Government Version: 11/08/2017 | Source: Yuba County Environmental Health Department |
| Date Data Arrived at EDR: 11/10/2017 | Telephone: 530-749-7523 |
| Date Made Active in Reports: 11/16/2017 | Last EDR Contact: 10/25/2017 |
| Number of Days to Update: 6 | Next Scheduled EDR Contact: 02/12/2018 |
| | Data Release Frequency: Varies |

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

| | |
|---|---|
| Date of Government Version: 11/11/2017 | Source: Department of Energy & Environmental Protection |
| Date Data Arrived at EDR: 11/14/2017 | Telephone: 860-424-3375 |
| Date Made Active in Reports: 12/18/2017 | Last EDR Contact: 11/14/2017 |
| Number of Days to Update: 34 | Next Scheduled EDR Contact: 02/26/2018 |
| | Data Release Frequency: No Update Planned |

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

| | |
|---|--|
| Date of Government Version: 12/31/2016 | Source: Department of Environmental Protection |
| Date Data Arrived at EDR: 04/11/2017 | Telephone: N/A |
| Date Made Active in Reports: 07/27/2017 | Last EDR Contact: 01/05/2018 |
| Number of Days to Update: 107 | Next Scheduled EDR Contact: 04/23/2018 |
| | Data Release Frequency: Annually |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 10/01/2017
Date Data Arrived at EDR: 11/01/2017
Date Made Active in Reports: 11/13/2017
Number of Days to Update: 12

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 11/01/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/16/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/16/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/13/2017
Date Made Active in Reports: 07/14/2017
Number of Days to Update: 92

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/11/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Annually

Oil/Gas Pipelines

Source: PennWell Corporation

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data

Source: PennWell Corporation

This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Department of Fish & Game

Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

© 2015 TomTom North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

SWC E. RIVERSIDE & HAMNER AVE
13130 MILLIKEN AVE
ONTARIO, CA 91761

TARGET PROPERTY COORDINATES

Latitude (North): 34.015319 - 34° 0' 55.15"
Longitude (West): 117.560387 - 117° 33' 37.39"
Universal Transverse Mercator: Zone 11
UTM X (Meters): 448257.3
UTM Y (Meters): 3763801.5
Elevation: 787 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map: 5620426 GUASTI, CA
Version Date: 2012

South Map: 5640930 CORONA NORTH, CA
Version Date: 2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

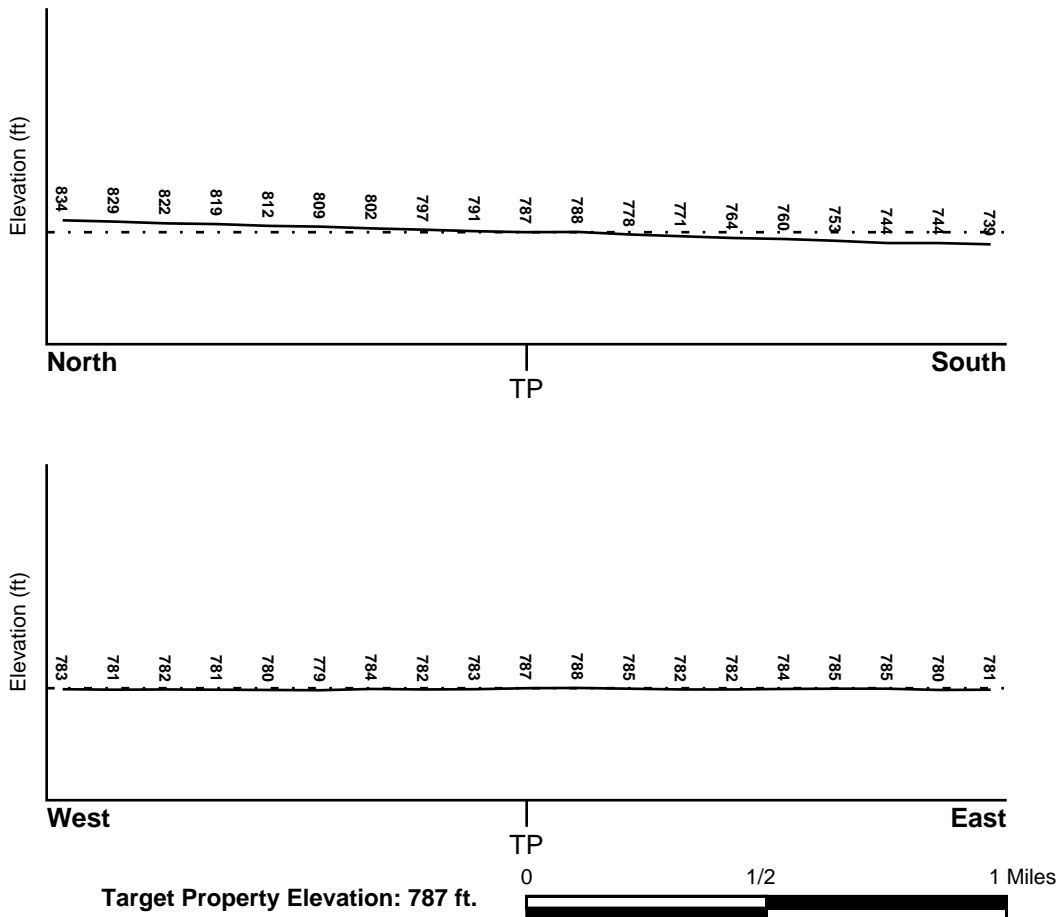
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General South

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

| | |
|---|-------------------------|
| <u>Flood Plain Panel at Target Property</u> | <u>FEMA Source Type</u> |
| 06071C8643H | FEMA FIRM Flood data |
| <u>Additional Panels in search area:</u> | <u>FEMA Source Type</u> |
| 06071C8639H | FEMA FIRM Flood data |

NATIONAL WETLAND INVENTORY

| | |
|------------------------------------|--|
| <u>NWI Quad at Target Property</u> | <u>NWI Electronic Data Coverage</u> |
| GUASTI | YES - refer to the Overview Map and Detail Map |

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

| | |
|-----------------------------|---|
| Search Radius: | 1.25 miles |
| Location Relative to TP: | 1/2 - 1 Mile NNE |
| Site Name: | Milliken San Ldfl |
| Site EPA ID Number: | CAD980695076 |
| Groundwater Flow Direction: | Southwest |
| Measured Depth to Water: | 200 feet to 240 feet. |
| Hydraulic Connection: | Information is not available about the hydraulic connection between aquifer(s) underlying the site. |
| Sole Source Aquifer: | No information about a sole source aquifer is available |
| Data Quality: | Information based on site-specific subsurface investigations is documented in the CERCLIS investigation report(s) |

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

| <u>MAP ID</u> | <u>LOCATION FROM TP</u> | <u>GENERAL DIRECTION GROUNDWATER FLOW</u> |
|---------------|-------------------------|---|
|---------------|-------------------------|---|

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

| <u>MAP ID</u> | <u>LOCATION FROM TP</u> | <u>GENERAL DIRECTION GROUNDWATER FLOW</u> |
|---------------|-----------------------------|---|
| 2 | 1/4 - 1/2 Mile ENE | Not Reported |
| 1G | 1/4 - 1/2 Mile ENE | Not Reported |

For additional site information, refer to Physical Setting Source Map Findings.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

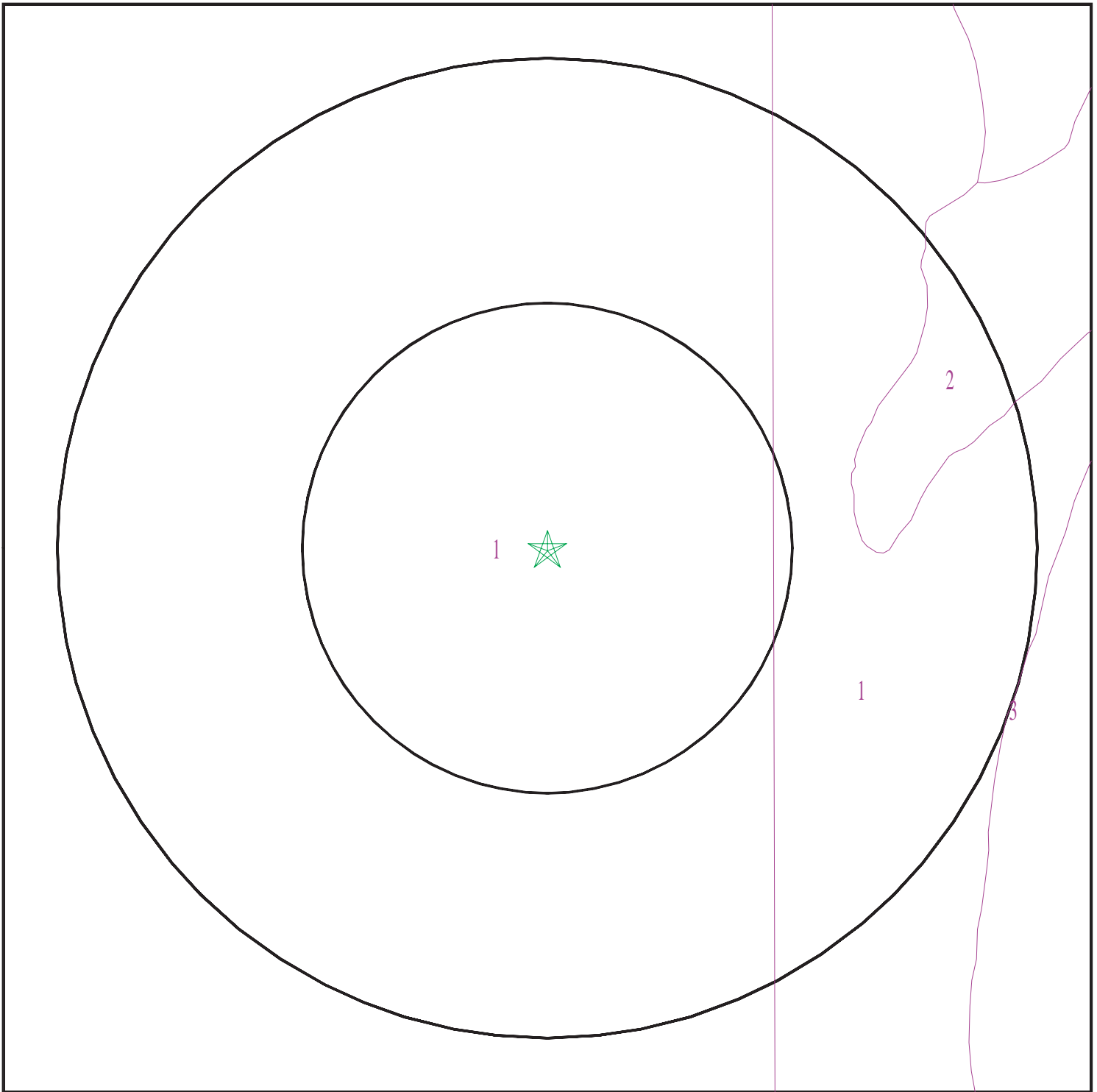
Era: Cenozoic
System: Quaternary
Series: Quaternary
Code: Q (*decoded above as Era, System & Series*)

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 05155334.2r



- ★ Target Property
- ∩ SSURGO Soil
- ∩ Water



SITE NAME: SWC E. Riverside & Hamner Ave
ADDRESS: 13130 Milliken Ave
Ontario CA 91761
LAT/LONG: 34.015319 / 117.560387

CLIENT: SCS Engineers
CONTACT: Kim Braun
INQUIRY #: 05155334.2r
DATE: January 10, 2018 12:54 pm

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: DELHI

Soil Surface Texture: fine sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Somewhat excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

| Soil Layer Information | | | | | | | |
|------------------------|-----------|-----------|--------------------|---|--|--|----------------------|
| Layer | Boundary | | Soil Texture Class | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| | Upper | Lower | | AASHTO Group | Unified Soil | | |
| 1 | 0 inches | 18 inches | fine sand | Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 141 Min: 42 | Max: 7.3 Min: 5.6 |
| 2 | 18 inches | 59 inches | sand | Granular materials (35 pct. or less passing No. 200), Fine Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 141 Min: 42 | Max: 7.8 Min: 6.1 |

Soil Map ID: 2

Soil Component Name: GORGONIO

Soil Surface Texture: stratified gravelly loamy sand to gravelly loamy fine sand

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Somewhat excessively drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

| Soil Layer Information | | | | | | | |
|------------------------|-----------|-----------|--|---|--|--|----------------------|
| Layer | Boundary | | Soil Texture Class | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| | Upper | Lower | | AASHTO Group | Unified Soil | | |
| 1 | 14 inches | 59 inches | stratified gravelly loamy sand to gravelly loamy fine sand | Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 141 Min: 42 | Max: 7.3 Min: 5.6 |
| 2 | 0 inches | 14 inches | loamy sand | Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 141 Min: 42 | Max: 7.3 Min: 5.6 |

Soil Map ID: 3

Soil Component Name: DELHI

Soil Surface Texture: fine sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Somewhat excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

| Soil Layer Information | | | | | | | |
|------------------------|-----------|-----------|--------------------|---|--|--|----------------------|
| Layer | Boundary | | Soil Texture Class | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| | Upper | Lower | | AASHTO Group | Unified Soil | | |
| 1 | 0 inches | 9 inches | fine sand | Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 141 Min: 42 | Max: 7.8 Min: 6.1 |
| 2 | 9 inches | 48 inches | sand | Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 141 Min: 42 | Max: 7.8 Min: 6.1 |
| 3 | 48 inches | 59 inches | fine sandy loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42 Min: 14 | Max: 7.8 Min: 6.1 |

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

| <u>DATABASE</u> | <u>SEARCH DISTANCE (miles)</u> |
|------------------|--------------------------------|
| Federal USGS | 1.000 |
| Federal FRDS PWS | Nearest PWS within 0.001 miles |
| State Database | 1.000 |

FEDERAL USGS WELL INFORMATION

| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|----------------|----------------|-------------------------|
| No Wells Found | | |

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

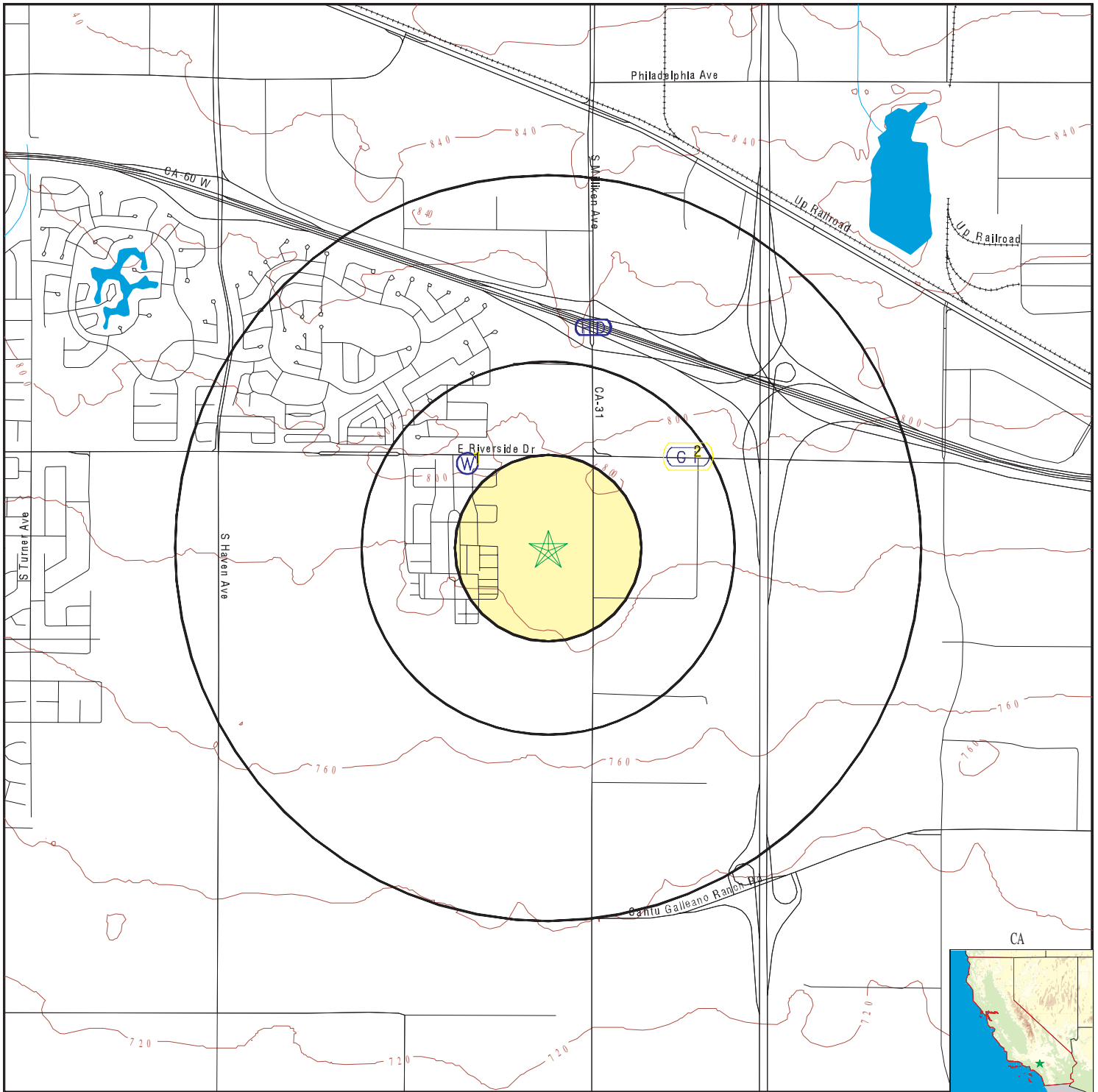
| MAP ID | WELL ID | LOCATION FROM TP |
|---------------------|---------|---------------------|
| No PWS System Found | | |

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

| MAP ID | WELL ID | LOCATION FROM TP |
|--------|-----------------|---------------------|
| 1 | CADW60000003548 | 1/4 - 1/2 Mile NW |

PHYSICAL SETTING SOURCE MAP - 05155334.2r



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons



- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells



| | |
|--|---|
| <p>SITE NAME: SWC E. Riverside & Hamner Ave ADDRESS: 13130 Milliken Ave Ontario CA 91761 LAT/LONG: 34.015319 / 117.560387</p> | <p>CLIENT: SCS Engineers CONTACT: Kim Braun INQUIRY #: 05155334.2r DATE: January 10, 2018 12:54 pm</p> |
|--|---|

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

| | | | |
|------------------------------|------------------------|-----------------|------------------------|
| 1 | | | |
| NW | | CA WELLS | CADW60000003548 |
| 1/4 - 1/2 Mile Higher | | | |
| Objectid: | 3548 | | |
| Latitude: | 34.018614 | | |
| Longitude: | -117.564156 | | |
| Site code: | 340186N1175642W001 | | |
| State well numbe: | Not Reported | | |
| Local well name: | 'CHINO-1208387' | | |
| Well use id: | 4 | | |
| Well use descrip: | Residential | | |
| County id: | 36 | | |
| County name: | San Bernardino | | |
| Basin code: | '8-2.01' | | |
| Basin desc: | Chino | | |
| Dwr region id: | 80238 | | |
| Dwr region: | Southern Region Office | | |
| Site id: | CADW60000003548 | | |

| | | | |
|------------------------------|--------------|-----------------|--------------|
| 2 | | | |
| ENE | | AQUIFLOW | 66402 |
| 1/4 - 1/2 Mile Higher | | | |
| Site ID: | 083302036T | | |
| Groundwater Flow: | Not Reported | | |
| Shallow Water Depth: | Not Reported | | |
| Deep Water Depth: | Not Reported | | |
| Average Water Depth: | 180' | | |
| Date: | 08/11/1992 | | |

| | | | |
|-----------------------------|--------------|-----------------|--------------|
| 1G | | | |
| ENE | | AQUIFLOW | 66402 |
| 1/4 - 1/2 Mile Lower | | | |
| Site ID: | 083302036T | | |
| Groundwater Flow: | Not Reported | | |
| Shallow Water Depth: | Not Reported | | |
| Deep Water Depth: | Not Reported | | |
| Average Water Depth: | 180' | | |
| Date: | 08/11/1992 | | |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

| Zipcode | Num Tests | > 4 pCi/L |
|---------|-----------|-----------|
| 91761 | 7 | 0 |

Federal EPA Radon Zone for SAN BERNARDINO County: 2

- Note: Zone 1 indoor average level > 4 pCi/L.
- : Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
- : Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for SAN BERNARDINO COUNTY, CA

Number of sites tested: 18

| Area | Average Activity | % <4 pCi/L | % 4-20 pCi/L | % >20 pCi/L |
|-------------------------|------------------|--------------|--------------|--------------|
| Living Area - 1st Floor | 0.678 pCi/L | 100% | 0% | 0% |
| Living Area - 2nd Floor | Not Reported | Not Reported | Not Reported | Not Reported |
| Basement | Not Reported | Not Reported | Not Reported | Not Reported |

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Department of Fish & Game

Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

California Drinking Water Quality Database

Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations

Source: Department of Conservation

Telephone: 916-323-1779

Oil and Gas well locations in the state.

RADON

State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

© 2015 TomTom North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

APPENDIX F
RESUMES OF PROJECT PERSONNEL

J. JUSTIN RAUZON, REPA

Education

MEM – Environmental Management, Duke University, 2014

BS – Zoology (*Double Emphasis: Human and Marine Biology*), Brigham Young University, 2004

Professional Licenses

Registered Environmental Property Assessor (REPA), National Registry of Environmental Professionals (No. 485639)

Specialty Certifications

OSHA 40-Hour Health and Safety Training for Hazardous Waste Workers

8-Hour Annual Refresher Training for Hazardous Waste Site Activities

OSHA 16-Hour Initial Asbestos Operations and Maintenance Training

Thermo Scientific Niton XRF Analyzer Operator's Training

First-Aid and CPR Training

Professional Affiliation

Society of American Military Engineers

Professional Experience

Mr. Rauzon has more than 10 years of environmental services experience, all with SCS. Fluent in Spanish, Mr. Rauzon is an SCS Senior Project Professional with a diverse background in biological and environmental sciences, and regularly performs environmental assessments and compliance audits at sites in the US and in Latin America. He has technical and management experience with soil, soil vapor, and groundwater investigations at industrial, commercial, landfill, greenfield, and residential properties. He has extensive experience with environmental laws and regulations in both the US and Mexico. His work experience includes all project phases, from development of cost estimates for various site assessment and cleanup programs to implementing remediation programs and interfacing with regulatory agencies.

Environmental Management

Selected projects in which Mr. Rauzon has participated include:

Due diligence assessments of properties prior to real estate transfer of properties in California, Arizona, New Jersey, Mexico, Puerto Rico, and the Dominican Republic. Mr. Rauzon has completed numerous due diligence assessments of properties prior to acquisition, disposition, or loan financing by investment banks, insurance companies, corporations, non-profit entities, real estate developers, and private parties. Projects have included Phase I assessments that meet federal All Appropriate Investigation (AAI) regulations, American Society for Testing and Materials (ASTM) standards, and client-specific guidelines; inspections for asbestos and lead-based paint; Phase II investigations; preparation of abatement and remediation

cost estimates; and regulatory agency coordination. These projects frequently involve review of previous environmental reports and investigation of current and past on-site operations, regulatory agency records searches, evaluation of historical property use information, identification of nearby potentially contaminated sites, and development of appropriate conclusions about environmental risks. Investigations involve preparation of work plans, soil boring and subsequent sampling, groundwater well installation and sampling, soil gas probe installation and sampling, precision mapping, evaluation of contaminants in accordance with regulatory requirements or generally accepted guidelines, preparation of investigation report, and analysis of applicable remedial alternatives. Mr. Rauzon has served as the Project Manager for sites that have received regulatory closure from various regulatory agencies.

Planning, coordinating, and supervising remedial actions that included excavation, transport, and disposal of contaminated soils and water. Investigations involve preparation of Remedial Action Plans (RAPs), direction of fieldwork, oversight of confirmatory sampling, and interfacing with regulatory agencies.

The characterization of hazardous waste materials. These projects include collection of soil and/or liquid samples to profile the waste materials, interpretation of laboratory results, and evaluation of disposal/recycling options to minimize the costs and liabilities to clients associated with the removal of wastes.

Assessment and certification of hazardous waste tank systems. These investigations involve working with a Professional Engineer to complete field inspections of hazardous waste tanks, associated ancillary equipment, leak-detection systems, and secondary containment devices, as well as interfacing with regulatory agencies.

Project Management

Project Manager for due diligence investigation of a portfolio with more than 300 industrial sites throughout Mexico. SCS services included conducting Phase I and Phase II environmental assessments within the strict timeline of the \$1.2 billion industrial real estate transaction. Subsequent to the closing of the deal, SCS provided ongoing consulting services to facilitate integration and management of various facilities with ongoing environmental issues.

Project Manager for hazardous materials consulting services in support of the State Route 91 Corridor Improvement Project in Orange and Riverside Counties, CA. SCS services included sampling and inventory of potentially hazardous materials associated with more than 25 bridges along the SR-91 and I-15 freeways; environmental assessments on properties within the proposed freeway expansion area; and soil testing for herbicides, pesticides, and fungicides on several land parcels.

Project Manager for investigation and remediation of industrial facility located in Fontana, CA. SCS conducted a series of environmental assessments, investigations, and remedial activities that provided sufficient information to identify environmental issues and business risks, and facilitate the client's successful purchase of property. A number of recognized environmental conditions, including releases of coal tar, solvents, heavy metals, and total petroleum hydrocarbons, were identified. Project activities conducted during the acquisition and redevelopment of the property included shallow and deep soil and soil vapor investigations;

installation of groundwater monitoring wells and subsequent groundwater sampling; subsequent remedial excavation under San Bernardino County Fire Department (SBCFD) oversight to obtain closure; and excavation and off-site disposition of contaminated soil.

Mr. Rauzon has participated in a certified health and safety program in compliance with OSHA Standard 29 CFR 1910.120. He is knowledgeable in incident response operations, team functions, personnel safety, and field equipment. He is able to recognize and evaluate potential chemical and physical hazards and associated risks in field operations; discuss and use personal protective equipment (PPE), such as respiratory protection and protective clothing; use and interpret direct-reading instruments; and examine and establish Standard Operating Safety Guidelines to ensure safe and effective response operations.

Publications

Rauzon, J. J. Mexico: Environmental Due Diligence and the Mexican Waste Law. EHS Journal. November 13, 2010.

KEVIN W. GREEN, PG

Education

BS – Marine Biology, California State University, Long Beach, 1978

Professional Licenses

Professional Geologist – California, 1994 (No. 5906)
Professional Geologist – Wyoming, 2009 (No. PG-3702)

Professional Affiliations

National Ground Water Association
Groundwater Resources Association of California
Association for Environmental Health and Sciences

Professional Experience

Mr. Green has a background in geology and paleontology. Since joining SCS in 1987, he has participated in numerous projects related to the investigation and remediation of hazardous chemicals in soils and groundwater. As a Vice President and Project Director, he currently serves as the Environmental Services Leader for the Long Beach and Las Vegas offices. Selected project activities include:

- Mr. Green has been Project Manager for more than a thousand Phase I Environmental Site Assessments (ESAs). These projects were completed in accordance with various lenders, the American Society for Testing and Materials (ASTM), or government guidelines, and consisted of evaluating current on-site operations, generating historical property use information, identifying potentially contaminated sites in the surrounding areas, reviewing previous reports and/or files maintained by regulatory agencies, and developing conclusions and recommendations regarding the presence of Recognized Environmental Conditions and further investigation. Project sites have varied from private single-use parcels to hundreds of properties involving multiple tenants associated with state and local government right-of-way improvements.
- Mr. Green has conducted hundreds of investigations of known or suspected hazardous waste sites to identify and characterize chemicals of concern in soil, soil vapor, and groundwater in accordance with regulatory requirements. Contaminants include a variety of hydrocarbon products, solvents, heavy metals, polychlorinated biphenyls (PCBs), and pesticides. Regulatory oversight agencies include the US Environmental Protection Agency (EPA), Department of Toxic Substances Control (DTSC), and various Regional Water Quality Control Boards (RWQCBs), County Health or Fire Departments, and city Certified Unified Program Agencies (CUPAs).
- Mr. Green has been Project Manager for numerous soil gas surveys utilized to assess the presence, nature, and extent of volatile organic compounds (VOCs) and/or methane related to contaminated soils, groundwater, and/or landfills. Elements of

these projects have included assessments of vapor intrusion, protection of structures from subsurface gases, monitoring of indoor air, and health risk assessments (HRAs).

- Mr. Green has managed numerous projects related to the removal, investigation, and remediation of contamination from leaking underground storage tanks (LUSTs). In accordance with requirements of the various regulatory agencies throughout Southern California, these LUST projects have included soil, soil gas, and groundwater contamination, and tasks such as evaluation of site and regional hydrogeologic conditions; development work plans and health and safety (H&S) plans; coordination and execution of tank removals; design of the investigative programs; review and selection of potential remedial alternatives; preparation of summary reports of findings; support of legal counsel in cost recovery actions; and support of client in cost recovery actions with the California Underground Storage Tank (UST) Cleanup Fund.
- Mr. Green has been the Project Manager for numerous remediation projects involving various hydrocarbon products, pesticides, chlorinated solvents, and/or heavy metals. Remediation projects included the excavation and disposal of soils; on- and off-site treatment of soils; recovery and treatment/disposal of free product and groundwater; and the design, installation, and operation of vapor extraction systems for soil and groundwater contaminated with VOCs.
- Mr. Green has evaluated environmental conditions at sanitary landfills. As Task Manager, he managed the installation and sampling of groundwater monitoring wells at and adjacent to existing landfills to determine the presence of leachate. This work was done in accordance with state regulations and local ordinances.
- Mr. Green was Project Manager for numerous lead-based paint (LBP) surveys and abatement projects for single- and multifamily residential developments, and commercial and public buildings. These projects consist of determining paint and/or dust sampling methodologies; interpretation of testing results; evaluation and recommendations for appropriate LBP hazards abatement; development of LBP abatement specifications; coordination and selection of licensed LBP abatement subcontractors; collection and analysis of abatement confirmation samples; characterization of waste materials; and preparation of summary reports documenting LBP surveys and the appropriate removal and disposal of LBP-related hazards.
- As a committee member, Mr. Green developed the initial ASTM standard guide (E2600) for vapor encroachment screening on property involved in real estate transactions. He has a decade of experience in evaluating the potential for vapor encroachment and vapor intrusion, along with the methods and protocols for investigation and/or mitigation of buildings affected by known or suspected contamination by VOCs.
- Mr. Green provides expert testimony and research support for litigation related to ESAs, and the investigation and remediation of hazardous waste sites.

His project experience is summarized below.

Vapor Extraction Assessment and Remediation of Former Industrial Dry Cleaning Facility. As Project Manager, Mr. Green's tasks included initial indoor air assessment for Proposition 65 compliance; coordination of equipment, subcontractors, and personnel for the installation of vapor extraction and monitoring wells, header lines, and vapor extraction system (VES), including acid "scrubber" for treated vapors, treatment pad and enclosure, electrical power, natural gas, water supply and wastewater discharge; city, county, and Air Quality Management District (AQMD) permits; operation and maintenance (O&M) of VES; regulatory reporting; and decommissioning of VES upon regulatory closure.

Community Redevelopment Agency of the City of Los Angeles (CRA/LA), General Environmental Consulting Services, Los Angeles, CA. As Project Director with almost 200 work order directives for services over an approximately 20-year period, Mr. Green provided the initial site assessments, asbestos-containing material (ACM) surveys, LBP surveys, soil gas surveys, soils investigations, groundwater investigations, remedial and abatement activities for soils, asbestos, and LBP, second-party reviews of reports and work completed by other environmental consultants, UST removals, groundwater well abandonment, Brownfields consulting, and an environmental audit of hazardous materials handling practices of the client's operations. The projects were completed on vacant, former oil field, residential, commercial, industrial, and manufacturing properties ranging in size from a single lot to a 29-block mixed-use area. In addition to ACMs and LBP, the identified constituents of concern included a variety of petroleum hydrocarbon (TPH) products, chlorinated solvents, heavy metals, PCBs, pesticides, and subsurface combustible gases such as methane and VOCs.

Brownfields Redevelopment Site, Los Angeles, CA. As Project Director, Mr. Green completed several phases of environmental services to facilitate the mixed-use redevelopment of property for a parking garage, childcare center, and affordable housing. Historical machine shop operations resulted in a release of tetrachloroethylene (PCE) to soils. Although some cleanup was conducted in the early 1990s, residual PCE contamination remained. In accordance with current standards and with the proposed goal of affordable housing and childcare center, SCS re-investigated the site under the oversight of the Los Angeles RWQCB. Services provided for this project included investigations of soil and soil gas, HRA and selection of remedial and mitigation options, design of vapor barrier to protect the building from chlorinated solvents, coordination and oversight of remedial excavation, oversight and certification for installation of a sub-building vapor barrier, post-construction monitoring of indoor, background, and sub-slab air to confirm that remediation and mitigation measures have met regulatory goals, and coordination of a No Further Action (NFA) letter from the regulatory authority.

Due Diligence Investigations of Manufacturing Facility, Torrance, CA. As Project Director, Mr. Green conducted a series of environmental assessments, investigations, and remedial activities that provided sufficient information to identify environmental issues and business risks and to facilitate the client's successful sale of property. A number of recognized environmental conditions, including former and existing USTs, a machine shop, wastewater treatment sumps and clarifier, paint shop, chemical storage, and chlorinated solvent degreasing operations were identified. Project activities included shallow and deep soil and soil vapor extraction (SVE) investigations, followed by groundwater sampling; geophysical survey and excavations to find

an existing diesel UST previously closed in-place; removal of the UST; remedial excavations under Torrance Fire Department oversight to obtain closure; a long-term SVE pilot test, including a work plan submitted to the Los Angeles RWQCB; installation of SVE and monitoring wells; and development of an SVE Pilot Test Report, and recommendations for further SVE.

Investigation, Abatement, and Subsequent Demolition, Resource, Conservation and Recovery Act (RCRA), CA. Lead-containing dust from a shooting range was found to have contaminated building materials and soils. As Project Manager, Mr. Green was involved the selection of remedial methods and contractors, monitoring of workers to assess exposure to lead-containing dust, monitoring of dust emissions during demolition to confirm compliance, confirmation sampling and analyses, characterization of wastes for disposal, and submittal of a summary report documenting the appropriate remediation and disposal of lead-containing wastes. Efforts were as part of the RCRA for facility closure under the oversight of the California DTSC.

Investigation and Remediation, CA. Chemicals of concern at the former wood treating facility included pentachlorophenol, creosote, diesel fuel, methylene chloride, zinc, copper, and arsenic. As Project Director, Mr. Green managed the Remedial Investigation/Feasibility Study (RI/FS) report for vadose zone soil, including an HRA; Remedial Action Plan (RAP) for impacted soil, which recommended capping as the most feasible remedial alternative; a cone penetrometer (CPT) study aimed at further defining site stratigraphy, evaluating for the presence of nonaqueous phase liquids, and mapping the areal distribution of chemicals of concern; quarterly groundwater monitoring from 16 wells; Storm Water Pollution Prevention Plan (SWPPP) and monitoring; and assistance to client in development and/or sale of the property. The work was done under the oversight of the California DTSC.

Well Investigation Program Compliance. As Project Manager, Mr. Green conducted a well investigation provided to the USEPA to identify Potentially Responsible Parties (PRPs) for the San Fernando Valley Superfund site. On-site operations included 14 USTs; numerous clarifiers, sumps, and drain lines; plating, machining, and painting shops; a jet engine test facility; and solvent, alkaline, and steam cleaning facilities. Approximately 70 exploratory soil borings were drilled and analyzed for chlorinated solvents, heavy metals, cyanide, and various hydrocarbon products, such as gasoline, machining and waste oils, Stoddard solvent, and jet fuel. A soil gas survey of the facility was also conducted to screen for potential contamination by VOCs, including the installation of multi-depth, nested soil vapor monitoring wells. Fate and transport modeling of chlorinated solvents was used to assess the potential for impacts to groundwater. The work was done under RWQCB oversight at a jet engine repair, maintenance, and testing facility. The RWQCB issued an NFA letter for the investigation and remediation of chlorinated solvents at the site. The project also included design, permitting, construction, and O&M of a hot air-assisted SVE system to remediate Jet A-impacted soils. After 1 year of operation, remediation was sufficient to obtain closure with no further requirements from the RWQCB. Furthermore, as a part of the decommissioning and demolition of the facility, a comprehensive survey for ACMs in nine buildings was conducted. SCS prepared plans and specifications for the abatement of ACMs, assisted the client in selection of an abatement contractor, conducted daily oversight of abatement activities, including air monitoring, and prepared a final report documenting the appropriate removal and disposal of ACMs.

Historical Industrial Site Redevelopment and Closure. Prior to acquisition of this property, Mr. Green, as Project Director, conducted a due diligence assessment and several phases of investigation to identify recognized environmental conditions, characterize the nature and extent of contamination, evaluate costs and environmental liabilities, and facilitate the client's successful purchase of the property. Following the acquisition, and as a part of site redevelopment and thereafter, SCS provided additional site characterization and remediation services under regulatory oversight and with closure. Project activities, conducted concurrently with property redevelopment, included:

- Shallow and deep soil and soil vapor investigations for due diligence purposes.
- Oil well abandonment under California Division of Oil, Gas and Geothermal Resources (DOGGR) oversight.
- Permitting and removal of an existing UST and remedial excavation under Los Angeles County Department of Public Works (LACDPW) oversight.
- Under RWQCB oversight, shallow soil excavation of a former UST area, installation and operation of a separate SVE system for deeper soil contamination, and installation and monitoring of groundwater wells.

SCS met with the RWQCB on several occasions to make a case for closure under the State Water Quality Control Board's (SWQCB's) Low-Threat UST Case Closure Policy. Upon completion of a closure investigation in October 2013, and a subsequent meeting to defend the case for closure, the RWQCB concurred with SCS's conclusions and approved the closure process under the Low-Threat Policy. Following SVE and well abandonment activities, the RWQCB issued an NFA letter for the property in July 2014.

Mr. Green has participated in a certified health and safety program in compliance with Occupational Safety and Health Administration (OSHA) Standard 29 CFR 1910.120. He provided his expertise in the incident response operations, team functions, personnel safety, and field equipment. He was able to recognize and evaluate potential chemical and physical hazards and associated risks in field operations; discuss and use personnel protective equipment such as respiratory protection and protective clothing; use and interpret direct-reading instruments; and examine and establish Standard Operating Safety Guidelines to ensure safe and effective response operations.

Mr. Green has been involved in numerous SCS projects related to hazardous waste characterization and management. He has experience in ESA studies, UST investigations and their associated remediation programs, landfill studies, and geologic and hydrogeologic site characterization studies. His work experience includes all project phases from development of cost estimates for various site assessment and cleanup programs, to groundwater monitoring and sampling, to preparation of final reports and interfacing with regulatory agencies.

Litigation Support/Expert Testimony

Mr. Green has provided litigation support and expert testimony to legal counsel, including conducting research, and preparing reports and other supporting documents, in the following environmental cases:

- In August 2013, Mr. Green provided testimony in federal court on behalf of the plaintiff in *City of Banning v. Dureau et al.*, regarding the contractor's emergency response to a waste oil spill that entered the storm drain system. Testimony related to investigative and remedial actions and the applicability of, and compliance with, the National Contingency Plan (NCP). The case was won by the City of Banning, California.
- In October 2012, Mr. Green was retained as an expert witness by the defendant in *Clipper Yacht Company, LLC v. Anderson's Boat Yard, Inc.*, to review documents, consult with legal counsel, and provide expert opinions at deposition and trial regarding contamination at a boat yard and associated marina in Sausalito, California. Specific topics of interest include the adequacy of previous investigations and remediation efforts, the sources of contamination (particularly copper), cleanup levels, and likelihood and estimated costs of additional remediation. This case was settled prior to trial.
- In August 2011, as part of the new property owner's litigation against the former tenant (*Alfaville, LLC v. L.A. Signal, Inc.*), Mr. Green provided testimony as a percipient witness, primarily as to the source and timing of a prior PCE release. In a Phase I ESA prepared by SCS in 2008, PCE solvent use by the departing property tenant was identified. Several phases of subsequent site investigation confirmed a release of PCE to soil and soil vapor with likely impacts to groundwater. Groundwater monitoring is ongoing under Los Angeles RWQCB oversight. Remediation by soil vapor extraction may be conducted. This case was settled.
- In November 2008, Mr. Green provided an expert report and court testimony on behalf of the plaintiff in *Malcolm Carter Enterprise v. Microsemi Real Estate, Inc.* At issue was the evaluation of data for a Phase I ESA, identification of Recognized Environmental Concerns (RECs), regional and site-specific groundwater contamination by chlorinated solvents, selection of an appropriate regulatory agency for remedial oversight, and applicability of the NFA letter. This case was won by the plaintiff.
- In 2010, Mr. Green was retained by the defendant in *City of Riverside v. Johnson Revocable Trust, et al.*, to review documents, consult with legal counsel, and provide expert reports and deposition and expert testimony regarding an eminent domain case in Riverside, California. Specific topics of interest included the adequacy of previous investigation, the source or sources of a PCE release, and the likelihood and estimated costs of remediation. This case was settled prior to trial.

- In 2009, Mr. Green conducted a review of the scope of work and fees charged by another environmental consultant conducting expert witness work on a development project in Santa Clarita. A declaration was provided to the Plaintiff's counsel regarding typical consultant fees, and the reasonableness of the time and expenses charged in relation to the final work product.
- In 2006, Mr. Green reviewed documents, consulted with legal counsel, and provided deposition and expert testimony regarding the source and timing of a methyl tertiary butyl ether (MTBE) release at a service station site in Strathmore, California. This case was settled prior to trial.
- In 2003, Mr. Green provided litigation support regarding the scope and limitations of a Phase I ESA as it pertains to a service station site in San Bernardino, California.
- In 1998, Mr. Green provided expert consulting services related to the use, history, and migration of hexavalent chromium and perchloroethene in soil and groundwater at a former plating site and adjacent Los Angeles Unified School District (LAUSD) school property, and proper allocation of responsibility regarding those issues.
- In 1994, Mr. Green provided a client's in-house and outside legal counsel with technical support on a case involving cost recovery/allocation and potential involvement in the Burbank Operable Unit of the San Fernando Valley Superfund site. This project included assessment of the nature, extent, fate, and transport of potential contaminants (chlorinated solvents, fuels, and/or heavy metals), previous and proposed site investigations, possible remedial alternatives and costs, and environmental investigations and/or remediation on properties in the surrounding area.
- Mr. Green has also provided outside legal counsel with technical support for due diligence assessment at a property in Irvine, California. The client's site was located adjacent to a service station that had groundwater impacted with gasoline-related constituents, including MTBE. His work involved obtaining regulatory records, review, and written summary regarding regulatory requirements and anticipated actions, health risks, and necessity of additional site assessment and/or investigation work on the client's property.
- He has also assisted a client and the client's legal counsel with review of information and response to the Los Angeles RWQCB's request for a work plan for investigation of suspected hexavalent chromium impacts to soil and groundwater at the client's former operation, located adjacent to the Burbank Airport and within the Burbank Operable Unit of the San Fernando Valley Superfund Site. The work plan and further investigation were not subsequently required.
- In 1991, Mr. Green provided expert testimony in *Azusa Redevelopment Agency v. Exxon*, a case involving investigation and remediation of gasoline-contaminated soil at a former Exxon station.

- 1991, Mr. Green provided expert testimony for Art Movers, Inc., in a case involving previous site investigations, proposed remedial activities, and potential risks to groundwater resources from perchloroethene-contaminated soils.

Publications and Presentations

Green, K. W. Vapor Encroachment & Intrusion: What are the Real (Estate) Risks? Journal of Property Management. March-April 2014.

Marsh, J. R., and K. W. Green. All Appropriate Inquiry - The New Phase I Standard. California Real Estate Journal. May 8, 2006.

Green, K. W., T. Dong, and D. R. Ness. Industrial Drycleaner Woes, Vernon, California. Proceedings of the Groundwater Resources Association. November 10, 2004.

Marsh, J. R., K. W. Green, and T. Dong. Standardizing Environmental Assessments: A Practical Perspective. Journal of Environmental Engineering. Vol. 122, No. 3. March 1996.

Marsh, J. R., K. W. Green, and T. Dong. Phase I Assessments and Due Diligence: One and the Same? Environmental Engineering Forum, American Society of Civil Engineers, Environmental Engineering Division. Journal of Environmental Engineering. Vol. 120, No. 6, November/December 1994.

Green, K. W., and B. Garbaccio. Understanding and Interpreting a Site Investigation Report. California Redevelopment Journal. October 1994

Marsh, J. R., and K. W. Green. What Your Phase I Assessment Dollars Buy. California Redevelopment Association Journal. July 1994.

**PHASE II SOIL INVESTIGATION REPORT
SUNSHINE GROWERS NURSERY INC.
13130 HAMNER AVENUE
ONTARIO, CALIFORNIA 91761
(ASSESSOR'S PARCEL NUMBER: 0218-171-21-0000)**

Prepared for:

**CHI/Acquisitions CA, L.P., a Delaware Limited
Partnership**

c/o Mr. Jared J. Riemer
Crow Holdings Industrial
527 West 7th Street, Suite 308
Los Angeles, California 90014
(949) 478-1883

Prepared by:

SCS ENGINEERS
3900 Kilroy Airport Way, Suite 100
Long Beach, California 90806
(562) 426-9544

March 12, 2018
File No. 01218010.00, Task 2

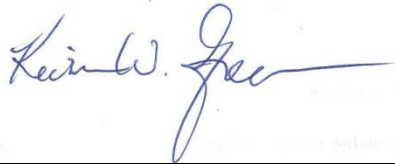
This Phase II Soil Investigation Report for the Sunshine Growers Nursery Inc. site located at the 13130 Hamner Avenue, in Ontario, California dated March 12, 2018 was prepared and reviewed by the following:



Christopher F. Romanowski
Staff Scientist
SCS ENGINEERS



Justin Rauzon, R.E.P.A.
Project Manager
SCS ENGINEERS



Kevin W. Green, PG
Senior Project Advisor
SCS ENGINEERS

Table of Contents

| Section | Page |
|--|-------------|
| DISCLAIMER..... | ii |
| 1 INTRODUCTION | 1 |
| Background | 1 |
| 2 GEOLOGIC AND HYDROGEOLOGIC CONDITIONS..... | 1 |
| Physiographic Setting..... | 1 |
| Geology and Soils..... | 1 |
| Groundwater | 2 |
| 3 SITE INVESTIGATION AND ANALYTICAL RESULTS..... | 2 |
| Soil Sample Collection..... | 2 |
| Soil Analytical Results..... | 3 |
| 4 CONCLUSIONS AND RECOMMENDATIONS | 3 |
| 5 REFERENCES | 4 |

List of Figures, Tables, and Appendices

Figures

- 1 Site Location Map
- 2 Soil Boring Location Map

Appendices

- A Chemtek Laboratory Report

DISCLAIMER

This report has been prepared for CHI/Acquisitions CA, L.P., a Delaware Limited Partnership with specific application to a Phase II soil investigation at the Sunshine Growers Nursery site located at 13130 Hamner Avenue, Ontario, California.

The report has been prepared in accordance with the care and skill generally exercised by reputable professionals, under similar circumstances, in this or similar localities. No other warranty, express or implied, is made as to the professional opinions presented herein. No other party, known or unknown to SCS Engineers, is intended as a beneficiary of this work product, its content or information embedded therein. Third parties use this report at their own risk.

Changes in site conditions may occur due to variation in rainfall, temperature, water usage, or other factors. Additional information that was not available to the consultant at the time of this investigation or changes that may occur on the site or in the surrounding area may result in modification to the site that would impact the summary and recommendations presented herein. This report is not a legal opinion.

1 INTRODUCTION

SCS Engineers (SCS) was retained by CHI/Acquisitions CA, L.P., a Delaware Limited Partnership, to conduct a Phase II soil investigation at the Sunshine Growers Nursery Inc. (Sunshine) site located at 13130 Hamner Avenue, Ontario, California (the “Property”). Investigation activities were conducted in accordance with SCS’s proposal dated February 23, 2018 (Proposal No. 010176218). The Phase II proposal was based on the findings of a Phase I Environmental Site Assessment (Phase I ESA) prepared by SCS dated February 7, 2018 (SCS Project No. 01218010.00, Task 1). A location map for the Property is presented as **Figure 1**.

BACKGROUND

The Property is located on the western side of Hamner Avenue, approximately 1/3 mile to the south of the intersection with East Riverside Drive. Sunshine operates a nursery at the Property with a retail building, outdoor growing areas, covered greenhouse growing areas, and a maintenance building.

In the Phase I ESA report, SCS identified the following:

- One approximately 500-gallon, single-walled, steel aboveground storage tank (AST) is located near the center of the Property. The AST stores fuel for on-site tractors and an emergency generator located immediately to the east of the AST. The AST is situated inside a concrete containment berm. A supply hose runs from the bottom of the AST, over the containment berm, underground for approximately five feet, and then up into the emergency generator. The AST has been present at the nursery since it was first developed 29 years ago. Given the duration the AST has been at the Property, and the fact that the hosing passes underground where a leak would not be detected, SCS considers the diesel fuel AST to be a recognized environmental condition (REC).

Based on this information, SCS recommended a soil investigation in the area of the AST.

2 GEOLOGIC AND HYDROGEOLOGIC CONDITIONS

PHYSIOGRAPHIC SETTING

According to the U.S. Geological Survey (USGS), Guasti, California 7.5-minute topographic maps, the Property is located along the San Bernardino-Riverside County border, to the southwest of an agricultural area. The Property itself was not historically depicted as agricultural land. The Property is situated at an elevation of approximately 785 to 790 feet above mean sea level. The Property is relatively flat, with a slight regional slope to the south.

GEOLOGY AND SOILS

The Property is located in the Chino Basin area, a broad alluvial plain that is underlain by undifferentiated Pleistocene and Holocene alluvium deposits consisting predominantly of gravel, sand, silt, and clay. According to a review of information on the State Water Resources Control Board (SWRCB) GeoTracker website for the Crossroad Classic Mustang site (T0606500266), located at 12421 Riverside Avenue, Mira Loma, approximately 0.1 miles to the northeast,

subsurface lithology consists of interbedded fine sands, silts, and clay to 80 feet below ground surface (bgs), with a dense, partially cemented gravelly sand between 30 and 45 feet bgs. Based on proximity, similar geologic conditions are anticipated at the Property. Silt and sandy silt was encountered in two borings to three feet bgs during the Phase II soil investigation.

GROUNDWATER

Based on a review of GeoTracker information for the Crossroad Classic Mustang site, first groundwater was measured at a depth of 198 feet bgs in October 2004. Based on proximity, groundwater is anticipated at a similar depth beneath the Property. Based on topography, groundwater is expected to flow southerly in direction.

3 SITE INVESTIGATION AND ANALYTICAL RESULTS

The objective of the Phase II soil investigation was to evaluate a possible release from the AST.

SOIL SAMPLE COLLECTION

On February 27, 2018, SCS personnel collected soil samples at two borings (B1 and B2) using hand-operated equipment (hand auger). One boring (B2) was located on the western side of the AST and the other (B1) was located on the eastern side, between the AST and generator and near where the fuel supply hose passed underground. Soil samples at each boring were collected 1 and 3 feet bgs. A total of four soil samples were collected. The boring locations are identified on **Figure 2**.

A hand auger device was used for borehole advancement to desired sample depths. Samples were placed in 4-ounce glass jar and filled with no head space. A portion of each soil sample intended for analysis of volatile organic compound (VOC) and gasoline-range total petroleum hydrocarbons (TPH) was also preserved in the field using EPA Method 5035. This process includes the collection of three aliquots of soil from each soil sample using a plunger/sub-sampler provided by the laboratory. The three aliquots of soil were immediately placed in 40 milliliter VOA (volatile organic analysis) vials as follows – two aliquots in VOAs with a sodium bisulfate preservative and one VOA with a methanol preservative.

Samples were collected and analyzed using generally-accepted regulatory procedures. Between sampling events, the sampling equipment was cleaned with a three-part Alconox wash and rinsed to prevent cross-contamination. New nitrile gloves were used and frequently replaced in the handling of all soil samples, also to prevent cross-contamination.

A solvent-free label noting the date and time of collection, sample number, and project number was affixed to each sample sleeve. Immediately following labeling, samples were placed in a chilled ice chest to be submitted to Chemtek Environmental Laboratories (Chemtek) of Santa Fe Springs, California, a California Department of Health Services-certified laboratory. Samples were tracked from point of collection through the laboratory using proper chain-of-custody protocol.

A portion of each sample was observed for soil classification and for field indications of potential contamination. No unusual discoloration, odors, or other signs of contamination were noted in the samples.

As outlined in the proposal, all four soil samples were submitted for analysis of TPH using EPA Method 8015M and for VOCs using EPA Method 8260B. After all samples had been collected, the borings were backfilled with cuttings. No soil cuttings requiring disposal were generated during the investigation activities.

SOIL ANALYTICAL RESULTS

The Chemtek report, including chain-of-custody forms and quality assurance/quality control (QA/QC) data, are provided in **Appendix A**. TPH and VOCs were not detected in the soil samples at concentrations equal to or greater than the laboratory reporting limits.

4 CONCLUSIONS AND RECOMMENDATIONS

On February 27, 2018, SCS conducted a Phase II soil investigation in the area of the AST. Based on the results of this investigation, no obvious indications of contamination were noted in the soil samples recovered for analysis. Laboratory analysis did not detect VOCs or TPH in the four soil samples. In conclusion, the results of this investigation did not identify any fuel-related impacts in shallow soils in the area of the AST. Additional investigation is not warranted or recommended.

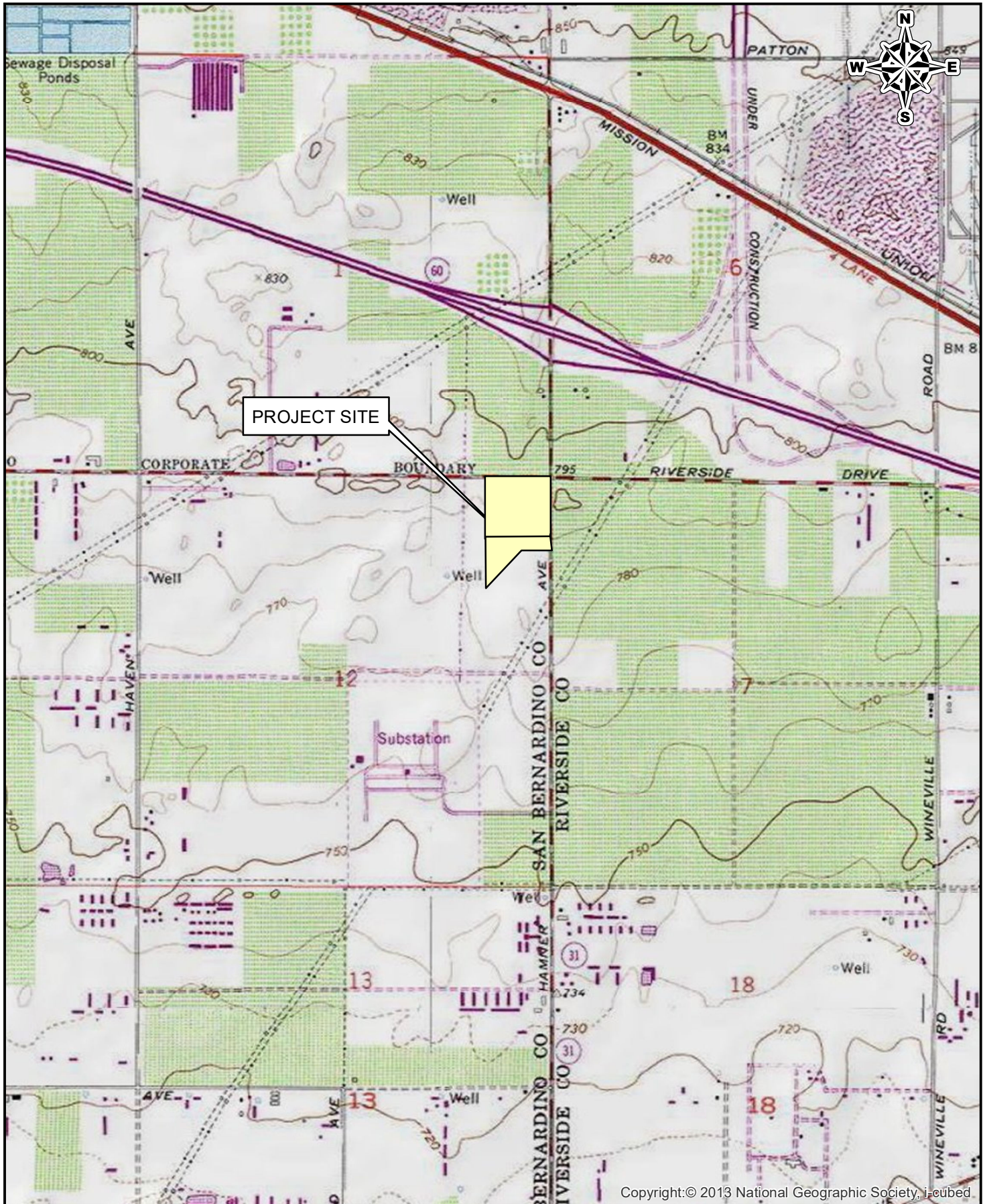
5 REFERENCES

California Environmental Protection Agency, State Water Resources Control Board.
GeoTracker website; <http://geotracker.waterboards.ca.gov/>

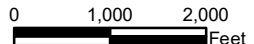
Los Angeles Regional Water Quality Control Board (LARWQCB). *Interim Site Assessment and Cleanup Guidebook*. May 1996.

SCS Engineers, February 7, 2018. *Phase I Environmental Site Assessment: 47.38-acre Property, 13130 Hamner Avenue and Undeveloped Parcel at Southwest Corner of East Riverside Drive and South Hamner Drive, Ontario, California.*

FIGURES 1 AND 2



Copyright: © 2013 National Geographic Society, Inc.

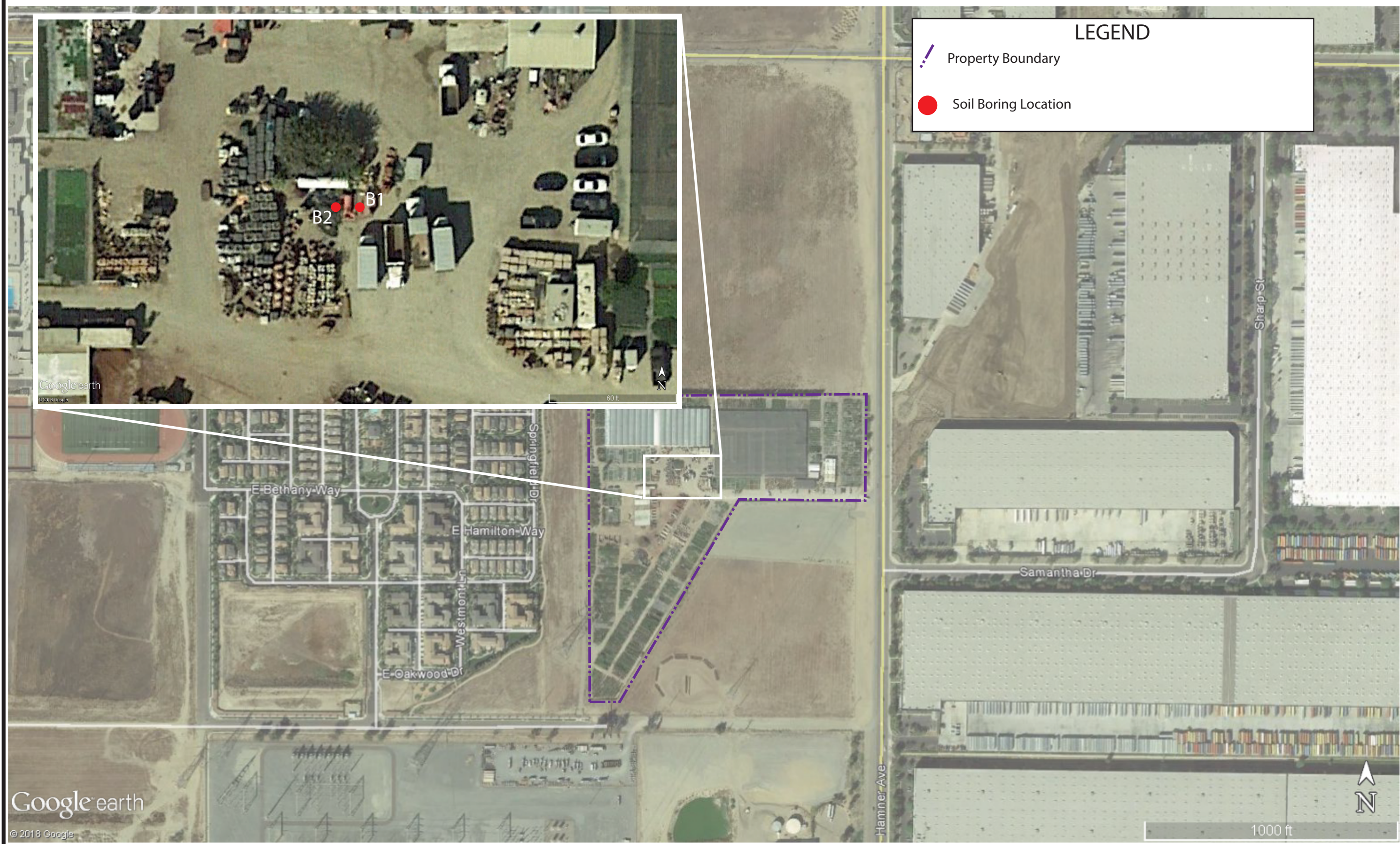


SCS ENGINEERS
 3900 KILROY AIRPORT WAY, STE 100
 LONG BEACH, CALIFORNIA 90806-6816



SITE: SWC E. Riverside & Hamner Avenue
 13130 Milliken Avenue
 Ontario, California 91761

Job No.: 01218010.00
 Title: SITE LOCATION MAP
 Item D and E, 771 of 1272

FIGURE
1



LEGEND

-  Property Boundary
-  Soil Boring Location

DATE: FEBRUARY 2018
 SCALE: SEE FIGURE
 FIGURE NO.: 2

SHEET TITLE: GOOGLE EARTH AERIAL IMAGE SHOWING PHOTO LOCATIONS
 PROJECT TITLE: SUNSHINE GROWERS NURSERY INC. 13130 HAMNER AVENUE ONTARIO, CALIFORNIA 91761

CLIENT: CHI/ACQUISITIONS CA, L.P. CROW HOLDINGS INDUSTRIAL 527 WEST 7TH STREET, SUITE 308 LOS ANGELES, CALIFORNIA 90014

SCS ENGINEERS ENVIRONMENTAL CONSULTANTS
 3900 KERRY AIRPORT WY, SUITE 100 JUNE BEACH, CA 90606
 PH: (562) 428-9544 FAX: (562) 427-9805
 PROJ. NO.: 01218010.00
 DWN. BY: J. RAUZON
 APP. BY: K. GREEN

APPENDIX A
CHEMTEK LABORATORY REPORT



Certificate of Analysis

Client: SCS Engineers
3900 Kilroy Airport Way
Long Beach, CA

Project No. 01218010.00 T2
Project Site: Sunshine Growers

Job No: 802100
Report Date: 03/07/18
Date Received: 02/27/18
Number of Samples: 4
Sample Matrix: Soil

Attention: Tom Dong

This is the Certificate of Analysis for the following samples:

| SAMPLE IDENTIFICATION | DATE OF SAMPLE | LABORATORY IDENTIFICATION |
|-----------------------|----------------|---------------------------|
| B1-1 | 02/27/18 | 802100-01A |
| B1-3 | 02/27/18 | 802100-02A |
| B2-1 | 02/27/18 | 802100-03A |
| B2-3 | 02/27/18 | 802100-04A |

Reviewed and Approved:

For

Michael C.C. Lu
Laboratory Director



Certificate of Analysis

| | | | |
|---------------------------------------|--------------------------|----------------------------|-----------------------|
| Client: SCS Engineers | EPA Method: 8260B | Units: µg/kg or ppb | Job No: 802100 |
| Project Site: Sunshine Growers | Matrix: Soil | | |

| Sample ID | Sample Date | Sample ID | Sample Date |
|-----------|-------------|-----------|-------------|
| B1-1 | 2/27/2018 | B1-3 | 2/27/2018 |

| Analyte | Results | Units | DF | DLR | Results | Units | DF | DLR |
|-----------------------------|---------|-------|-----|-----|---------|-------|-----|-----|
| Benzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Bromobenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Bromochloromethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Bromoform | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Bromomethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| n-Butylbenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| sec-Butylbenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| tert-Butylbenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Carbon Tetrachloride | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Chlorobenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Chloroethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Chloroform | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Chloromethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 2-Chlorotoluene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 4-Chlorotoluene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 2-Chloroethyl vinyl ether | ND | µg/kg | 1.1 | 2.2 | ND | µg/kg | 0.8 | 1.6 |
| Dibromochloromethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,2-Dibromo-3-chloropropane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,2-Dibromoethane (EDB) | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Dibromomethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,2-Dichlorobenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,3-Dichlorobenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,4-Dichlorobenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Dichlorodifluoromethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,1-Dichloroethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,2-Dichloroethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,1-Dichloroethene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| cis-1,2 Dichloroethene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Trans-1,2-Dichloroethene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,2-Dichloropropane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,3-Dichloropropane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 2,2-Dichloropropane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,1-Dichloropropene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Cis-1,3-Dichloropropene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| trans-1,3-Dichloropropene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Ethylbenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Hexachlorobutadiene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Isopropylbenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 4-Isopropyltoluene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Methylene Chloride | ND | µg/kg | 1.1 | 5.5 | ND | µg/kg | 0.8 | 4 |
| Naphthalene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| n-propylbenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Styrene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,1,1,2-Tetrachloroethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,1,2,2-Tetrachloroethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Tetrachloroethene(PCE) | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Toluene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,2,3-Trichlorobenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,2,4-Trichlorobenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,1,1-Trichloroethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,1,2-Trichloroethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Trichloroethene(TCE) | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Trichlorofluoromethane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,2,3-Trichloropropane | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,2,4-Trimethylbenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| 1,3,5-Trimethylbenzene | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Vinyl Chloride | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| Total Xylenes | ND | µg/kg | 1.1 | 2.2 | ND | µg/kg | 0.8 | 1.6 |
| Ethanol | ND | µg/kg | 1.1 | 275 | ND | µg/kg | 0.8 | 200 |
| MTBE | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| ETBE | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| DIPE | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| TAME | ND | µg/kg | 1.1 | 1.1 | ND | µg/kg | 0.8 | 0.8 |
| TBA | ND | µg/kg | 1.1 | 55 | ND | µg/kg | 0.8 | 40 |
| MEK | ND | µg/kg | 1.1 | 11 | ND | µg/kg | 0.8 | 8 |
| MIBK | ND | µg/kg | 1.1 | 11 | ND | µg/kg | 0.8 | 8 |
| 2-Hexanone | ND | µg/kg | 1.1 | 11 | ND | µg/kg | 0.8 | 8 |
| Acetone | ND | µg/kg | 1.1 | 110 | ND | µg/kg | 0.8 | 80 |

Analysis Date: 03/02/18

03/02/18

ND : Not detected at or above DLR
DLR: Detection Limit for Reporting Purposes



Certificate of Analysis

| | | | |
|---------------------------------------|--------------------------|------------------------------|------------------------------|
| Client: SCS Engineers | EPA Method: 8260B | Units: µg/kg or ppb | Job No: 802100 |
| Project Site: Sunshine Growers | Matrix: Soil | | |
| Project No. 01218010.00 T2 | Sample ID B2-1 | Sample Date 2/27/2018 | Sample ID B2-3 |
| | | | Sample Date 2/27/2018 |

| Analyte | Results | Units | DF | DLR | Results | Units | DF | DLR |
|-----------------------------|---------|-------|-----|-----|---------|-------|-----|-----|
| Benzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Bromobenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Bromochloromethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Bromoform | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Bromomethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| n-Butylbenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| sec-Butylbenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| tert-Butylbenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Carbon Tetrachloride | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Chlorobenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Chloroethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Chloroform | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Chloromethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 2-Chlorotoluene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 4-Chlorotoluene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 2-Chloroethyl vinyl ether | ND | µg/kg | 0.8 | 1.6 | ND | µg/kg | 1.1 | 2.2 |
| Dibromochloromethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,2-Dibromo-3-chloropropane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,2-Dibromoethane (EDB) | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Dibromomethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,2-Dichlorobenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,3-Dichlorobenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,4-Dichlorobenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Dichlorodifluoromethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,1-Dichloroethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,2-Dichloroethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,1-Dichloroethene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| cis-1,2 Dichloroethene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Trans-1,2-Dichloroethene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,2-Dichloropropane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,3-Dichloropropane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 2,2-Dichloropropane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,1-Dichloropropene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Cis-1,3-Dichloropropene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| trans-1,3-Dichloropropene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Ethylbenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Hexachlorobutadiene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Isopropylbenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 4-Isopropyltoluene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Methylene Chloride | ND | µg/kg | 0.8 | 4 | ND | µg/kg | 1.1 | 5.5 |
| Naphthalene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| n-propylbenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Styrene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,1,1,2-Tetrachloroethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,1,2,2-Tetrachloroethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Tetrachloroethene(PCE) | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Toluene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,2,3-Trichlorobenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,2,4-Trichlorobenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,1,1-Trichloroethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,1,2-Trichloroethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Trichloroethene(TCE) | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Trichlorofluoromethane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,2,3-Trichloropropane | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,2,4-Trimethylbenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| 1,3,5-Trimethylbenzene | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Vinyl Chloride | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| Total Xylenes | ND | µg/kg | 0.8 | 1.6 | ND | µg/kg | 1.1 | 2.2 |
| Ethanol | ND | µg/kg | 0.8 | 200 | ND | µg/kg | 1.1 | 275 |
| MTBE | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| ETBE | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| DIPE | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| TAME | ND | µg/kg | 0.8 | 0.8 | ND | µg/kg | 1.1 | 1.1 |
| TBA | ND | µg/kg | 0.8 | 40 | ND | µg/kg | 1.1 | 55 |
| MEK | ND | µg/kg | 0.8 | 8 | ND | µg/kg | 1.1 | 11 |
| MIBK | ND | µg/kg | 0.8 | 8 | ND | µg/kg | 1.1 | 11 |
| 2-Hexanone | ND | µg/kg | 0.8 | 8 | ND | µg/kg | 1.1 | 11 |
| Acetone | ND | µg/kg | 0.8 | 80 | ND | µg/kg | 1.1 | 110 |

Analysis Date: 03/06/18

03/02/18

ND : Not detected at or above DLR
DLR: Detection Limit for Reporting Purposes



Certificate of Analysis

| | | |
|---------------------------------------|----------------------------|---------------------------------|
| Client: SCS Engineers | EPA Method: 8015M | Job No: 802100 |
| Project Site: Sunshine Growers | units: mg/kg or ppm | Report Date: 03/07/18 |
| Project No: 01218010.00 T2 | | Date of Sample: 02/27/18 |
| | | Date Received: 02/27/18 |
| | | Sample Matrix: Soil |

| Sample ID | UNITS | Gas Range (C4-C12) | | | Diesel Range (C13-C22) | | | Oil Range (C23-36) | | |
|--------------|-------|--------------------|-----|------|------------------------|-----|-----|--------------------|-----|----|
| | | DF | DLR | | DF | DLR | | DF | DLR | |
| B1-1 | mg/kg | ND | 1 | 0.20 | ND | 1 | 5.0 | ND | 1 | 10 |
| B1-3 | mg/kg | ND | 1 | 0.20 | ND | 1 | 5.0 | ND | 1 | 10 |
| B2-1 | mg/kg | ND | 1 | 0.20 | ND | 1 | 5.0 | ND | 1 | 10 |
| B2-3 | mg/kg | ND | 1 | 0.20 | ND | 1 | 5.0 | ND | 1 | 10 |
| Method Blank | mg/kg | ND | 1 | 0.20 | ND | 1 | 5.0 | ND | 1 | 10 |

| | | | |
|-----------------------|-------------|----------|----------|
| Sample Date: | 02/27/18 | 02/27/18 | 02/27/18 |
| Analysis Date: | 03/02,06/18 | 02/28/18 | 02/28/18 |

ND : Not detected at or above DLR
DLR: Detection Limit for Reporting Purposes



Certificate of Analysis

QC Analysis Date: 03/06/18
QC Lab ID: 802100-3A
Units: ppb

Job No: 802100

QUALITY CONTROL DATA

EPA METHOD: 8260B(VOC's)

| ANALYTE | BLANK RESULT | SPIKE CONC. | MS % REC | MSD % REC | % RPD | % RPD ACCEPT LIMITS | % REC ACCEPT LIMITS |
|--------------------|--------------|-------------|-------------|--------------|-------|---------------------------|---------------------------|
| 1,1-Dichloroethene | ND | 25 | 120.0 | 115.5 | 3.8% | 30 | 70-130 |
| Benzene | ND | 25 | 98.8 | 91.2 | 8.0% | 30 | 70-130 |
| Trichloroethylene | ND | 25 | 114.5 | 110.2 | 3.8% | 30 | 70-130 |
| Toluene | ND | 25 | 102.2 | 97.4 | 4.8% | 30 | 70-130 |
| Chlorobenzene | ND | 25 | 105.6 | 101.1 | 4.4% | 30 | 70-130 |

QC Analysis Date: 03/06/18
QC Lab ID: 802100-3A
Units: ppm

QUALITY CONTROL DATA

EPA METHOD: 8015M(TPH Gas Range Organics)

| ANALYTE | BLANK RESULT | SPIKE CONC. | MS % REC | MSD % REC | % RPD | % RPD ACCEPT LIMITS | % REC ACCEPT LIMITS |
|-----------|--------------|-------------|-------------|--------------|-------|---------------------------|---------------------------|
| GRO (TPH) | ND | 0.5 | 96.0 | 101.4 | 5.5% | 30 | 70-130 |

QC Analysis Date: 02/28/18
QC Lab ID: 802100-1A
Units: ppm

QUALITY CONTROL DATA

EPA METHOD: 8015M(TPH Diesel Range Organics)

| ANALYTE | BLANK RESULT | SPIKE CONC. | MS % REC | MSD % REC | % RPD | % RPD ACCEPT LIMITS | % REC ACCEPT LIMITS |
|-----------|--------------|-------------|-------------|--------------|-------|---------------------------|---------------------------|
| DRO (TPH) | ND | 100 | 89.8 | 106.1 | 16.6% | 30 | 70-130 |

CHEMTEK Environmental Laboratories Inc.

CHAIN OF CUSTODY RECORD

Job No.: 0121801000 72
 Page: 1 of 1

13554 Larwin Circle, Santa Fe Springs, CA 90670
 Tel. (562) 926-9848 FAX (562) 926-8324 Email: ChemtekLabs@hotmail.com
 CA Dept of Health Accredited. (ELAP No. 1435) & Mobile Lab (ELAP No. 2629)

| CUSTOMER INFORMATION | | | | | | | | | | ANALYSIS REQUIRED | | | | | | | | | | |
|--|--------------|--------------|--------|-----|---|---------|-----------|-------------|--------------------|---|--------------|--------------------|-----------------------|--|-----------------------------|--|-----------------------|--|---------------|--|
| COMPANY NAME: <u>SSS Engineers</u> | | | | | PROJECT CONTACT: <u>J Rouzon</u> | | | | | Email: <u>Jrouzon@sss-engineers.com</u> | | | | | PH, Conductivity, Turbidity | | | | | |
| ADDRESS: <u>3900 Kilroy Air port way</u> | | | | | PHONE: _____ | | | | | FAX: _____ | | | | | Sulfide, Cyanide, O&G | | | | | |
| PROJECT NAME: <u>Sunshine</u> | | | | | SITE ADDRESS: <u>Grubers</u> | | | | | P.O. No. _____ | | | | | COD / TSS / BOD / TDS | | | | | |
| SAMPLED BY: <u>C. Romona Lina</u> | | | | | Turn Around Time: <input checked="" type="checkbox"/> 24 hr <input type="checkbox"/> 48 hr <input type="checkbox"/> Other | | | | | NO. OF CONT | | | | | OXYGENATES (8260 B) SHORT | | | | | |
| SAMPLE ID | DATE SAMPLED | TIME SAMPLED | TYPE * | EDF | PH/Time | REMARKS | Preserved | NO. OF CONT | 8015M TPH G or GRO | 8015M TPH D or DRO | CARBON CHAIN | VOCs (8260 B) FULL | COD / TSS / BOD / TDS | | PH, Conductivity, Turbidity | | Sulfide, Cyanide, O&G | | CAM 17 Metals | |
| 1 | 2/27/18 | 1103 | SO | | | | | 19 | | | X | X | | | | | | | | |
| 2 | 1/08 | 1108 | | | | | | 1 | | | X | X | | | | | | | | |
| 3 | 1/13 | 1113 | | | | | | 1 | | | X | X | | | | | | | | |
| 4 | 1/17 | 1117 | | | | | | 1 | | | X | X | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | | | |
| RELINQUISHED BY: <u>[Signature]</u> | | | | | | | | | | PRINT NAME: <u>C. Romona Lina</u> | | | | | | | | | | |
| RECEIVED BY: _____ | | | | | | | | | | COMPANY NAME: <u>SSS</u> | | | | | | | | | | |
| RECEIVED FOR LABORATORY BY: <u>TL</u> | | | | | | | | | | DATE: <u>2/27/18</u> | | | | | | | | | | |
| TIME: _____ | | | | | | | | | | TIME: <u>1302</u> | | | | | | | | | | |

NOTE: Samples are discarded 30 days after results are reported unless other arrangements are made.
 *Type: SO-Soil GW-Ground Water WW-Waste Water AQ-Aqueous A-Air OT-Other
 Distribution: WHITE with report / YELLOW to CHEMTEK / PINK to courier



Ontario Commerce Center

NOISE IMPACT ANALYSIS

CITY OF ONTARIO

PREPARED BY:

Bill Lawson, PE, INCE
blawson@urbanxroads.com
(949) 336-5979

Sama Shami
sshami@urbanxroads.com
(949) 336-5994

JULY 9, 2020

13176-05 Noise Study

TABLE OF CONTENTS

| | |
|---|------------|
| TABLE OF CONTENTS | III |
| APPENDICES | IV |
| LIST OF EXHIBITS | IV |
| LIST OF TABLES | V |
| LIST OF ABBREVIATED TERMS | V |
| EXECUTIVE SUMMARY | 1 |
| Off-Site Traffic Noise Analysis..... | 1 |
| Operational Noise Analysis..... | 1 |
| Operational Vibration Analysis | 2 |
| Construction Noise Analysis | 2 |
| Construction Vibration Analysis..... | 2 |
| Summary of CEQA Significance Findings | 3 |
| 1 INTRODUCTION | 5 |
| 1.1 Site Location..... | 5 |
| 1.2 Project Description..... | 5 |
| 2 FUNDAMENTALS | 9 |
| 2.1 Range of Noise | 9 |
| 2.2 Noise Descriptors | 10 |
| 2.3 Sound Propagation..... | 10 |
| 2.4 Noise Control | 11 |
| 2.5 Noise Barrier Attenuation..... | 11 |
| 2.6 Land Use Compatibility With Noise | 12 |
| 2.7 Community Response to Noise..... | 12 |
| 2.8 Exposure to High Noise Levels | 13 |
| 2.9 Vibration | 13 |
| 3 REGULATORY SETTING | 17 |
| 3.1 State of California Noise Requirements..... | 17 |
| 3.2 State of California Green Building Standards Code | 17 |
| 3.3 City of Ontario General Plan Noise Element..... | 17 |
| 3.4 Operational Noise Standards | 19 |
| 3.5 Construction Noise Standards | 20 |
| 3.6 Vibration Standards | 20 |
| 3.7 Airport Land Use Compatibility..... | 20 |
| 4 SIGNIFICANCE CRITERIA | 23 |
| 4.1 CEQA Guidelines Not Further Analyzed | 23 |
| 4.2 Noise-Sensitive Receivers | 23 |
| 4.3 Significance Criteria Summary | 25 |
| 5 EXISTING NOISE LEVEL MEASUREMENTS | 27 |
| 5.1 Measurement Procedure and Criteria | 27 |
| 5.2 Noise Measurement Locations | 27 |
| 5.3 Noise Measurement Results | 28 |
| 6 SENSITIVE RECEIVER LOCATIONS | 31 |

7 OPERATIONAL NOISE IMPACTS 33

7.1 Operational Noise Sources..... 33

7.2 Reference Noise Levels 33

7.3 CadnaA Noise Prediction Model 37

7.4 Project Operational Noise Levels..... 38

7.5 Project Operational Noise Level Compliance..... 39

7.6 Project Operational Noise Level Increases 40

7.7 Reflection 40

7.8 Operational Vibration Impacts..... 40

8 CONSTRUCTION IMPACTS..... 43

8.1 Construction Noise Levels..... 43

8.2 Construction Reference Noise Levels 43

8.3 Construction Noise Analysis..... 45

8.4 Construction Noise Level Compliance 46

8.5 Construction Vibration Impacts 47

9 REFERENCES..... 49

10 CERTIFICATION..... 51

APPENDICES

- APPENDIX 3.1: CITY OF ONTARIO MUNICIPAL CODE
- APPENDIX 5.1: STUDY AREA PHOTOS
- APPENDIX 5.2: NOISE LEVEL MEASUREMENT WORKSHEETS
- APPENDIX 7.1: CADNAA OPERATIONAL NOISE MODEL INPUTS
- APPENDIX 8.1: CADNAA CONSTRUCTION NOISE MODEL INPUTS

LIST OF EXHIBITS

EXHIBIT 1-A: LOCATION MAP.....6

EXHIBIT 1-B: SITE PLAN.....7

EXHIBIT 2-A: TYPICAL NOISE LEVELS.....9

EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION 13

EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION.....15

EXHIBIT 3-A: NOISE LEVEL EXPOSURE AND LAND USE COMPATIBILITY GUIDELINES 18

EXHIBIT 3-B: LA/ONT FUTURE AIRPORT NOISE CONTOURS 21

EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS..... 30

EXHIBIT 6-A: SENSITIVE RECEIVER LOCATIONS..... 32

EXHIBIT 7-A: OPERATIONAL NOISE SOURCE LOCATIONS 34

EXHIBIT 8-A: CONSTRUCTION NOISE SOURCE LOCATIONS 44

LIST OF TABLES

| | |
|--|----|
| TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS | 3 |
| TABLE 3-1: OPERATIONAL NOISE STANDARDS | 19 |
| TABLE 4-1: SIGNIFICANCE OF NOISE IMPACTS AT NOISE-SENSITIVE RECEIVERS..... | 24 |
| TABLE 4-2: SIGNIFICANCE CRITERIA SUMMARY | 26 |
| TABLE 5-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS | 29 |
| TABLE 7-1: REFERENCE NOISE LEVEL MEASUREMENTS..... | 35 |
| TABLE 7-2: ENTRY GATE & TRUCK MOVEMENTS BY LOCATION | 36 |
| TABLE 7-3: DAYTIME PROJECT OPERATIONAL NOISE LEVELS | 38 |
| TABLE 7-4: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS..... | 39 |
| TABLE 7-5: OPERATIONAL NOISE LEVEL COMPLIANCE..... | 39 |
| TABLE 7-6: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES | 41 |
| TABLE 7-7: NIGHTTIME OPERATIONAL NOISE LEVEL INCREASES | 42 |
| TABLE 8-1: CONSTRUCTION REFERENCE NOISE LEVELS | 45 |
| TABLE 8-2: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY | 46 |
| TABLE 8-3: CONSTRUCTION NOISE LEVEL COMPLIANCE | 46 |
| TABLE 8-4: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT | 47 |
| TABLE 8-5: PROJECT CONSTRUCTION VIBRATION LEVELS..... | 48 |

LIST OF ABBREVIATED TERMS

| | |
|-----------|---|
| (1) | Reference |
| ADT | Average Daily Traffic |
| ANSI | American National Standards Institute |
| CEQA | California Environmental Quality Act |
| CNEL | Community Noise Equivalent Level |
| dba | A-weighted decibels |
| EPA | Environmental Protection Agency |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| Hz | Hertz |
| INCE | Institute of Noise Control Engineering |
| L_{eq} | Equivalent continuous (average) sound level |
| L_{max} | Maximum level measured over the time interval |
| L_{min} | Minimum level measured over the time interval |
| mph | Miles per hour |
| OPR | Office of Planning and Research |
| PPV | Peak particle velocity |
| Project | Ontario Commerce Center |
| RMS | Root-mean-square |
| VdB | Vibration Decibels |

This page intentionally left blank

EXECUTIVE SUMMARY

Urban Crossroads, Inc. has prepared this noise study to determine the potential noise impacts and the necessary noise mitigation measures, if any, for the proposed Ontario Commerce Center development (“Project”). The Project site is located west of Hamner Avenue and south of Riverside Drive in the City of Ontario. The Project development concept provides for up to 968,092 square feet (sf) of General Light Industrial/Warehousing uses, and up to 40,000 square feet of Commercial Retail. At the time this noise analysis was prepared, the future tenants of the proposed Project were unknown, and therefore, this noise study includes a conservative analysis of the proposed Project uses. This study has been prepared to satisfy applicable City of Ontario standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1)

OFF-SITE TRAFFIC NOISE ANALYSIS

Traffic generated by the operation of the proposed Project will influence the traffic noise levels in surrounding off-site areas. According to the April 21, 2020 *Revised Focused Traffic Assessment for Edenglen Business Park* Project prepared by LLG Engineers, the proposed Project is anticipated to generate a total of 5,824 actual vehicle trip-ends per day with 598 (non-PCE) truck trip-ends per day. (2) The proposed project trip generation fits within the original entitlement of 11,033 actual vehicle trip-ends per day with 876 (non-PCE) truck trip-ends per day for the site. The *Revised Focused Traffic Assessment* determined that the proposed Project fits within the original entitlement for the site and is estimated to generate fewer trips than what was previously approved for the Project site in the Edenglen Specific Plan. Since the proposed Project trip budget fits within the entitlement for the site, the traffic study prepared for the Specific Plan is considered adequate and no additional service level analysis is needed. Therefore, the Project will result in off-site traffic noise levels that are lower than what was previously identified in the original Edenglen Specific Plan EIR, and as such, the off-site traffic noise level impacts would be *less than significant* with the Project and no further analysis is required.

OPERATIONAL NOISE ANALYSIS

Using reference noise levels to represent the expected noise sources from the Ontario Commerce Center site, the operational analysis estimates the Project-related stationary-source noise hourly average L_{eq} levels at nearby sensitive receiver locations. The typical activities associated with the proposed Ontario Commerce Center are anticipated to include loading dock activity, entry gate & truck movements, roof-top air conditioning units, and trash enclosure activity. To present a conservative approach, this report assumes the Project will operate 24-hours daily for seven days per week. In addition, the operational noise analysis includes the planned 12-foot high screen wall designed to shield the loading dock areas from the nearby noise sensitive residential community. The operational noise analysis shows that the Project will satisfy the City of Ontario stationary-source exterior hourly average L_{eq} noise levels of 65 dBA L_{eq} daytime and the nighttime standards adjusted to reflect the ambient noise levels at all nearby noise sensitive residential

receiver locations. Therefore, the Project-related operational noise level impacts are considered *less than significant*.

OPERATIONAL VIBRATION ANALYSIS

The operation of the Project site will include heavy trucks moving on site to and from the loading dock areas. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the FTA *Transit Noise Impact and Vibration Assessment*, (3 p. 113) trucks rarely create vibration that exceeds 70 VdB (unless there are bumps due to frequent potholes in the road). Trucks transiting on site will be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes will satisfy the daytime vibration threshold of 78 VdB and nighttime threshold of 72 VdB, and therefore, will be *less than significant*.

CONSTRUCTION NOISE ANALYSIS

Using sample reference noise levels to represent the planned construction activities of the Ontario Commerce Center site, this analysis estimates the Project-related construction noise levels at nearby receiver locations. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. The Project-related short-term construction noise levels are expected to range from 48.7 to 63.2 dBA L_{eq} and will satisfy the construction-related noise level threshold of 65 dBA L_{eq} at all receiver locations. Therefore, based on the results of this analysis, all nearby receiver locations will experience *less than significant* impacts due to Project construction noise levels.

CONSTRUCTION VIBRATION ANALYSIS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on this analysis it is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. At distances ranging from 208 feet (at location R4) to 312 feet (at location R1) from Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from 54.1 to 59.4 VdB and will remain below the FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations. Therefore, the Project-related vibration impacts are considered *less than significant* during the construction activities at the Project site. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

SUMMARY OF CEQA SIGNIFICANCE FINDINGS

The results of this Ontario Commerce Center Noise Impact Analysis are summarized below based on the significance criteria in Section 4 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1). Table ES-1 shows the findings of significance for each potential noise and/or vibration impact under CEQA before and after any required mitigation measures.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

| Analysis | Report Section | Significance Findings | |
|------------------------|----------------|------------------------------|-----------|
| | | Unmitigated | Mitigated |
| Off-Site Traffic Noise | ES | <i>Less Than Significant</i> | - |
| Operational Noise | 7 | <i>Less Than Significant</i> | - |
| Operational Vibration | | <i>Less Than Significant</i> | - |
| Construction Noise | 8 | <i>Less Than Significant</i> | - |
| Construction Vibration | | <i>Less Than Significant</i> | - |

This page intentionally left blank

1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed Ontario Commerce Center (“Project”). This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, describes the local regulatory setting, provides the study methods and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term stationary-source operational noise and short-term construction noise impacts.

1.1 SITE LOCATION

The proposed Ontario Commerce Center site is located west of Hamner Avenue and south of Riverside Drive in the City of Ontario, as shown on Exhibit 1-A. The Project site is located within the Edenglen Specific Plan in the area east of the Southern California Edison (SCE) power transmission line corridor. The Project is mostly vacant with the Sunshine Growers Wholesale Nursery occupying the southern portion of the site. Existing land uses near the Project site consist of a mix of residential land uses to the west within the City of Ontario Edenglen Specific Plan (“Specific Plan”) and nearby industrial land uses located east of the Project Site within the City of Eastvale. California State Route 60 is located approximately 0.4 miles north of the Project site, Interstate 15 (I-15) Freeway is located approximately 0.46 miles east of the Project Site and the Ontario International Airport is located roughly 2.7 miles northwest of the Project site.

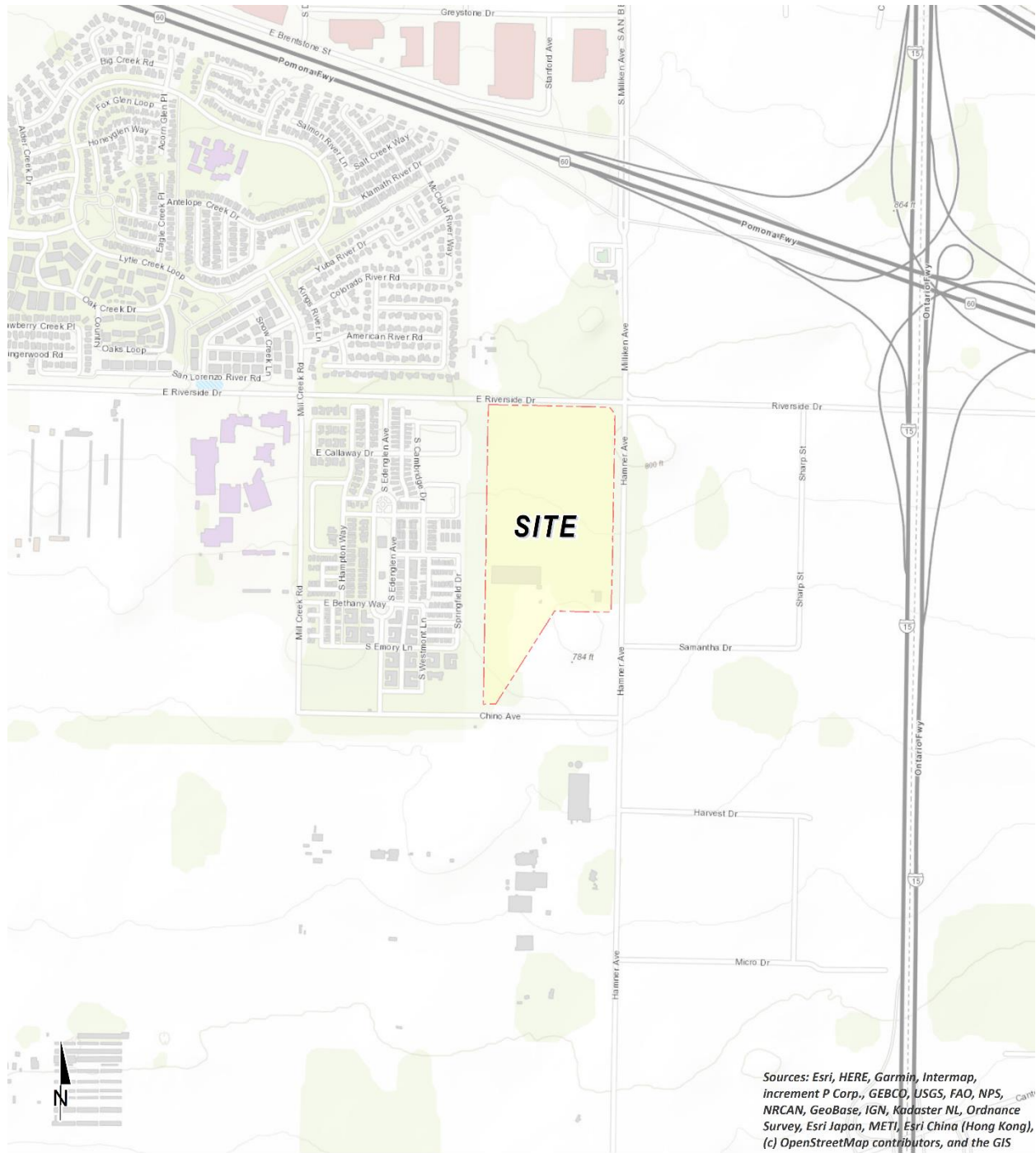
1.2 PROJECT DESCRIPTION

As shown on Exhibit 1-B the Project provides for up to 968,092 square feet of General Light Industrial/Warehousing uses, and up to 40,000 square feet of Commercial Retail. According to the Specific Plan, the site is entitled for commercial development consisting of a mixture of Community Commercial uses and Business Park/Light Industrial Uses. In place of the approved uses, the Project is proposing to develop a Business Park consisting of warehouse/distribution and/or general light industrial uses, plus maintain the ability to develop a commercial retail center consistent with the Specific Plan.

At the time this noise analysis was prepared, the future tenants of the proposed Project were unknown. The on-site Project-related noise sources are expected to include: loading dock activity, entry gate & truck movements, roof-top air conditioning units, and trash enclosure activity. This noise analysis is intended to describe noise level impacts associated with the expected typical operational activities at the Project site. To present a conservative approach, this report assumes the Project will operate 24-hours daily for seven days per week.

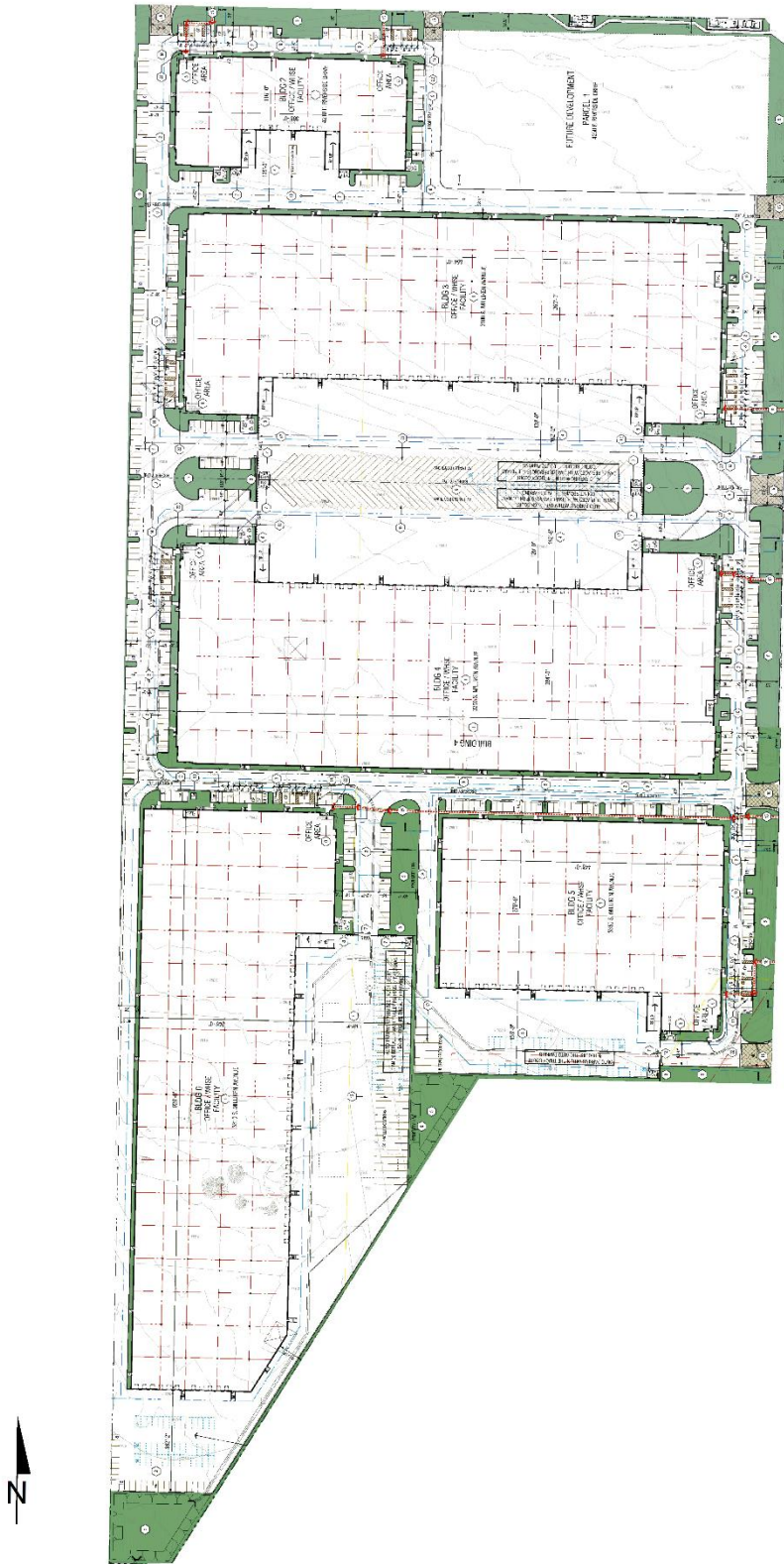
According to the April 21, 2020 *Revised Focused Traffic Assessment for Edenglen Business Park* Project prepared by LLG Engineers, the proposed Project is anticipated to generate a total of 5,824 actual vehicle trip-ends per day with 598 truck trip-ends per day. (2) The proposed project trip generation fits within the original entitlement of 11,033 actual vehicle trip-ends per day with 876 (non-PCE) truck trip-ends per day for the site.

EXHIBIT 1-A: LOCATION MAP



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS

EXHIBIT 1-B: SITE PLAN



This page intentionally left blank

2 FUNDAMENTALS

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Exhibit 2-A presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

EXHIBIT 2-A: TYPICAL NOISE LEVELS

| COMMON OUTDOOR ACTIVITIES | COMMON INDOOR ACTIVITIES | A - WEIGHTED SOUND LEVEL dBA | SUBJECTIVE LOUDNESS | EFFECTS OF NOISE |
|---|---|-------------------------------------|---------------------------------|----------------------------|
| THRESHOLD OF PAIN | | 140 | INTOLERABLE OR DEAFENING | HEARING LOSS |
| NEAR JET ENGINE | | 130 | | |
| | | 120 | | |
| JET FLY-OVER AT 300m (1000 ft) | ROCK BAND | 110 | | |
| LOUD AUTO HORN | | 100 | VERY NOISY | SPEECH INTERFERENCE |
| GAS LAWN MOWER AT 1m (3 ft) | | 90 | | |
| DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph) | FOOD BLENDER AT 1m (3 ft) | 80 | LOUD | |
| NOISY URBAN AREA, DAYTIME | VACUUM CLEANER AT 3m (10 ft) | 70 | | |
| HEAVY TRAFFIC AT 90m (300 ft) | NORMAL SPEECH AT 1m (3 ft) | 60 | MODERATE | SLEEP DISTURBANCE |
| QUIET URBAN DAYTIME | LARGE BUSINESS OFFICE | 50 | | |
| QUIET URBAN NIGHTTIME | THEATER, LARGE CONFERENCE ROOM (BACKGROUND) | 40 | FAINT | NO EFFECT |
| QUIET SUBURBAN NIGHTTIME | LIBRARY | 30 | | |
| QUIET RURAL NIGHTTIME | BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND) | 20 | | |
| | BROADCAST/RECORDING STUDIO | 10 | | |
| LOWEST THRESHOLD OF HUMAN HEARING | LOWEST THRESHOLD OF HUMAN HEARING | 0 | VERY FAINT | |

Source: Environmental Protection Agency Office of Noise Abatement and Control, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.*

2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (4) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA

at approximately 100 feet, which can cause serious discomfort. (5) Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

2.2 NOISE DESCRIPTORS

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the “average” noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Ontario relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

2.3 SOUND PROPAGATION

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors.

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (4)

2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually

sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (6)

2.3.3 ATMOSPHERIC EFFECTS

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (4)

2.3.4 SHIELDING

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an “out of sight, out of mind” effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The FHWA does not consider the planting of vegetation to be a noise abatement measure. (6)

2.4 NOISE CONTROL

Noise control is the process of obtaining an acceptable noise environment for an observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to these three elements.

2.5 NOISE BARRIER ATTENUATION

Effective noise barriers can reduce noise levels by up to 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source. (6) The Project includes planned 12-foot high screen walls on the western Project boundary. The screen walls are designed to shield the loading dock areas from the nearby noise sensitive residential community

located approximately 240 feet west of the Project site. The screen walls are designed to block the transmission path of the Project related noise operational noise source activities.

2.6 LAND USE COMPATIBILITY WITH NOISE

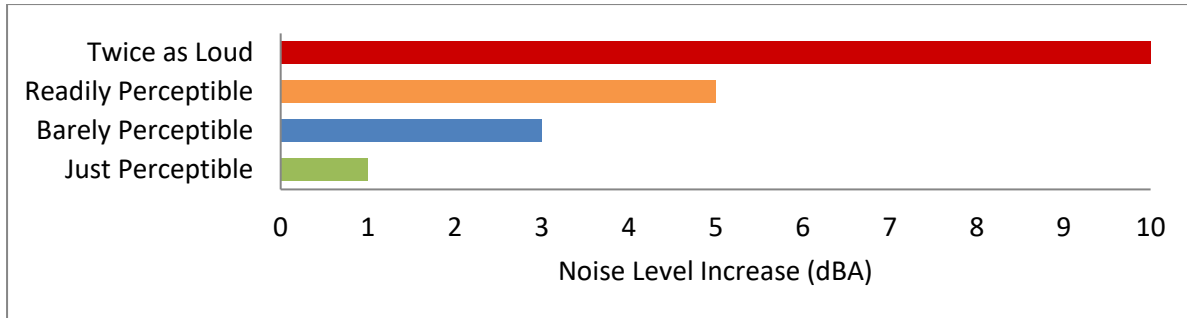
Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (7)

2.7 COMMUNITY RESPONSE TO NOISE

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon everyone's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise producing activities;
- Socio-economic status and educational level;
- Perception that those affected are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Another twenty-five percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. (8) Surveys have shown that about ten percent of the people exposed to traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. (8) Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA are considered *barely perceptible*, and changes of 5 dBA are considered *readily perceptible*. (6)

EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION**2.8 EXPOSURE TO HIGH NOISE LEVELS**

The Occupational Safety and Health Administration (OSHA) sets legal limits on noise exposure in the workplace. The permissible exposure limit (PEL) for a worker over an eight-hour day is 90 dBA. The OSHA standard uses a 5 dBA exchange rate. This means that when the noise level is increased by 5 dBA, the amount of time a person can be exposed to a certain noise level to receive the same dose is cut in half. The National Institute for Occupational Safety and Health (NIOSH) has recommended that all worker exposures to noise should be controlled below a level equivalent to 85 dBA for eight hours to minimize occupational noise induced hearing loss. NIOSH also recommends a 3 dBA exchange rate so that every increase by 3 dBA doubles the amount of the noise and halves the recommended amount of exposure time. (9)

OSHA has implemented requirements to protect all workers in general industry (e.g. the manufacturing and the service sectors) for employers to implement a Hearing Conservation Program where workers are exposed to a time weighted average noise level of 85 dBA or higher over an eight-hour work shift. Hearing Conservation Programs require employers to measure noise levels, provide free annual hearing exams and free hearing protection, provide training, and conduct evaluations of the adequacy of the hearing protectors in use unless changes to tools, equipment and schedules are made so that they are less noisy and worker exposure to noise is less than the 85 dBA. This noise study does not evaluate the noise exposure of workers within a project or construction site based on CEQA requirements, and instead, evaluates Project-related operational and construction noise levels at the nearby sensitive receiver locations in the Project study area.

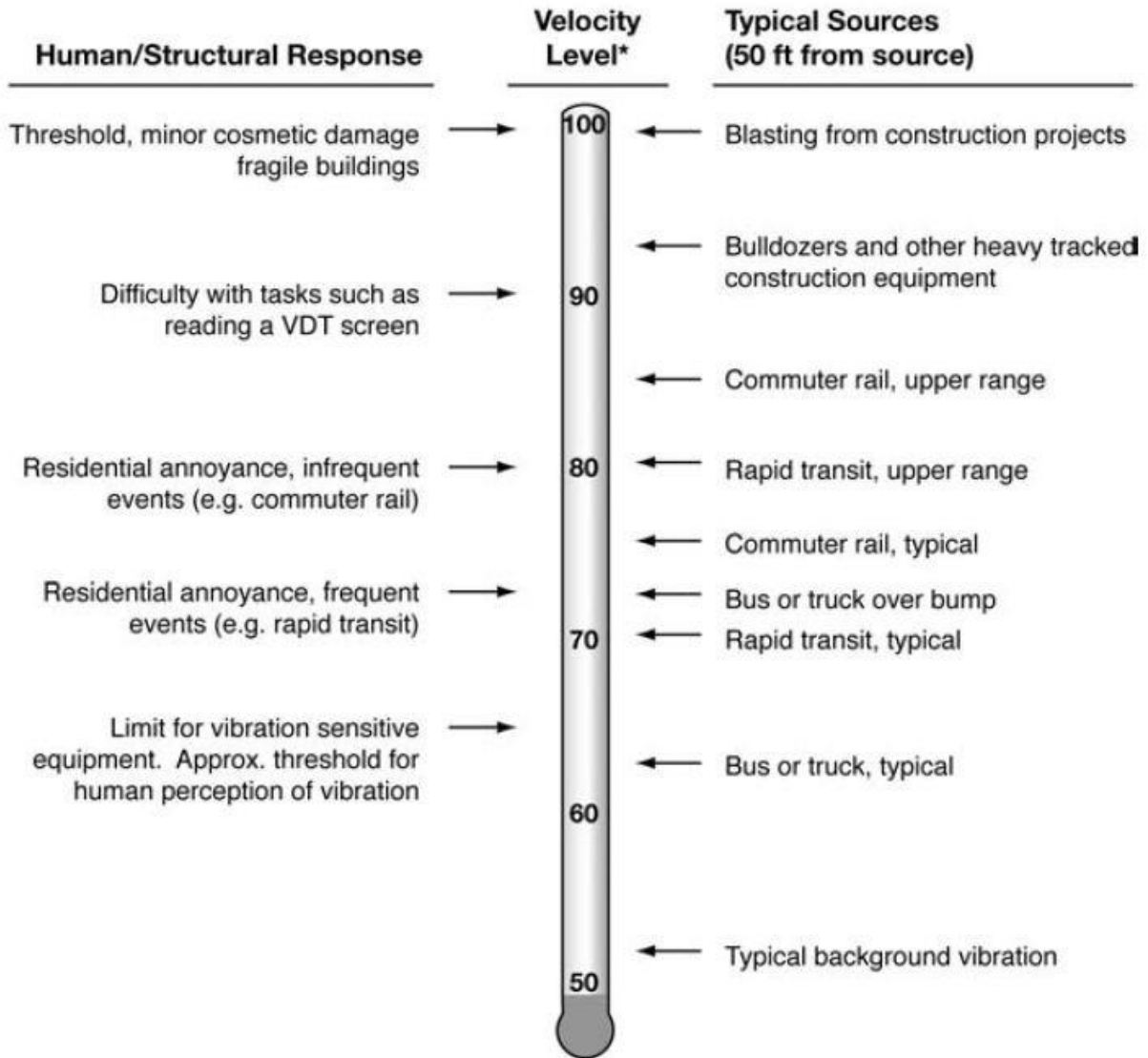
2.9 VIBRATION

Per the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Assessment* (3), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Exhibit 2-C illustrates common vibration sources and the human and structural response to ground-borne vibration.

EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION



* RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second

Source: Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment.

This page intentionally left blank

3 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR). (10) The purpose of the Noise Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

3.2 STATE OF CALIFORNIA GREEN BUILDING STANDARDS CODE

The State of California's Green Building Standards Code contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. (11) These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies must be at least 50. For those developments in areas where noise contours are not readily available and the noise level exceeds 65 dBA L_{eq} for any hour of operation, a wall and roof-ceiling combined STC rating of 45, and exterior windows with a minimum STC rating of 40 are required (Section 5.507.4.1).

3.3 CITY OF ONTARIO GENERAL PLAN NOISE ELEMENT

The City of Ontario General Plan (Policy Plan) identifies several policies to minimize the impacts of excessive noise levels throughout the community. Policy Plan Section S4, Noise Hazards, establishes a goal of maintaining *an environment where noise does not adversely affect the public's health, safety, and welfare*. (12) To satisfy this goal, the Policy Plan identifies six policies related to: noise mitigation; coordination with transportation authorities; airport noise

mitigation; truck traffic; roadway design; and airport noise compatibility. Noise criteria identified at Policy Plan Table LU-7 provide guidelines to evaluate land use compatibility within various noise environments. Table LU-7 is reproduced here as Exhibit 3-A *Noise Level Exposure and Land Use Compatibility Guidelines*. The Project industrial land uses are considered *clearly acceptable* within exterior noise level environments approaching 70 dBA CNEL and *normally acceptable* within noise level environments up to 75 dBA CNEL. For noise level environments greater than 80 dBA CNEL, the Project land uses would be considered *clearly unacceptable* and no new construction should be permitted.

EXHIBIT 3-A: NOISE LEVEL EXPOSURE AND LAND USE COMPATIBILITY GUIDELINES

| LAND USE CATEGORIES | | COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) | | | | | |
|-----------------------------|--|---|--------|--------|--------|--------|--------|
| Category | Land Use | 55 | 60 | 65 | 70 | 75 | 80 |
| Residential/ Lodging | Single Family / Duplex | Green | Green | Yellow | Orange | Red | Red |
| | Multi-Family | Green | Green | Yellow | Orange | Red | Red |
| | Mobile Homes | Green | Green | Yellow | Red | Red | Red |
| | Hotel/Motels | Green | Green | Green | Yellow | Orange | Red |
| Public/Institutional | Schools/Hospitals | Green | Green | Yellow | Orange | Red | Red |
| | Churches/ Libraries | Green | Green | Yellow | Orange | Red | Red |
| | Auditoriums/Concert Halls | Green | Yellow | Orange | Orange | Red | Red |
| Commercial | Offices | Green | Green | Yellow | Yellow | Orange | Red |
| | Retail | Green | Green | Green | Yellow | Orange | Red |
| Industrial | Manufacturing | Green | Green | Green | Yellow | Orange | Orange |
| | Warehousing | Green | Green | Green | Yellow | Yellow | Orange |
| Recreational/ Open Space | Parks/Playgrounds | Green | Green | Green | Yellow | Orange | Red |
| | Golf Courses/ Riding Stables | Green | Green | Green | Yellow | Orange | Red |
| | Outdoor Spectator Sports | Green | Green | Yellow | Orange | Orange | Red |
| | Outdoor Music Shells/ Amphitheaters | Yellow | Yellow | Orange | Red | Red | Red |
| | Livestock/Wildlife Preserves | Green | Green | Green | Green | Orange | Red |
| | Crop Agriculture | Green | Green | Green | Green | Green | Green |

LEGEND

| | | |
|--|-------------------------------|--|
| | Clearly Acceptable: | No special noise insulation required, assuming buildings of normal conventional construction. |
| | Normally Acceptable: | Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice. |
| | Normally Unacceptable: | New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and necessary noise insulation features included. |
| | Clearly Unacceptable: | No new construction should be permitted. |

Source: The Ontario Plan Safety Section on Noise Hazards (Table LU-7).

3.4 OPERATIONAL NOISE STANDARDS¹

To analyze noise impacts originating from a designated fixed location or private property such as the Ontario Commerce Center, stationary-source (operational) noise levels are evaluated against standards established under a City's Municipal Code. The City of Ontario requires that noise from new stationary sources in the City comply with the City's Noise Ordinance, which limits the acceptable noise at the property line of the impacted property, to reduce nuisances to sensitive land uses. Compliance with the City's Noise Ordinance would result in noise levels that are acceptable to the City and would result in less than significant noise impacts from stationary sources. (13)

Section 5-29.04(a) identifies the allowable daytime and nighttime ambient exterior noise standards for each land use type. For Manufacturing and Industrial land uses (Noise Zone V), such as the Project, ambient exterior noise levels may not exceed 70 dBA Leq. For residential land uses (Noise Zone I), ambient exterior noise levels may not exceed 65 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.). (14) The lower noise level standard shall apply on the boundary between two (2) different noise zones. If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard. The maximum acceptable Project-related operational noise levels received at off-site land uses in the City of Ontario are identified on Table 3-1.

TABLE 3-1: OPERATIONAL NOISE STANDARDS

| Noise Zone | Land Use | Exterior Noise Levels (dBA Leq) ² | |
|------------|------------------------------|--|-------------------------|
| | | Daytime (7am-10pm) | Nighttime (10pm-7am) |
| I | Single-Family Residential | 65 | 45 |
| II | Multi-Family Residential | 65 | 50 |
| III | Commercial | 65 | 60 |
| IV | Residential Mixed-Use | 70 | 70 |
| V | Manufacturing and Industrial | 70 | 70 |

¹ Source: Section 5-29.04(a) of the City of Ontario Municipal Code (Appendix 3.1).

² Leq represents a steady state sound level containing the same total energy as a time varying signal over a given period.

¹ Although the Project site is located within the City of Ontario, potentially affected receivers in the adjacent City of Eastvale were also considered. However, a review of the area suggests that existing land uses east of Milliken Avenue in the City of Eastvale consist mostly of developed industrial land uses. Therefore, no noise sensitive receivers are identified in the City of Eastvale and all project related operational, construction and vibration impacts are considered *less than significant*.

3.5 CONSTRUCTION NOISE STANDARDS

The City of Ontario has set restrictions to control noise impacts associated with construction. Section 5-29.09 of the Municipal Code states: *No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.* (14) While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels at potentially affected receiver locations.

Construction noise would be considered significant if construction activities occurring outside of the hours specified (7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays) or if construction activities substantially elevate the ambient noise environment at noise-sensitive uses for a substantial period. It is assumed that the Project construction activities would comply with the City approved hour of activity restrictions, thereby precluding construction activities during noise-sensitive time periods. To present a conservative approach, this analysis nonetheless evaluates construction noise based on the 65 dBA L_{eq} exterior noise level limit for the neighboring residential land uses (Noise Zone I).

3.6 VIBRATION STANDARDS

To analyze vibration impacts originating from the operation and construction of the Ontario Commerce Center, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Ontario does not identify specific vibration level limits and instead relies on the Federal Transit Administration (FTA) methodology consistent with The Ontario Plan Draft EIR. (13) The FTA *Transit Noise and Vibration Impact Assessment* methodology provides guidelines for the maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 90 VdB for industrial (workshop) use, 84 VdB for office use and 78 VdB for daytime residential uses and 72 VdB for nighttime uses in buildings where people normally sleep. (3)

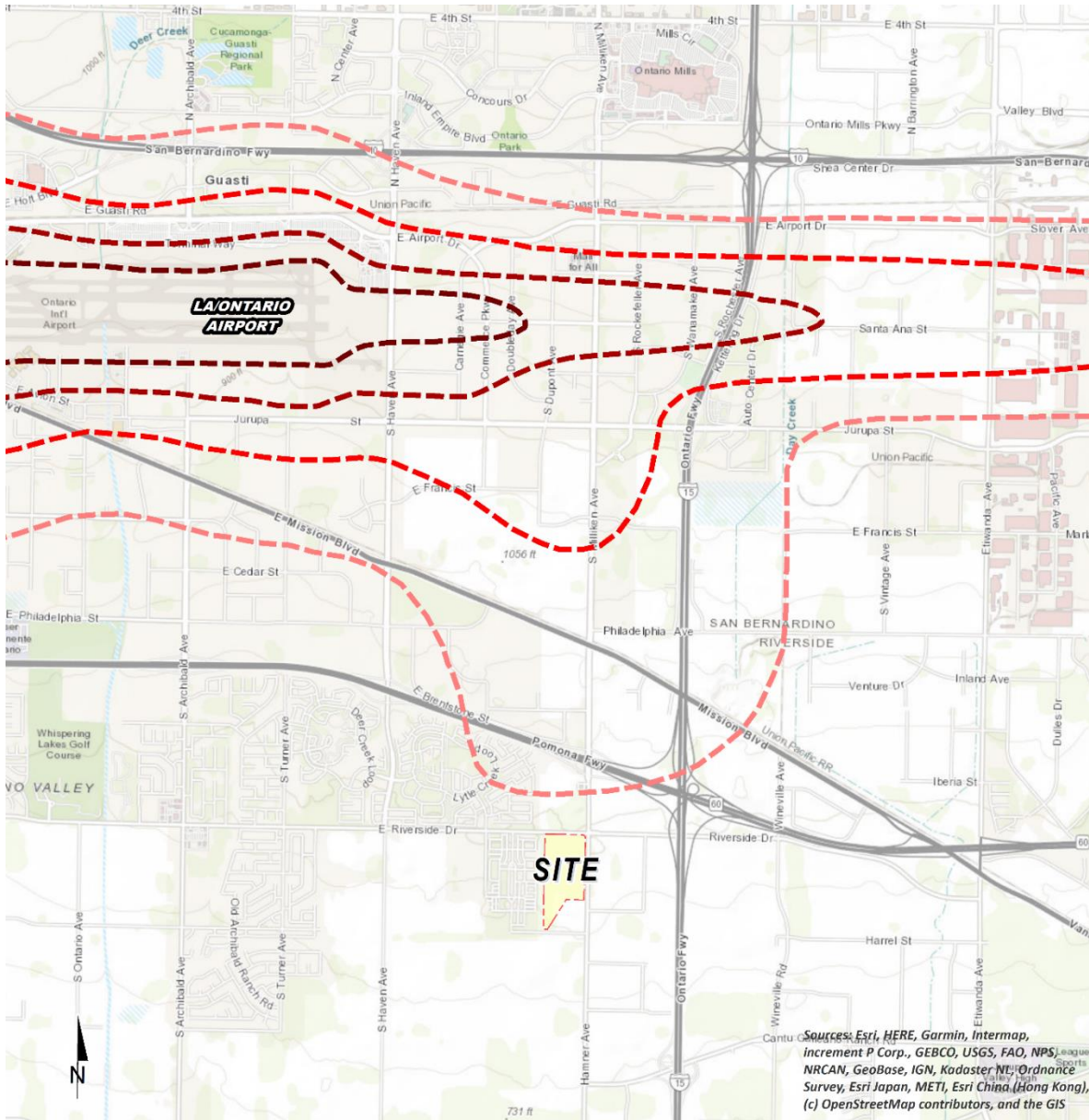
3.7 AIRPORT LAND USE COMPATIBILITY

The Project site is located roughly 2.7 miles southeast of the Ontario International Airport (ONT). The *Ontario International Airport Land Use Compatibility Plan* was amended on July 2018(16) to promote compatibility between airport and the land uses that surround it. As shown on Exhibit 3-B, the Project site is located outside the airport noise impact zone with exterior noise levels of less than 60 dBA CNEL. The Table 2-3 Noise Criteria established within the *Ontario International Airport Land Use Compatibility Plan* would apply to the Addendum Project. (16)

Industrial land uses located outside the 60 dBA CNEL noise level contours of ONT, such as the Project, are considered *normally compatible land use* and must reduce interior noise levels to 50 dBA CNEL. Standard building construction practices required under the State of California Green Building Standards Code (CALGreen) typically provide up to 25 dBA CNEL of attenuation. With

respect to noise generated by the ONT Airport facilities and activities, application of standard CALGreen construction practices would yield acceptable Project interior noise levels of approximately 35 dBA CNEL. The Project does not propose or require facilities or actions that would contribute to or exacerbate noise generated by ONT facilities and activities. Based on the preceding, the Project would not be adversely affected by airport/airfield noise, nor would the Project contribute to or result in adverse airport/airfield noise impacts.

EXHIBIT 3-B: LA/ONT FUTURE AIRPORT NOISE CONTOURS



LEGEND:
Unmitigated Noise Level Contour Boundaries
 60 dBA CNEL 65 dBA CNEL 70 dBA CNEL 75 dBA CNEL

Source: Ontario International ALUCP Compatibility Policy Map: Noise Impact Zones, Map 2-3 (July 2018 Amendment)

This page intentionally left blank

4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

- 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?
- B. Generation of excessive ground-borne vibration or ground-borne noise levels?
- 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?

While the City of Ontario General Plan Guidelines provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts, they do not define the levels at which increases are considered substantial for use under Guideline A. CEQA Appendix G Guideline C applies to nearby public and private airports, if any, and the Project's land use compatibility.

4.1 CEQA GUIDELINES NOT FURTHER ANALYZED

As previously indicated in Section 3.7, the ONT Airport noise contour boundaries are presented on Exhibit 3-B of this report and show that the Project is considered *normally compatible* land use since it is located outside the 60 dBA CNEL noise impact zone. Industrial/business park/commercial land uses located outside the 60 dBA CNEL noise level contours of ONT, such as the Project evaluated here, are considered a normally compatible land use and must reduce interior noise levels to 50 dBA CNEL. Standard building construction practices required under the State of California Green Building Standards Code (CALGreen) typically provide up to 25 dBA CNEL of attenuation. As such, application of standard CALGreen construction practices would yield acceptable Project interior noise levels of approximately 35 dBA CNEL. Potential airstrip/airport noise impacts affecting the Project are therefore not further analyzed.

4.2 NOISE-SENSITIVE RECEIVERS

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes *that there is no single noise increase that renders the noise impact significant.* (17)

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual

experiences with noise. Thus, an important way of determining a person’s subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called *ambient* environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. The Federal Interagency Committee on Noise (FICON) (18) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (L_{eq}).

As previously stated, the approach used in this noise study recognizes *that there is no single noise increase that renders the noise impact significant*, based on a 2008 California Court of Appeal ruling on Gray v. County of Madera. (17) For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, a *readily perceptible* 5 dBA or greater project-related noise level increase is considered a significant impact when the without project noise levels are below 60 dBA. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. Table 4-1 below provides a summary of the potential noise impact significance criteria, based on guidance from FICON.

TABLE 4-1: SIGNIFICANCE OF NOISE IMPACTS AT NOISE-SENSITIVE RECEIVERS

| Without Project Noise Level | Potential Significant Impact |
|-----------------------------|------------------------------|
| < 60 dBA | 5 dBA or more |
| 60 - 65 dBA | 3 dBA or more |
| > 65 dBA | 1.5 dBA or more |

Federal Interagency Committee on Noise (FICON), 1992.

The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or *readily perceptible*, 3 dBA or *barely perceptible*, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance are consistent with guidance provided by both the Federal Highway Administration (6 p. 9) and Caltrans (19 p. 2_48).

4.3 SIGNIFICANCE CRITERIA SUMMARY

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4-2 shows the significance criteria summary matrix.

OPERATIONAL NOISE & VIBRATION

- If Project-related operational (stationary-source) noise levels exceed the exterior 65 dBA L_{eq} daytime or nighttime noise level standards adjusted to reflect the ambient noise levels at nearby sensitive receiver locations. (City of Ontario Municipal Code, 5-29.04(a)).
- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Project site:
 - are less than 60 dBA L_{eq} and the Project creates a *readily perceptible* 5 dBA L_{eq} or greater Project-related noise level increase; or
 - range from 60 to 65 dBA L_{eq} and the Project creates a *barely perceptible* 3 dBA L_{eq} or greater Project-related noise level increase; or
 - already exceed 65 dBA L_{eq} and the Project creates a community noise level increase of greater than 1.5 dBA L_{eq} (FICON, 1992).
- If Project generated operational vibration levels exceed the FTA's acceptable vibration thresholds of 78 VdB for daytime residential use and 72 VdB for nighttime uses in buildings where people normally sleep. (FTA Transit Noise and Vibration Impact Assessment and The Ontario Plan Draft EIR).

CONSTRUCTION NOISE & VIBRATION

- If Project-related construction activities take place outside the hours between 7:00 a.m. and 6:00 p.m. on any weekday (City of Ontario Municipal Code Section 5-29.09(a)).
- If Project-related construction activities create noise levels which exceed the 65 dBA L_{eq} acceptable noise level threshold at the nearby sensitive receiver locations (City of Ontario Municipal Code Section 5-29.04(a) daytime exterior noise level limit for residential land use (Noise Zone I)).
- If Project generated operational vibration levels exceed the FTA's acceptable vibration thresholds of 78 VdB for daytime residential use and 72 VdB for nighttime uses in buildings where people normally sleep. (FTA Transit Noise and Vibration Impact Assessment and The Ontario Plan Draft EIR).

TABLE 4-2: SIGNIFICANCE CRITERIA SUMMARY

| Analysis | Receiving Land Use | Condition(s) | Significance Criteria | |
|--------------|------------------------------|---|--|------------------------|
| | | | Daytime | Nighttime |
| Operational | Noise-Sensitive ¹ | Exterior Noise Level Standards ² | 65 dBA L _{eq} | 45 dBA L _{eq} |
| | | If ambient is < 60 dBA L _{eq} | ≥ 5 dBA L _{eq} Project increase | |
| | | If ambient is 60 - 65 dBA L _{eq} | ≥ 3 dBA L _{eq} Project increase | |
| | | If ambient is > 65 dBA L _{eq} | ≥ 1.5 dBA L _{eq} Project increase | |
| | | Vibration Level Threshold ³ | 78 VdB | 72 VdB |
| Construction | Noise-Sensitive | Permitted hours of 7:00 a.m. and 6:00 p.m. on weekdays ⁴ | | |
| | | Noise Level Threshold ⁵ | 65 dBA L _{eq} | |
| | | Vibration Level Threshold ³ | 78 VdB | n/a |

¹ FICON, 1992.² City of Ontario Municipal Code, 5-29.04(a) exterior noise standards for residential land uses (Noise Zone I).³ FTA Transit Noise and Vibration Impact Assessment and The Ontario Plan Draft EIR.⁴ City of Ontario Municipal Code Section 5-29.09(a).⁵ Acceptable threshold based on City of Ontario Municipal Code, 5-29.04(a) exterior noise standards for residential land uses (Noise Zone I).
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, 24-hour noise level measurements were taken at five locations near the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, June 17, 2020. Appendix 5.1 includes study area photos.

5.1 MEASUREMENT PROCEDURE AND CRITERIA

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (20)

5.2 NOISE MEASUREMENT LOCATIONS

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, *sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources.* (4) Further, FTA guidance states, *that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community.* (3)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (3) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels

and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

5.3 NOISE MEASUREMENT RESULTS

The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. Appendix 5.2 provides a summary of the existing hourly ambient noise levels described below:

- Location L1 represents the noise levels northwest of the Project site on Riverside Drive near the existing single-family residence at 2965 McCloud River Lane. The noise level measurements collected show an overall 24-hour exterior noise level of 63.2 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 58.3 dBA L_{eq} with an average nighttime noise level of 56.1 dBA L_{eq} .
- Location L2 represents the noise levels west of the Project site and south of Riverside drive near the existing single-family residential home at 4097 East Auburn Way. The noise level measurements collected show an overall 24-hour exterior noise level of 59.3 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 53.8 dBA L_{eq} with an average nighttime noise level of 52.3 dBA L_{eq} .
- Location L3 represents the noise levels west of the Project site near existing single-family residential home at 4088 East Heritage Lane. The noise level measurements collected show an overall 24-hour exterior noise level of 55.1 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 51.0 dBA L_{eq} with an average nighttime noise level of 47.7 dBA L_{eq} .
- Location L4 represents the noise levels west of the Project site on East Cottage Way near existing single-family residential home at 4096 East Cottage Way. The noise level measurements collected show an overall 24-hour exterior noise level of 54.8 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 48.8 dBA L_{eq} with an average nighttime noise level of 48.1 dBA L_{eq} .
- Location L5 represents the noise levels southwest of the Project site on East Emory Lane near existing single-family residential home at 4099 East Emory Lane. The noise level measurements collected show an overall 24-hour exterior noise level of 60.6 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 57.2 dBA L_{eq} with an average nighttime noise level of 63.4 dBA L_{eq} .

Table 5-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L_1 , L_2 , L_5 , L_8 , L_{25} , L_{50} , L_{90} , L_{95} , and L_{99} percentile noise levels observed during the daytime and nighttime periods. The 24-hour existing noise level measurement results are shown on Table 5-1.

TABLE 5-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

| Location ¹ | Description | Energy Average Noise Level (dBA L _{eq}) ² | | CNEL |
|-----------------------|---|--|-----------|------|
| | | Daytime | Nighttime | |
| L1 | Located northwest of the Project site on Riverside Drive near the existing single-family residence at 2965 McCloud River Lane. | 58.3 | 56.1 | 63.2 |
| L2 | Located west of the Project site and south of Riverside drive near existing single-family residential home at 4097 East Auburn Way. | 53.8 | 52.3 | 59.3 |
| L3 | Located west of the Project site near existing single-family residential home at 4088 East Heritage Lane. | 51.0 | 47.7 | 55.1 |
| L4 | Located west of the Project site on East Cottage Way near existing single-family residential home at 4096 East Cottage Way. | 48.8 | 48.1 | 54.8 |
| L5 | Located southwest of the Project site on East Emory Lane near existing single-family residential home at 4099 East Emory Lane. | 57.2 | 53.4 | 60.6 |

¹ See Exhibit 5-A for the noise level measurement locations.

² Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS



LEGEND:
▲ Measurement Locations

6 SENSITIVE RECEIVER LOCATIONS

To assess the potential for long-term operational and short-term construction noise impacts, the following receiver locations, as shown on Exhibit 6-A, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To describe the potential off-site Project noise levels, six receiver locations in the vicinity of the Project site were identified. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2.

The nearest receptor where an individual can stay for a 24-hour period is represented by the residence located 213 feet west of the Project site. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

- R1: Located approximately 312 feet northwest of the Project site, R1 represents the private outdoor living area of 2965 McCloud River Lane.
- R2: Location R2 represents the existing noise sensitive residential home located at 4097 E Auburn Way, roughly 209 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the residential building façade.
- R3: Location R3 represents the residence at 4087 E Groveland Drive which is located west of the Project site at roughly 218 feet. Receiver R3 is located at the building façade.
- R4: Location R4 represents the existing noise sensitive residence at 4088 E Heritage Lane located approximately 208 feet west from the Project site. Location R4 describes the exterior noise levels at the building façade.
- R5: Location R5 represents the existing noise sensitive residence at 4097 E Springfield Paseo located roughly 259 feet west of the Project site. Since there are no private outdoor living areas, Location R5 describes the exterior noise levels at building façade.
- R6: Location R6 represents the multi-family attached residence location at 4098 E Emory Lane located west of the Project site at roughly 229 feet. Location R6 describes the exterior noise levels at the building façade.

EXHIBIT 6-A: SENSITIVE RECEIVER LOCATIONS



LEGEND:

- Receiver Locations
- Distance from receiver to Project site boundary (in feet)
- Existing 6-Foot High Barrier

7 OPERATIONAL NOISE IMPACTS

This section analyzes the potential stationary-source operational noise impacts at the nearby receiver locations, identified in Section 6, resulting from the operation of the proposed Ontario Commerce Center Project. Exhibit 7-A identifies the noise source locations used to assess the hourly average L_{eq} operational noise levels consistent with the City of Ontario Municipal Code, Section 5-29.04(a).

7.1 OPERATIONAL NOISE SOURCES

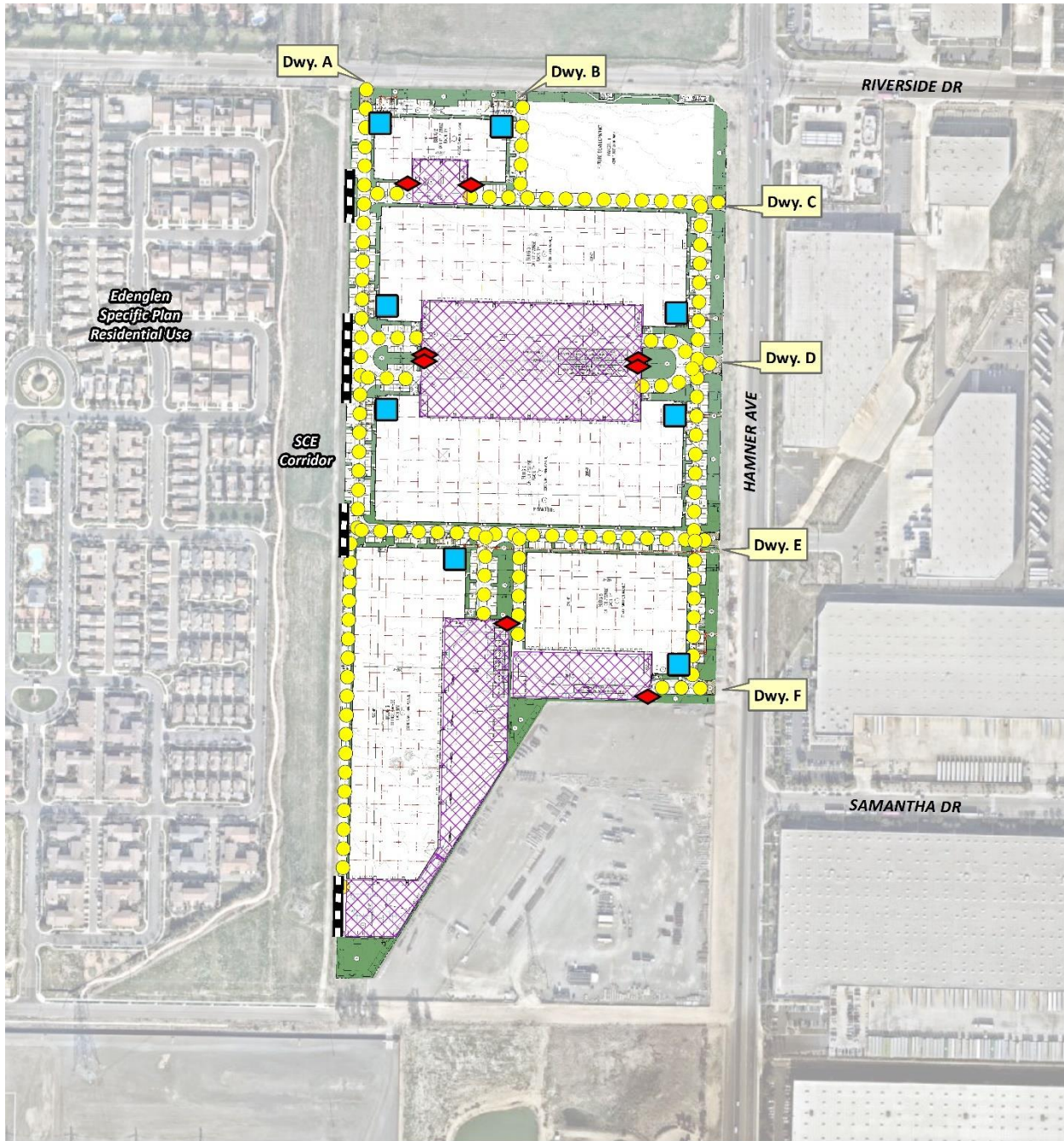
At the time this noise analysis was prepared the future tenants of the proposed Project were unknown. Therefore, this operational noise analysis is intended to describe noise level impacts associated with the expected typical daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, this analysis assumes the Project would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include: loading dock activity, entry gate & truck movements, roof-top air conditioning units, and trash enclosure activity.

7.2 REFERENCE NOISE LEVELS

To estimate the Project operational noise impacts, reference noise level measurements were collected during peak operational events from similar types of activities to represent the noise levels expected with the development of the proposed Project. While the actual noise source activities will vary throughout the day, all reference noise level activities are intended to describe peak operational activity.

This section provides a detailed description of the reference noise level measurements shown on Table 7-1 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading dock activity, entry gate & truck movements, roof-top air conditioning units, and trash enclosure activity all operating continuously. These sources of noise activity will likely vary throughout the day and night.

EXHIBIT 7-A: OPERATIONAL NOISE SOURCE LOCATIONS








- LEGEND:**
-  Planned 12-Foot High Noise Barrier
 -  Roof-Top Air Conditioning Unit
 -  Trash Enclosure
 -  Loading Dock Activity
 -  Entry Gate & Truck Movements

TABLE 7-1: REFERENCE NOISE LEVEL MEASUREMENTS

| Noise Source | Duration (hh:mm:ss) | Ref. Distance (Feet) | Noise Source Height (Feet) | Min./Hour ⁵ | | Reference Noise Level (dBA L _{eq}) | | Sound Power Level (dBA) ⁶ |
|---|---------------------|----------------------|----------------------------|------------------------|----------------|--|-----------|--------------------------------------|
| | | | | Day | Night | @ Ref. Dist. | @ 50 Feet | |
| Loading Dock Activity ¹ | 00:14:00 | 30' | 8' | 60 | 60 | 70.1 | 65.7 | 110.7 |
| Entry Gate & Truck Movements ² | 00:15:00 | 20' | 8' | - ⁷ | - ⁷ | 64.0 | 58.0 | 89.7 |
| Roof-Top Air Conditioning ³ | 96:00:00 | 5' | 5' | 39 | 28 | 77.2 | 57.2 | 88.9 |
| Trash Enclosure Activity ⁴ | 00:00:32 | 5' | 5' | 5 | 5 | 77.3 | 57.3 | 94.0 |

¹ As measured by Urban Crossroads, Inc. at the Nature's Best Distribution Facility in the City of Chino.

² As measured by Urban Crossroads, Inc. at the Motivational Fulfillment & Logistics Services distribution facility in the City of Chino.

³ As measured by Urban Crossroads, Inc. at the Santee Walmart located at 170 Town Center Parkway.

⁴ As measured by Urban Crossroads, Inc. at a commercial and office park trash enclosure in the City of Costa Mesa.

⁵ Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.

⁶ Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

⁷ Entry Gate & Truck Movements are calculate based on the number of events by time of day (See Table 7-2).

7.2.1 MEASUREMENT PROCEDURES

The reference noise level measurements presented in this section were collected using a Larson Davis LxT Type 1 precisions sound level meter (serial number 01146). The LxT sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (20)

7.2.2 LOADING DOCK ACTIVITY

The reference loading dock activities are intended to describe the typical operational noise activities associated with the Project. This includes truck idling, reefer activity (refrigerator truck/cold storage), deliveries, backup alarms, unloading/loading, docking including a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background forklift operations. Since the noise levels generated by cold storage loading dock activity can be slightly higher due to the use of refrigerated trucks or reefers, this analysis conservatively assumes that all loading dock activity is associated with cold storage facilities.

To describe the loading dock activities for cold storage, a reference noise level measurement was collected at the Nature’s Best distribution facility located at 16081 Fern Avenue in the City of Chino. During the fourteen-minute truck idling/reefer activity reference noise level measurement, approximately 20 delivery trucks were docked, idling, or parked in the northern loading dock area.

The truck idling/reefer activity reference noise level measurement was taken in the center of the loading dock activity area and represents multiple concurrent noise sources resulting in a combined noise level of 65.7 dBA L_{eq} at a uniform distance of 50 feet. Specifically, the reference noise level measurement represents one truck located approximately 30 feet from the noise level meter with another truck passing by to park roughly 20 feet away, both with their engines idling. Throughout the reference noise level measurement, a separate docked and running reefer truck was located approximately 50 feet east of the measurement location. Additional background noise sources included truck pass-by noise, truck drivers talking to each other next to docked trucks, and air brake release noise when trucks parked.

7.2.3 ENTRY GATE & TRUCK MOVEMENTS

An entry gate and truck movements reference noise level measurement were taken at the southern entry gate of the Motivational Fulfillment & Logistics Services distribution facility located at 6810 Bickmore Avenue in the City of Chino over a 15-minute period and represents multiple noise sources producing a reference noise level of 58.0 dBA L_{eq} at 50 feet. The noise sources included at this measurement location account for the rattling and squeaking during normal opening and closing operations, the gate closure equipment, truck engines idling outside the entry gate, truck movements through the entry gate, and background truck court activities and forklift backup alarm noise. Consistent with the *Revised Focused Traffic Assessment for Edenglen Business Park* prepared by LLG Engineers, the Project is expected to generate a total of approximately 560 two-way truck trips per day. (2) Using the estimated number of truck trips in combination with typical time of day heavy vehicle splits, the number of entry gate and truck movements were calculated. As shown on Table 7-2, this information is then used to calculate the entry gate and truck movements operational noise source activity based on the number truck movements by time of day.

TABLE 7-2: ENTRY GATE & TRUCK MOVEMENTS BY LOCATION

| Entry Gate & Truck Movement Location ¹ | Street | Jurisdiction | Total Project Truck Trips ² | Trip Dist. ³ | Truck Trips by Location ⁴ | Truck Movements ⁶ | | |
|---|---------------|--------------|--|-------------------------|--------------------------------------|------------------------------|---------|-------|
| | | | | | | Day | Evening | Night |
| Driveway A | Riverside Dr. | Ontario | 560 | 5% | 28 | 24 | 1 | 3 |
| Driveway B | Riverside Dr. | Ontario | | 10% | 56 | 48 | 2 | 6 |
| Driveway C | Hamner Av. | Ontario | | 5% | 28 | 24 | 1 | 3 |
| Driveway D | Hamner Av. | Ontario | | 10% | 56 | 48 | 2 | 6 |
| Driveway E | Hamner Av. | Ontario | | 65% | 364 | 315 | 10 | 39 |
| Driveway F | Hamner Av. | Ontario | | 5% | 28 | 24 | 1 | 3 |

¹ Driveway locations as shown on the Site Plan Exhibit 7-A.

² Total Project truck trips according to Table 2 (Project Trip Generation Forecast (Non-PCE) of the Revised Focused Traffic Assessment for Edenglen Business Park).

³ Project truck trip distribution according to Figure 6 of the Revised Focused Traffic Assessment for Edenglen Business Park.

⁴ Calculated trip trucks per location represents the product of the total project truck trips by and the trip distribution.

⁵ Time of day entry gate and truck movements by location. Typical heavy truck time vehicle splits (Day/Evening/Night = 86.50% / 2.70% / 10.80%)

7.2.4 ROOF-TOP AIR CONDITIONING UNITS

To assess the noise levels created by the roof-top air conditioning units within the planned commercial retail land uses within the Project site, reference noise levels measurements were taken at the Santee Walmart. Located at 170 Town Center Parkway in the City of Santee, the noise level measurements describe a single mechanical roof-top air conditioning unit on the roof of the existing Walmart store. The reference noise level represents a Lennox SCA120 series 10-ton model packaged air conditioning unit. At 5 feet from the roof-top air conditioning unit, the exterior noise levels were measured at 77.2 dBA L_{eq} . At the uniform reference distance of 50 feet, the reference noise levels are 57.2 dBA L_{eq} . Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for an average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. For this noise analysis, the air conditioning units are expected to be located on the roof of the Project buildings. The noise attenuation provided by the existing parapet wall is not reflected in this reference noise level measurement.

7.2.5 TRASH ENCLOSURE ACTIVITY

To describe the noise levels associated with a trash enclosure, Urban Crossroads collected a reference noise level measurement at an existing commercial and office park trash enclosure within a parking lot on the northeast corner of Baker Street and Red Hill Avenue. The measured reference noise level at the uniform 50-foot reference distance is 57.3 dBA L_{eq} for the trash enclosure activity. The trash enclosure activity noise levels include two metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, trash dropping into the metal dumpster, and background parking lot vehicle movements. Noise associated with trash enclosure activities is conservatively expected to occur for 5 minutes per hour.

7.3 CADNAA NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. This includes the additional noise attenuation provided by the existing intervening building structures and noise barriers located between the Project and the nearest receiver locations. Using the ISO 9613 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Consistent with the ISO 9613 protocol, the CadnaA noise prediction model relies on the reference sound power level (PWL) to describe individual noise sources. While sound pressure levels (e.g. L_{eq}) quantify in decibels the intensity of given sound sources at a reference distance, sound power

levels (PWL) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment.

The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the noise analysis to account for mixed ground representing a combination of hard and soft surfaces. Appendix 7.1 includes the detailed noise model inputs used to estimate the Project operational noise levels presented in this section.

7.4 PROJECT OPERATIONAL NOISE LEVELS

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, entry gate & truck movements, roof-top air conditioning units, and trash enclosure activity Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 1 was used in the noise analysis to account for hard site conditions. In addition, the operational noise analysis includes the planned 12-foot high screen wall as shown on Exhibit 7-A.

7.4.1 UNMITIGATED PROJECT OPERATIONAL NOISE LEVELS

Table 7-3 shows the unmitigated Project operational noise levels by noise source during the daytime hours of 7:00 a.m. to 10:00 p.m. The Project daytime hourly noise levels at the off-site receiver locations are expected to range from 39.6 to 49.2 dBA L_{eq} .

TABLE 7-3: DAYTIME PROJECT OPERATIONAL NOISE LEVELS

| Noise Source ¹ | Operational Noise Levels by Receiver Location (dBA Leq) | | | | | |
|----------------------------------|---|-------------|-------------|-------------|-------------|-------------|
| | R1 | R2 | R3 | R4 | R5 | R6 |
| Loading Dock Activity | 36.4 | 36.7 | 44.1 | 44.3 | 40.2 | 49.0 |
| Entry Gate & Truck Movements | 33.5 | 32.0 | 37.0 | 34.7 | 37.4 | 36.2 |
| Roof-Top Air Conditioning | 35.1 | 34.4 | 34.6 | 35.1 | 29.9 | 27.2 |
| Trash Enclosure Activity | 6.6 | 6.9 | 16.1 | 20.4 | 6.6 | 4.0 |
| Total (All Noise Sources) | 39.9 | 39.6 | 45.3 | 45.2 | 42.3 | 49.2 |

¹ See Exhibit 7-A for the noise source locations. CadnaA noise model calculations are included in Appendix 7.1.

Tables 7-4 shows the unmitigated Project operational noise levels by source during the nighttime hours of 10:00 p.m. to 7:00 a.m. The Project nighttime hourly noise levels at the off-site receiver

locations are expected to range from 38.1 to 49.0 dBA L_{eq} . The differences between the daytime and nighttime noise levels is largely related to the duration of noise activity (Table 9-1). Appendix 7.1 includes the detailed CadnaA noise model inputs including the planned 12-foot high screen walls.

TABLE 7-4: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS

| Noise Source ^{1,2} | Operational Noise Levels by Receiver Location (dBA Leq) | | | | | |
|----------------------------------|---|-------------|-------------|-------------|-------------|-------------|
| | R1 | R2 | R3 | R4 | R5 | R6 |
| Loading Dock Activity | 36.4 | 36.7 | 44.1 | 44.3 | 40.2 | 49.0 |
| Entry Gate & Truck Movements | 24.4 | 22.9 | 27.9 | 25.6 | 28.3 | 27.2 |
| Roof-Top Air Conditioning | 32.7 | 32.0 | 32.2 | 32.7 | 27.5 | 24.8 |
| Trash Enclosure Activity | 5.7 | 5.9 | 15.1 | 19.4 | 5.6 | 3.0 |
| Total (All Noise Sources) | 38.1 | 38.1 | 44.5 | 44.7 | 40.7 | 49.0 |

¹ See Exhibit 7-A for the noise source locations. CadnaA noise model calculations are included in Appendix 7.1.

7.5 PROJECT OPERATIONAL NOISE LEVEL COMPLIANCE

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Ontario exterior noise level standards at nearby noise-sensitive receiver locations. Table 7-5 shows the operational noise levels associated with Ontario Commerce Center Project will satisfy the City of Ontario 65 dBA L_{eq} daytime and the nighttime exterior standards adjusted to reflect the ambient noise levels with the planned 12-foot high screen walls at all nearby receiver locations. Therefore, the operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.

TABLE 7-5: OPERATIONAL NOISE LEVEL COMPLIANCE

| Receiver Location ¹ | Project Operational Noise Levels (dBA Leq) ² | | Noise Level Standards (dBA Leq) ³ | | Noise Level Standards Exceeded? ⁴ | |
|--------------------------------|---|-----------|--|-----------|--|-----------|
| | Daytime | Nighttime | Daytime | Nighttime | Daytime | Nighttime |
| R1 | 39.9 | 38.1 | 65.0 | 56.1 | No | No |
| R2 | 39.6 | 38.1 | 65.0 | 52.3 | No | No |
| R3 | 45.3 | 44.5 | 65.0 | 47.7 | No | No |
| R4 | 45.2 | 44.7 | 65.0 | 47.7 | No | No |
| R5 | 42.3 | 40.7 | 65.0 | 48.1 | No | No |
| R6 | 49.2 | 49.0 | 65.0 | 53.4 | No | No |

¹ See Exhibit 7-A for the receiver locations.

² Proposed Project operational noise levels as shown on Tables 7-3 and 7-4.

³ Exterior noise level standards for residential land use, as shown on Table 4-2. Nighttime standards adjusted to reflect the ambient noise conditions.

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

7.6 PROJECT OPERATIONAL NOISE LEVEL INCREASES

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. (4) Instead, they must be logarithmically added using the following base equation:

$$SPL_{Total} = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \dots 10^{SPLn/10}]$$

Where “SPL1,” “SPL2,” etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describe the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Tables 7-6 and 7-7, respectively. As indicated on Tables 7-6 and 7-7, the Project will generate daytime and nighttime operational noise level increases ranging from 0.0 to 1.8 dBA L_{eq} at the nearby receiver locations. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria presented in Table 4-2, the increases at the sensitive receiver locations will be *less than significant*.

7.7 REFLECTION

Field studies conducted by the FHWA have shown that the reflection from barriers and buildings does not substantially increase noise levels. (6) If all the noise striking a structure was reflected back to a given receiving point, the increase would be theoretically limited to 3 dBA. Further, not all the acoustical energy is reflected back to same point. Some of the energy would go over the structure, some is reflected to points other than the given receiving point, some is scattered by ground coverings (e.g., grass and other plants), and some is blocked by intervening structures and/or obstacles (e.g., the noise source itself). Additionally, some of the reflected energy is lost due to the longer path that the noise must travel. FHWA measurements made to quantify reflective increases in traffic noise have not shown an increase of greater than 1-2 dBA; an increase that is not perceptible to the average human ear.

7.8 OPERATIONAL VIBRATION IMPACTS

The operation of the Project site will include heavy trucks moving on site to and from the loading dock areas. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the FTA *Transit Noise Impact and Vibration Assessment*, (3 p. 113) trucks rarely create vibration that exceeds 70 VdB (unless there are bumps due to frequent potholes in the road). Trucks transiting on site will be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes will satisfy the daytime vibration threshold of 78 VdB and nighttime threshold of 72 VdB, and therefore, will be *less than significant*.

TABLE 7-6: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

| Receiver Location ¹ | Total Project Operational Noise Level ² | Measurement Location ³ | Reference Ambient Noise Levels ⁴ | Combined Project and Ambient ⁵ | Project Increase ⁶ | Noise Sensitive Land Use? | Increase Criteria ⁷ | Increase Criteria Exceeded? ⁷ |
|--------------------------------|--|-----------------------------------|---|---|-------------------------------|---------------------------|--------------------------------|--|
| R1 | 39.9 | L1 | 58.3 | 58.4 | 0.1 | Yes | 5.0 | No |
| R2 | 39.6 | L2 | 53.8 | 54.0 | 0.2 | Yes | 5.0 | No |
| R3 | 45.3 | L3 | 51.0 | 52.0 | 1.0 | Yes | 5.0 | No |
| R4 | 45.2 | L3 | 51.0 | 52.0 | 1.0 | Yes | 5.0 | No |
| R5 | 42.3 | L4 | 48.8 | 49.7 | 0.9 | Yes | 5.0 | No |
| R6 | 49.2 | L5 | 57.2 | 57.8 | 0.6 | Yes | 5.0 | No |

¹ See Exhibit 7-A for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 7-3.

³ Reference noise level measurement locations as shown on Exhibit 5-A.

⁴ Observed daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 4-2.

TABLE 7-7: NIGHTTIME OPERATIONAL NOISE LEVEL INCREASES

| Receiver Location ¹ | Total Project Operational Noise Level ² | Measurement Location ³ | Reference Ambient Noise Levels ⁴ | Combined Project and Ambient ⁵ | Project Increase ⁶ | Noise Sensitive Land Use? | Increase Criteria ⁷ | Increase Criteria Exceeded? ⁷ |
|--------------------------------|--|-----------------------------------|---|---|-------------------------------|---------------------------|--------------------------------|--|
| R1 | 38.1 | L1 | 56.1 | 56.2 | 0.1 | Yes | 5.0 | No |
| R2 | 38.1 | L2 | 52.3 | 52.5 | 0.2 | Yes | 5.0 | No |
| R3 | 44.5 | L3 | 47.7 | 49.4 | 1.7 | Yes | 5.0 | No |
| R4 | 44.7 | L3 | 47.7 | 49.5 | 1.8 | Yes | 5.0 | No |
| R5 | 40.7 | L4 | 48.1 | 48.8 | 0.7 | Yes | 5.0 | No |
| R6 | 49.0 | L5 | 53.4 | 54.8 | 1.4 | Yes | 5.0 | No |

¹ See Exhibit 7-A for the receiver locations.

² Total Project nighttime operational noise levels as shown on Table 7-4.

³ Reference noise level measurement locations as shown on Exhibit 5-A.

⁴ Observed daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 4-2.

8 CONSTRUCTION IMPACTS

This section analyzes potential average dBA L_{eq} impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 8-A shows the construction noise source locations in relation to the nearby sensitive receiver locations previously described in Section 6.

8.1 CONSTRUCTION NOISE LEVELS

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

This construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels.

8.2 CONSTRUCTION REFERENCE NOISE LEVELS

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 8-1 provides a summary of the construction reference noise level measurements. Since the reference noise levels were collected at varying distances of 30 feet and 50 feet, all construction noise level measurements presented on Table 8-1 have been adjusted for consistency to describe a uniform reference distance of 50 feet.

EXHIBIT 8-A: CONSTRUCTION NOISE SOURCE LOCATIONS



LEGEND:

- Construction Activity
- Existing 6-Foot High Barrier
- Receiver Locations
- Distance from receiver to Project site boundary (in feet)

TABLE 8-1: CONSTRUCTION REFERENCE NOISE LEVELS

| Construction Stage | Reference Construction Activity ¹ | Reference Noise Level @ 50 Feet (dBA L _{eq}) | Highest Reference Noise Level (dBA L _{eq}) |
|-----------------------|--|--|--|
| Site Preparation | Scraper, Water Truck, & Dozer Activity | 75.3 | 75.3 |
| | Backhoe | 64.2 | |
| | Water Truck Pass-By & Backup Alarm | 71.9 | |
| Grading | Rough Grading Activities | 73.5 | 73.5 |
| | Water Truck Pass-By & Backup Alarm | 71.9 | |
| | Construction Vehicle Maintenance Activities | 67.5 | |
| Building Construction | Foundation Trenching | 68.2 | 71.6 |
| | Framing | 62.3 | |
| | Concrete Mixer Backup Alarms & Air Brakes | 71.6 | |
| Paving | Concrete Mixer Truck Movements | 71.2 | 71.2 |
| | Concrete Paver Activities | 65.6 | |
| | Concrete Mixer Pour & Paving Activities | 65.9 | |
| Architectural Coating | Air Compressors | 65.2 | 65.2 |
| | Generator | 64.9 | |
| | Crane | 62.3 | |

¹ Reference construction noise level measurements taken by Urban Crossroads, Inc.

8.3 CONSTRUCTION NOISE ANALYSIS

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown on Table 8-2, the unmitigated construction noise levels are expected to range from 48.7 to 63.2 dBA L_{eq} at the nearby receiver locations. Appendix 8.1 includes the detailed CadnaA construction noise model inputs.

TABLE 8-2: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

| Receiver Location ¹ | Construction Noise Levels (dBA L _{eq}) | | | | | |
|--------------------------------|--|---------|-----------------------|--------|-----------------------|-----------------------------|
| | Site Preparation | Grading | Building Construction | Paving | Architectural Coating | Highest Levels ² |
| R1 | 59.2 | 57.4 | 55.5 | 55.1 | 49.1 | 59.2 |
| R2 | 58.8 | 57.0 | 55.1 | 54.7 | 48.7 | 58.8 |
| R3 | 62.0 | 60.2 | 58.3 | 57.9 | 51.9 | 62.0 |
| R4 | 59.5 | 57.7 | 55.8 | 55.4 | 49.4 | 59.5 |
| R5 | 62.9 | 61.1 | 59.2 | 58.8 | 52.8 | 62.9 |
| R6 | 63.2 | 61.4 | 59.5 | 59.1 | 53.1 | 63.2 |

¹ Noise receiver locations are shown on Exhibit 8-A.

² Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 8.1.

8.4 CONSTRUCTION NOISE LEVEL COMPLIANCE

To evaluate whether the Project will generate potentially significant short-term noise levels at nearby receiver locations, a construction-related the noise level threshold of 65 dBA L_{eq} is used as acceptable thresholds to assess construction noise level impacts. The construction noise analysis shows that the nearby receiver locations will satisfy the 65 dBA L_{eq} significance threshold during Project construction activities as shown on Table 8-3. Therefore, the noise impacts due to Project construction noise is considered *less than significant* at all receiver locations

TABLE 8-3: CONSTRUCTION NOISE LEVEL COMPLIANCE

| Receiver Location ¹ | Construction Noise Levels (dBA L _{eq}) | | |
|--------------------------------|--|------------------------|----------------------------------|
| | Highest Construction Noise Levels ² | Threshold ³ | Threshold Exceeded? ⁴ |
| R1 | 59.2 | 65 | No |
| R2 | 58.8 | 65 | No |
| R3 | 62.0 | 65 | No |
| R4 | 59.5 | 65 | No |
| R5 | 62.9 | 65 | No |
| R6 | 63.2 | 65 | No |

¹ Noise receiver locations are shown on Exhibit 8-A.

² Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 8-2.

³ Construction noise level thresholds as shown on Table 4-2.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

8.5 CONSTRUCTION VIBRATION IMPACTS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. While vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 8-4. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the following vibration assessment methods defined by the FTA. To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation: $L_{VdB}(D) = L_{VdB}(25 \text{ ft}) - 30\log(D/25)$

TABLE 8-4: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

| Equipment | Vibration Decibels (VdB) at 25 feet |
|-----------------|--|
| Small bulldozer | 58 |
| Jackhammer | 79 |
| Loaded Trucks | 86 |
| Large bulldozer | 87 |

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Table 8-5 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 208 feet (at location R4) to 312 feet (at location R1) from Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from 54.1 to 59.4 VdB and will remain below the FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations. Therefore, the Project-related vibration impacts are considered *less than significant* during the construction activities at the Project site.

TABLE 8-5: PROJECT CONSTRUCTION VIBRATION LEVELS

| Receiver Location ¹ | Distance to Construction Activity (Feet) | Receiver Vibration Levels (VdB) ² | | | | | Threshold VdB ³ | Threshold Exceeded? ⁴ |
|--------------------------------|--|--|-------------|---------------|-----------------|--------------------------|----------------------------|----------------------------------|
| | | Small Bulldozer | Jack-hammer | Loaded Trucks | Large Bulldozer | Highest Vibration Levels | | |
| R1 | 312' | 25.1 | 46.1 | 53.1 | 54.1 | 54.1 | 78 | No |
| R2 | 209' | 30.3 | 51.3 | 58.3 | 59.3 | 59.3 | 78 | No |
| R3 | 218' | 29.8 | 50.8 | 57.8 | 58.8 | 58.8 | 78 | No |
| R4 | 208' | 30.4 | 51.4 | 58.4 | 59.4 | 59.4 | 78 | No |
| R5 | 259' | 27.5 | 48.5 | 55.5 | 56.5 | 56.5 | 78 | No |
| R6 | 229' | 29.1 | 50.1 | 57.1 | 58.1 | 58.1 | 78 | No |

¹ Noise receiver locations are shown on Exhibit 8-A.

² Based on the Vibration Source Levels of Construction Equipment included on Table 8-4.

³ FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria as shown on Table 4-2.

⁴ Does the vibration level exceed the maximum acceptable vibration threshold?

Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

9 REFERENCES

1. **State of California.** *California Environmental Quality Act, Appendix G.* 2018.
2. **LLG Engineers.** *Revised Focused Traffic Assessment for Edenglen Business Park Project.* April 2020.
3. **U.S. Department of Transportation, Federal Transit Administration.** *Transit Noise and Vibration Impact Assessment.* September 2018.
4. **California Department of Transportation Environmental Program.** *Technical Noise Supplement - A Technical Supplement to the Traffic Noise Analysis Protocol.* Sacramento, CA : s.n., September 2013.
5. **Environmental Protection Agency Office of Noise Abatement and Control.** *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.* March 1974. EPA/ONAC 550/9/74-004.
6. **U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch.** *Highway Traffic Noise Analysis and Abatement Policy and Guidance.* December 2011.
7. **U.S. Department of Transportation, Federal Highway Administration.** *Highway Traffic Noise in the United States, Problem and Response.* April 2000. p. 3.
8. **U.S. Environmental Protection Agency Office of Noise Abatement and Control.** *Noise Effects Handbook-A Desk Reference to Health and Welfare Effects of Noise.* October 1979 (revised July 1981). EPA 550/9/82/106.
9. **Occupational Safety and Health Administration.** *Standard 29 CFR, Part 1910.*
10. **Office of Planning and Research.** *State of California General Plan Guidelines.* 2018.
11. **State of California.** *2016 California Green Building Standards Code.* January 2017.
12. **City of Ontario.** *The Ontario Plan Safety Section, S4, Noise Hazards.* March 2014.
13. —. *The Ontario Plan Draft EIR.* April 2009.
14. —. *Municipal Code, Title 5, Chapter 29 - Noise.*
15. —. *Ontario International Airport Land Use Compatibility Plan.* July 2018.
16. **California Court of Appeal.** *Gray v. County of Madera, F053661.* 167 Cal.App.4th 1099; - Cal.Rptr.3d, October 2008.
17. **Federal Interagency Committee on Noise.** *Federal Agency Review of Selected Airport Noise Analysis Issues.* August 1992.
18. **California Department of Transportation.** *Technical Noise Supplement.* November 2009.
19. **American National Standards Institute (ANSI).** *Specification for Sound Level Meters ANSI S1.4-2014/IEC 61672-1:2013.*

This page intentionally left blank

This page intentionally left blank

10 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed Ontario Commerce Center Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 336-5979.

Bill Lawson, P.E., INCE
Principal
URBAN CROSSROADS, INC.
260 E. Baker Street, Suite 200
Costa Mesa, CA 92626
(949) 336-5979
blawson@urbanxroads.com



EDUCATION

Master of Science in Civil and Environmental Engineering
California Polytechnic State University, San Luis Obispo • December 1993

Bachelor of Science in City and Regional Planning
California Polytechnic State University, San Luis Obispo • June 1992

PROFESSIONAL REGISTRATIONS

PE – Registered Professional Traffic Engineer – TR 2537 • January, 2009
AICP – American Institute of Certified Planners – 013011 • June 1997–January 1, 2012
PTP – Professional Transportation Planner • May, 2007 – May, 2013
INCE – Institute of Noise Control Engineering • March 2004

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America
ITE – Institute of Transportation Engineers

PROFESSIONAL CERTIFICATIONS

Certified Acoustical Consultant – County of Orange • February, 2011
FHWA-NHI-142051 Highway Traffic Noise Certificate of Training • February 2013

This page intentionally left blank

APPENDIX 3.1:

CITY OF ONTARIO MUNICIPAL CODE

This page intentionally left blank

CHAPTER 29: NOISE

- 5-29.01 Declaration of findings and policy
- 5-29.02 Definitions
- 5-29.03 Designated noise zones
- 5-29.04 Exterior noise standards
- 5-29.05 Interior noise standards
- 5-29.06 Exemptions
- 5-29.07 Loud and disturbing noise
- 5-29.08 Real property maintenance noise regulations
- 5-29.09 Construction activity noise regulations
- 5-29.10 Other public agency exceptions
- 5-29.11 Schools, day care centers, churches, libraries, museums, health care institutions; Special provisions
- 5-29.12 Sound amplifying equipment
- 5-29.13 Amplified sound
- 5-29.14 Motor vehicles
- 5-29.15 Noise level measurement
- 5-29.16 Prima facie violation
- 5-29.17 Penalty
- 5-29.18 Enforcement and administration
- 5-29.19 City Manager waiver
- 5-29.20 Noise abatement program

Sec. 5-29.01. Declaration of findings and policy.

It is hereby found and declared that:

(a) The making and creation of excessive, unnecessary or unusually loud noises within the limits of the City is a condition that has existed for some time, however, the extent and volume of such noises is increasing;

(b) The making, creation or maintenance of such excessive, unnecessary, unnatural or unusually loud noises that are prolonged, unusual and unnatural in their time, place and use

affect and are a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the City; and

(c) The necessity in the public interest for the provisions and prohibitions hereinafter contained and enacted, is declared as a matter of legislative determination and public policy, and it is further declared that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the residents of the City.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.02. Definitions.

As used in this chapter, specific words and phrases are defined as follows:

(a) "Ambient noise level" shall mean the all-encompassing noise level associated with a given environment and is a composite of sounds from all sources, excluding the alleged offensive noise or excessive sound, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

(b) "Applicable (noise) zone" shall mean the noise zone category based on the actual use of the property, provided that the actual use is a legal use in the City.

(c) "A-weighted sound level" shall mean the sound pressure level in decibels (dBAs) as measured with a sound level meter using the A-weighted filter network (scale) at slow response and at a pressure of twenty (20) micropascals. The A-weighted filter de-emphasizes the very low and a very high frequency component of sound in a manner similar to the response of the human ear, and is a numerical method of rating human judgment of loudness.

(d) "Decibel (dBA)" shall mean a unit for measuring the amplitude of a sound, equal to twenty (20) times the logarithm to the base ten (10) of the ratio of pressure of the sound measured to the reference pressure of twenty (20) micropascals.

(e) "Equivalent sound or noise level (Leq)" shall mean the International Electrotechnical Commission (IEC) 60804 Standard for measurement, or the most recent revision thereof, for the sound level corresponding to a steady state noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level or the energy average noise level during the sample period. The measurement period for the purposes of this chapter is fifteen (15) minutes.

(f) "Impulsive noise" shall mean a noise of short duration usually less than one (1) second and of high intensity, with an abrupt onset and rapid decay. Such objectionable noises may also be repetitive.

(g) "Intrusive noise" shall mean that noise that intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence and tonal information content, as well as the prevailing ambient noise level.

(h) "Maintenance" shall mean the upkeep, repair or preservation of existing property or structures.

(i) "Noise" shall mean any unwanted sound or sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing or is otherwise annoying.

(j) "Noise level (sound level)" shall mean the weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

For purposes of this chapter, all noise levels (sound levels) shall be A-weighted sound pressure level.

(k) "Noise (sound) level meter" shall mean an instrument, including a microphone, an amplifier, an output meter and frequency weighting networks for the measurement and determination of noise and sound levels. For the purposes of this chapter, the sound level meter must meet the International Electrotechnical Commission (IEC) 60651 and 60804 Standards, or the most recent revisions thereof, for Type 1 sound level meters or an instrument and the associated recording and analyzing equipment that will provide equivalent data.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.03. Designated noise zones.

The properties hereinafter described shall be assigned to the following noise zones:

| | |
|-----------------|--|
| Noise Zone I: | All single-family residential properties; |
| Noise Zone II: | All multi-family residential properties and mobile home parks; |
| Noise Zone III: | All commercial property; |
| Noise Zone IV: | The residential portion of mixed use properties; |
| Noise Zone V: | All manufacturing or industrial properties and all other uses. |

The actual use of the property, and not necessarily its zoning designation, shall be the determining factor in establishing whether a property is in Noise Zone I, II, III, IV or V, provided that the actual use is a legal use within the applicable zone.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.04. Exterior noise standards.

(a) The following exterior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

| Allowable Exterior Noise Level (1) | | Allowed Equivalent Noise Level, Leq. (2) | |
|---|---|---|--------------------------|
| Noise Zone | Type of Land Use | 7 a.m. to 10 p.m. | 10 p.m. to 7 a.m. |
| I | Single-Family Residential | 65 dBA | 45 dBA |
| II | Multi-Family Residential, Mobile Home Parks | 65 dBA | 50 dBA |
| III | Commercial Property | 65 dBA | 60 dBA |
| IV | Residential Portion of Mixed Use | 70 dBA | 70 dBA |
| V | Manufacturing and Industrial, Other | 70 dBA | 70 dBA |

| | | | |
|--|------|--|--|
| | Uses | | |
|--|------|--|--|

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

(2) Measurements for compliance are made on the affected property pursuant to § 5-29.15.

(b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

(1) The noise standard for the applicable zone for any fifteen-minute (15) period; and

(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

(d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

(e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.05. Interior noise standards.

(a) The following interior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

| Allowable Interior Noise Level (1) | | Allowed Equivalent Noise Level, Leq. (2) | |
|---|--|---|--------------------------|
| Noise Zone | Type of Land Use | 7 a.m. to 10 p.m. | 10 p.m. to 7 a.m. |
| I | Single-Family Residential | 45 dBA | 40 dBA |
| II | Multi-Family Residential, Mobile Home Parks | 45 dBA | 40 dBA |
| IV | Residential Portion of Mixed Use | 45 dBA | 40 dBA |

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

(2) Measurements for compliance are made on the affected property pursuant to § 5-29.15.

(b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or

otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

(1) The noise standard for the applicable zone for any fifteen-minute (15) period;

(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

(d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

(e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.06. Exemptions.

The following activities shall be exempted from the provisions of this chapter:

(a) Any activity conducted on public property, or on private property with the consent of the owner, by any public entity or its officers, employees, representatives, agents, subcontractors, permittees, licensees or lessees that the public entity has authorized are exempt from the provisions of this chapter. This includes, without limitation, sporting and recreational activities that are sponsored, co-sponsored, permitted or allowed by the City or any school district within the City's jurisdictional boundaries. This also includes, without limitation, occasional outdoor gatherings, public dances, shows or sporting and entertainment events, provided such events are conducted pursuant to an approval, authorization, contract, lease, permit or sublease by the appropriate public entity, specifically the planning commission or City Council;

(b) Occasional outdoor gatherings, public dances, show, sporting and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of said events;

(c) Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within forty-five (45) minutes in any hour of its being activated;

(d) Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the provisions of § 5-29.09;

(e) Noise sources associated with construction, repair, remodeling, demolition or grading of public rights-of-way or during authorized seismic surveys;

(f) All mechanical devices, apparatus or equipment associated with agriculture operations provided that:

(1) Operations do not take place between 8:00 p.m. and 7:00 a.m.;

(2) Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions; or

(3) Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the California Department of Agriculture;

(g) Noise sources associated with the maintenance of real property. Such activities shall instead be subject to the provisions of § 5-29.08;

(h) Any activity to the extent regulation thereof has been preempted by state or federal law;

(i) Any noise sources associated with people and/or music associated with a party at a residential property. Such noise shall be subject to the provisions of OMC § 5-29.07;

(j) Any noise source emanating from an ice cream truck within the City. Such noise shall be subject to the provisions of OMC § 4-18.04;

(k) Any noise sources associated with barking dogs or other intermittent noises made by animals on any property within the City. Such noise shall be subject to the provisions of OMC Chapter 1, Title 6;

(l) Noise sources related to uses approved by a permit or development agreement adopted prior to the date of adoption of this chapter and that contains acoustic or noise standard conditions of approval. This exemption shall only be applicable during the effective period of the City-approved permit or development agreement.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.07. Loud and disturbing noise.

(a) It is unlawful for any person or property owner within the City to make, cause or allow to be made any loud, excessive, impulsive or intrusive noise, disturbance or commotion that disturbs the peace or quiet of any area or that causes discomfort or annoyance to any reasonable person of normal sensitivities in the area, after a Police or Code Enforcement Officer has first requested that the person or property owner cease and desist from making such noise. The types of loud, disturbing, excessive, impulsive or intrusive noise may include, but shall not be limited to, yelling, shouting, hooting, whistling, singing, playing a musical instrument, or emitting or transmitting any loud music or noise from any mechanical or electrical sound making or sound-amplifying device.

(b) The factors, standards, and conditions that may be considered in determining whether a violation of the provisions of this section has been committed, included, but not limited to, the following:

- (1) The level of the noise;
- (2) The level and intensity of the background (ambient) noise, if any;
- (3) The proximity of the noise to residential or commercial sleeping areas;
- (4) The nature and zoning of the area within which the noise emanates;
- (5) The density of inhabitation of the area within which the noise emanates;
- (6) The time of day and night the noise occurs;
- (7) The duration of the noise;
- (8) Whether the noise is constant, recurrent or intermittent;
- (9) Whether the noise is produced by a commercial or noncommercial activity; and

(10) Whether the use is lawful under the provisions of Title 5 of this Code and whether the noise is one that could reasonably be expected from the activity or allowed use.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.08. Real property maintenance noise regulations.

(a) No person, while engaged in maintenance of real property, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, except between the hours of 8:00 a.m. and 6:00 p.m.

(b) Trimming or pruning that requires the use of chainsaws or mulching machines shall only be allowed between the hours of 8:00 a.m. and 6:00 p.m. on a weekday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday or Sunday.

(c) The use of electrical or gasoline powered blowers, such as commonly used by gardeners or other persons for cleaning lawns, yards, driveways, gutters and other property shall only be allowed between the hours of 8:00 a.m. and 6:00 p.m. on a weekday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday or Sunday.

(d) No landowner, gardener, property maintenance service, contractor, subcontractor or employer shall permit or allow any person or persons working under his or her direction or control to operate any tool, equipment or machine in violation of the provisions of this section.

(e) Exceptions. The provisions of this section shall not apply to the following:

(1) Emergency property maintenance required by the building official;

(2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors or agents, unless:

(i) The City Manager or department head determines that the maintenance, repair or improvement is immediately necessary to maintain public service,

(ii) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or

(iii) The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes maintenance during hours of the day that would otherwise be prohibited pursuant to this section; and

(3) Any maintenance that complies with the noise limits specified in § 5-29.04.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.09. Construction activity noise regulations.

(a) No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.

(b) No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.

(c) Exceptions.

(1) The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the City Manager or his or her designee;

(2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors or agents, unless:

(i) The City Manager or a department head determines that the maintenance, repair or improvement is immediately necessary to maintain public services,

(ii) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or

(iii) The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes construction during hours of the day that would otherwise be prohibited pursuant to this section; and

(3) Any construction that complies with the noise limits specified in §§ 5-29.04 or 5-29.05.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.10. Other public agency exceptions.

The provisions of this chapter shall not be construed to prohibit any work at different hours by or under the direction of any other public agency or public or private utility companies in cases of necessity or emergency.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.11. Schools, day care centers, churches, libraries, museums, health care institutions; Special provisions.

It is unlawful for any person to create any noise that causes the outdoor noise level at any school, day care center, hospital or similar health care institution, church, library or museum while the same is in use, to exceed the noise standards specified in § 5-29.04 prescribed for the assigned Noise Zone I.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.12. Sound amplifying equipment.

Loudspeakers, sound amplifiers, public address systems or similar devices used to amplify sounds shall be subject to the provisions of § 5-29.13. Such sound amplifying equipment shall not be construed to include electronic devices, including but not limited to, radios, tape players, tape recorders, compact disc players, MP3 players, electric keyboards, music synthesizers, record players or televisions, which are designed and operated for personal use, or used entirely

within a building and are not designed or used to convey the human voice, music or any other sound to an audience outside such building, or which are used in vehicles and heard only by occupants of the vehicle in which installed.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.13. Amplified sound.

(a) The City Council enacts the following legislation for the sole purpose of securing and promoting the public health, comfort, safety and welfare for its citizenry. While recognizing that the use of sound amplifying equipment may be entitled to certain protection by the constitutional rights of freedom of speech and assembly, the City Council finds that in order to protect the public safety and the correlative rights of the citizens of this community to privacy and freedom from public nuisance of loud and unnecessary noise, reasonable regulation of the time, place and manner of the use of amplifying equipment is necessary. In no event shall approval or authorization required herein be withheld by reason of the constitutionally protected content of any material proposed to be broadcast through amplifying equipment.

(b) It is unlawful for any person, other than personnel of law enforcement or governmental agencies, to install, use or operate a loudspeaker or sound amplifying device in a fixed or movable position or mounted upon any vehicle within the City for the purpose of giving instructions, directions, talks, addresses or lectures to any persons or assemblages of persons in or upon any street, alley, sidewalk, park, place or public property without a permit to do so from the Police Chief or his or her designee. Notwithstanding any other provision of this chapter, the provisions of this section shall also apply to the use of sound amplifying equipment upon public or private property when used in connection with outdoor or indoor public or private events, whether or not admission is charged or food or beverages are sold, when such activity is to be attended by more than one hundred (100) persons and the noise emanating from the event will be audible at the property plane, or in the case of a street dance or concert on the nearest residential property. Those activities listed in § 5-29.06(a) are exempt from the requirements of this section.

(c) The Police Chief or his or her designee is authorized to approve and issue permits under this section.

(d) An application for a permit required by this section shall be filed with the Police Chief at least sixteen (16) days and no more than one hundred twenty (120) days prior to the date on which the sound amplifying equipment is intended to be used. Applications for events covered by the First Amendment of the United States Constitution are exempt from the time requirements of this section if it is shown that circumstances require a shorter filing period and the event will not constitute an unsafe condition. The application shall contain the following information:

(1) The name, address and telephone number of both the owner and the user of the sound amplifying equipment;

(2) The license number, if a sound truck is to be used;

(3) A general description of the sound amplifying equipment which is to be used;

(4) Whether sound amplifying equipment will be used for commercial or noncommercial purpose;

(5) The dates and times upon and within which, and the streets or property over or upon which, the equipment is proposed to be operated;

(6) The name or names of one (1) or more persons who will be present during the conduct of any activities for which registration is sought and who will have authority to reduce the volume of

any sound amplifying equipment during the course of the activities if required pursuant to this chapter and, otherwise, to insure compliance with the provisions of this chapter;

(7) A statement by the applicant that he or she is willing and able to comply with the provisions of this chapter and the conditions of the permit; and

(8) A sketch of the area or facilities within which the activities are to be conducted, with approximate dimensions and illustration of the location and orientation of all sound-amplifying equipment.

(e) The Police Chief shall deny the permit application or revoke any permit if the chief finds any of the following:

(1) The application contains materially false or intentionally misleading information;

(2) The use of sound amplifying equipment at an event or activity proposed will be located in or upon a premises, building or structure that is hazardous to the health or safety of the employees or patrons of the premises, business, activity, or event, or the general public, under the standards established by the Uniform Building or Fire Codes, or other applicable codes, as set forth in OMC Titles 4 and 8;

(3) The use of sound amplifying equipment at an event or activity proposed in or upon a premises, building or structure that lacks adequate on-site parking for participants attending the proposed event or activity under the applicable standards set forth in OMC Title 9;

(4) The conditions of any motor vehicle movement are such that, in his or her opinion, the use of the equipment would constitute an unreasonable interference with traffic safety;

(5) The conditions of pedestrian movement are such that the use of the equipment would constitute a detriment to traffic safety;

(6) The application submitted by the applicant reveals that the applicant would violate the provisions of this section or any other provision of federal, state and/or local law;

(7) The applicant is unwilling or unable to comply with the provisions of this chapter or any conditions imposed upon any permit issued;

(8) There had already been a permitted event at the intended location, or within a two hundred (200) yard radius of the intended location and the prior permitted event was located on residentially zoned property or on a street, alley, public parking lot or neighborhood park within three (3) months prior to the intended event. Community parks are exempt from this subsection (8); or

(9) The applicant or location has had previous violations within the past calendar year, and in the judgment of the Police Chief, issuance would be contrary to the intent of this section.

(f) In determining whether the use of the equipment would constitute an unreasonable interference with or detriment to traffic safety, the Police Chief shall consider, but shall not necessarily be limited to:

(1) The volumes, patterns and speed of vehicular and pedestrian traffic in the proposed area of use;

(2) The relationship of the proposed use of equipment and potential impacts upon traffic patterns;

(3) Availability of sufficient room for the operation of the equipment without significantly interfering with the traffic patterns;

(4) Proximity to schools, playgrounds and similar facilities where use of such equipment might attract children into traffic patterns; or

(5) Proximity to busy intersections or other potentially hazardous conditions where use of such equipment might constitute a hazard by reason of its tendency to distract drivers of vehicles or pedestrians.

(g) Issuance or denial.

(1) If the application is approved, the Police Chief shall return an approved copy of the application to the applicant and shall issue a permit. The permit shall constitute permission for the use of the sound amplifying equipment as requested.

(2) Any application filed shall be either approved or disapproved within five (5) days of the filing thereof.

(3) If the application is disapproved, the Police Chief shall return a disapproved copy forthwith to the applicant with a written statement on the reason for disapproval.

(i) Any person aggrieved by a decision of the Police Chief or his or her designee may file an appeal to the City Manager. A complete and proper appeal shall be filed with the City Clerk within ten (10) calendar days of the action that is the subject of the appeal. If the applicant fails to file an appeal within the ten (10) day filing period provided herein, denial shall take effect immediately upon expiration of such filing period. All appeals shall be in writing and shall contain the following information: (a) name(s) of the person filing the appeal, (b) a brief statement in ordinary and concise language of the relief sought, and (c) the signatures of all parties named as appellants and their mailing addresses. After receiving the appeal, the City Clerk shall immediately forward the matter to the City Manager for handling.

(ii) The City Manager shall, upon receipt of the appeal, set the matter for hearing before the City Manager or a hearing officer. Any hearing officer shall be a licensed attorney or recognized mediator designated by the City Manager. The hearing shall be set for not more than ten (10) calendar days after the receipt of the appeal unless a longer time is requested or consented to by the appellant. Notice of such hearing shall be given in writing and mailed at least five (5) calendar days prior to the date of the hearing, by U.S. mail, with a proof of service attached, addressed to the address listed on the permit application, or the written appeal if different from the permit application. The notice shall state the grounds of the complaint or reason for the denial and shall state the time and place where such hearing will be held.

(iii) The City Manager or hearing officer shall, within ten (10) calendar days following the conclusion of the hearing, make a written finding and decision, which shall be delivered to the City and the appellant by first class mail. Notwithstanding any provision in this Code, the decision of the City Manager or hearing officer shall be the final administrative decision of the City. Any party dissatisfied with the decision of the City Manager or hearing officer may seek review of such decision under the provisions of Code Civil Procedure, §§ 1094.5 and 1094.8, as amended from time to time.

(h) In addition to any other provisions of this Code, the use of sound-amplifying equipment and sound trucks in the City shall be subject to the following regulations:

(1) The only sounds permitted are music and human speech;

(2) Sound shall not be emitted within one hundred (100) yards of hospitals, churches, schools and City Hall;

(3) The volume of sound shall be controlled so that it will not be audible for a distance in excess of one hundred (100) feet from the sound amplifying equipment or sound truck, and so

that the volume is not unreasonably loud, raucous, jarring, disturbing or a nuisance to persons within the range of allowed audibility; or

(4) The sound amplifying equipment or sound truck shall not be used between the hours of 8:00 p.m. and 8:00 a.m.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.14. Motor vehicles.

The use of any motor vehicle in such a condition as to create excessive, impulsive or intrusive noises is prohibited. The discharge into the open air of the exhaust of any internal combustion engine, stationary or mounted on wheels, motorboat or motor vehicle, including motor cycle, whether or not discharged through a muffler or other similar device, which discharge creates excessive, unusual, impulsive or intrusive noise is prohibited. Motor vehicles shall comply with the noise regulations of the California Vehicle Code.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.15. Noise level measurement.

(a) The location selected for measuring exterior noise levels in a residential area shall be at any part of a private yard, patio, deck or balcony normally used for human activity and identified by the owner or, if occupied by someone other than the owner, the occupant of the affected property as suspected of exceeding the noise level standard. This location may be the closest point in the private yard or patio, or on the deck or balcony, to the noise source, but should not be located in nonhuman activity areas such as trash container storage areas, planter beds, above or contacting a property line fence, or other areas not normally used as part of the yard, patio, deck or balcony. The location selected for measuring exterior noise levels in a nonresidential area shall be at the closest point to the noise source. The measurement microphone height shall be five (5) feet above finish elevation or, in the case of a deck or balcony, the measurement microphone height shall be five (5) feet above the finished floor level.

(b) The location selected for measuring interior noise levels shall be made within the affected residential unit. The measurements shall be made at a point at least four (4) feet from the wall, ceiling or floor, or within the frame of a window opening, nearest the noise source. The measurements shall be made with windows in an open position.

(c) Any decibel measurement made pursuant to the provisions of this chapter shall be measured in decibels (dBAs) as measured with a sound level meter using the A-weighted sound pressure level.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.16. Prima facie violation.

Any noise exceeding the noise level standard as specified in §§ 5-29.04 and 5-29.05, shall be deemed to be prima facie evidence of a violation of the provisions of this chapter.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.17. Penalty.

(a) Any person who negligently or knowingly violates any provision of this chapter shall be guilty of an infraction and upon conviction shall be punishable by a fine specified in OMC § 1-2.01. Each day a violation occurs shall constitute a separate offense and shall be punishable as such.

(b) Any person who negligently or knowingly violates any provision of this chapter may also be subject to fine(s) specified in the administrative citation schedule of fines set forth in OMC § 1-5.04. The manner of issuing administrative citations shall comply with all the procedures specified in OMC Chapter 5, Title 1.

(c) As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provisions of this chapter, which operation or maintenance causes or creates sound levels exceeding the allowable standards as specified in this chapter, shall be deemed and is declared to be a public nuisance and may be subject to abatement by a restraining order or injunction issued by a court of competent jurisdiction.

(d) Any violation of this chapter is declared to be a public nuisance and may be abated in accordance with law. The expense of enforcing this chapter is declared to be public nuisance and may be by resolution of the City Council declared to be a lien and special assessment against the property on which such nuisance is maintained, and any such charge shall also be a personal obligation of the property owner.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.18. Enforcement and administration.

(a) It shall be the responsibility of Police or Code Enforcement Officers to enforce the provisions of this chapter and to perform all other functions required by this chapter. Such duties shall include, but not be limited to investigating potential violations, issuing warning notices and citations, and providing evidence to the City prosecutor for legal action.

(b) For violations of § 5-29.07, Police or Code Enforcement Officers shall obtain a declaration under penalty of perjury from two (2) declarants living in separate households within a sixty (60) day period stating in detail all of the following:

(1) That the declarant is a resident of a residential neighborhood located within two hundred (200) yards of the noise source; and

(2) Within the past month declarant has heard noise for substantially long periods to the extreme annoyance of the declarant.

(3) Declarations from two (2) declarants are required to prove a violation of § 5-29.07, but are not required to prove that a person has violated any other provision of this chapter.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.19. City Manager waiver.

The City Manager is authorized to grant a temporary waiver to the provisions of this chapter for a period of time necessary to correct the violations of this chapter, if such temporary waiver would be in the public interest and there is no feasible and prudent alternative to the activity, or the method of conducting the activity, for which the temporary waiver is sought. This time period may include a commitment to a program that includes placing necessary orders and entering into necessary contracts within thirty (30) days for repair or installation.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.20. Noise abatement program.

(a) In circumstances where adopted community-wide noise standards and policies prove impractical in controlling noise generated from a specific source, the City Council may establish a noise abatement program that recognizes the characteristics of the noise source and affected property and that incorporates specialized mitigation measures.

(b) Noise abatement programs shall set forth in detail the approved terms, conditions and requirements for achieving maximum compliance with noise standards and policies. Said terms, conditions and requirements may include, but shall not be limited to, limitations, restrictions, or prohibitions on operating hours, location of operations, and the types of equipment.

(§ 2, Ord. 2888, eff. March 6, 2008)

APPENDIX 5.1:
STUDY AREA PHOTOS

This page intentionally left blank

JN:13176 Study Area Photos



L1_E
34, 1' 9.420000", 117, 33' 46.100000"



L1_N
,



L1_S
,



L1_W
34, 1' 9.320000", 117, 33' 46.070000"



L2_E
34, 1' 6.470000", 117, 33' 45.300000"



L2_N
34, 0' 59.640000", 117, 33' 45.800000"

JN:13176 Study Area Photos



L2_S
34, 1' 6.430000", 117, 33' 45.160000"



L2_W
34, 1' 6.520000", 117, 33' 45.360000"



L3_E
34, 0' 58.260000", 117, 33' 45.550000"



L3_N
34, 0' 58.270000", 117, 33' 45.550000"



L3_S
34, 0' 58.270000", 117, 33' 45.550000"



L3_W
34, 0' 58.260000", 117, 33' 45.550000"

JN:13176 Study Area Photos



L4_E

34, 0' 55.490000", 117, 33' 46.150000"



L4_N

34, 0' 47.780000", 117, 33' 45.800000"



L4_S

34, 0' 47.780000", 117, 33' 45.800000"



L4_W

34, 0' 55.510000", 117, 33' 46.180000"



L5_E



L5_N

JN:13176 Study Area Photos



L5_S

,



L5_W

,

APPENDIX 5.2:
NOISE LEVEL MEASUREMENT WORKSHEETS

This page intentionally left blank

24-Hour Noise Level Measurement Summary

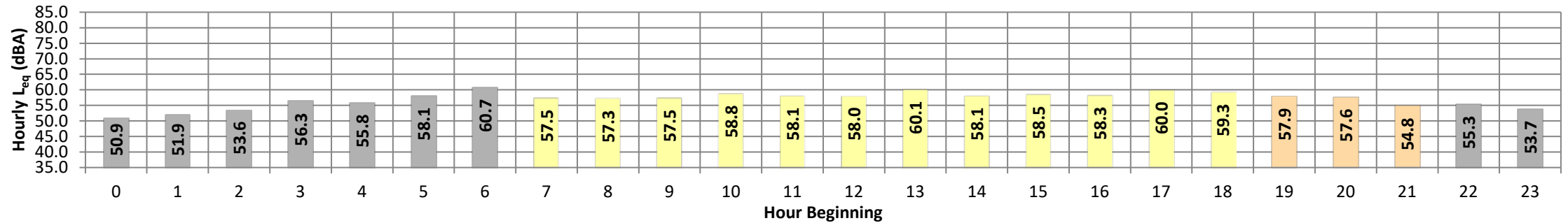
Date: Wednesday, June 17, 2020
Project: Ontario Commerce Center

Location: L1 - Located northwest of the Project site on Riverside Drive near existing single-family residential home at 2965 McCloud River Lane.

Meter: Piccolo I

JN: 13176
Analyst: P. Mara

Hourly L_{eq} dBA Readings (unadjusted)



| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} | Adj. | Adj. L_{eq} |
|----------------|------|----------|-----------|-----------|------|------|------|------|------|------|------|------|------|--------------------|-------------|---------------|
| Night | 0 | 50.9 | 68.0 | 40.4 | 61.0 | 60.0 | 57.0 | 55.0 | 48.0 | 44.0 | 42.0 | 41.0 | 41.0 | 50.9 | 10.0 | 60.9 |
| | 1 | 51.9 | 68.2 | 41.5 | 62.0 | 61.0 | 58.0 | 56.0 | 50.0 | 46.0 | 43.0 | 43.0 | 41.0 | 51.9 | 10.0 | 61.9 |
| | 2 | 53.6 | 74.1 | 40.7 | 64.0 | 62.0 | 59.0 | 57.0 | 52.0 | 49.0 | 45.0 | 43.0 | 41.0 | 53.6 | 10.0 | 63.6 |
| | 3 | 56.3 | 77.0 | 40.1 | 68.0 | 65.0 | 61.0 | 58.0 | 50.0 | 44.0 | 41.0 | 41.0 | 40.0 | 56.3 | 10.0 | 66.3 |
| | 4 | 55.8 | 73.4 | 40.8 | 65.0 | 64.0 | 62.0 | 61.0 | 55.0 | 47.0 | 43.0 | 42.0 | 41.0 | 55.8 | 10.0 | 65.8 |
| | 5 | 58.1 | 72.1 | 42.6 | 66.0 | 64.0 | 63.0 | 62.0 | 58.0 | 55.0 | 49.0 | 47.0 | 43.0 | 58.1 | 10.0 | 68.1 |
| Day | 6 | 60.7 | 72.5 | 43.3 | 70.0 | 69.0 | 67.0 | 65.0 | 60.0 | 56.0 | 48.0 | 46.0 | 44.0 | 60.7 | 10.0 | 70.7 |
| | 7 | 57.5 | 71.5 | 44.3 | 66.0 | 65.0 | 63.0 | 62.0 | 58.0 | 53.0 | 47.0 | 46.0 | 45.0 | 57.5 | 0.0 | 57.5 |
| | 8 | 57.3 | 71.0 | 44.3 | 66.0 | 65.0 | 63.0 | 61.0 | 57.0 | 53.0 | 47.0 | 46.0 | 45.0 | 57.3 | 0.0 | 57.3 |
| | 9 | 57.5 | 75.6 | 44.8 | 65.0 | 64.0 | 62.0 | 61.0 | 58.0 | 54.0 | 48.0 | 47.0 | 45.0 | 57.5 | 0.0 | 57.5 |
| | 10 | 58.8 | 78.0 | 45.3 | 68.0 | 66.0 | 63.0 | 62.0 | 58.0 | 55.0 | 49.0 | 47.0 | 46.0 | 58.8 | 0.0 | 58.8 |
| | 11 | 58.1 | 71.9 | 45.6 | 66.0 | 64.0 | 63.0 | 62.0 | 59.0 | 55.0 | 48.0 | 48.0 | 47.0 | 58.1 | 0.0 | 58.1 |
| | 12 | 58.0 | 72.4 | 45.7 | 65.0 | 64.0 | 62.0 | 62.0 | 59.0 | 55.0 | 47.0 | 47.0 | 46.0 | 58.0 | 0.0 | 58.0 |
| | 13 | 60.1 | 84.4 | 45.6 | 69.0 | 67.0 | 63.0 | 62.0 | 59.0 | 55.0 | 48.0 | 47.0 | 46.0 | 60.1 | 0.0 | 60.1 |
| | 14 | 58.1 | 74.6 | 44.9 | 67.0 | 64.0 | 62.0 | 61.0 | 58.0 | 55.0 | 48.0 | 47.0 | 45.0 | 58.1 | 0.0 | 58.1 |
| | 15 | 58.5 | 76.8 | 44.7 | 68.0 | 65.0 | 63.0 | 62.0 | 58.0 | 55.0 | 48.0 | 47.0 | 46.0 | 58.5 | 0.0 | 58.5 |
| | 16 | 58.3 | 78.6 | 44.9 | 66.0 | 64.0 | 62.0 | 61.0 | 59.0 | 56.0 | 48.0 | 46.0 | 45.0 | 58.3 | 0.0 | 58.3 |
| | 17 | 60.0 | 86.5 | 45.3 | 67.0 | 65.0 | 63.0 | 62.0 | 59.0 | 56.0 | 48.0 | 47.0 | 46.0 | 60.0 | 0.0 | 60.0 |
| Evening | 18 | 59.3 | 78.0 | 45.6 | 66.0 | 64.0 | 63.0 | 62.0 | 60.0 | 57.0 | 48.0 | 47.0 | 46.0 | 59.3 | 0.0 | 59.3 |
| | 19 | 57.9 | 77.2 | 45.8 | 66.0 | 64.0 | 62.0 | 61.0 | 58.0 | 53.0 | 47.0 | 47.0 | 46.0 | 57.9 | 5.0 | 62.9 |
| | 20 | 57.6 | 86.7 | 45.4 | 64.0 | 63.0 | 61.0 | 60.0 | 57.0 | 52.0 | 47.0 | 46.0 | 46.0 | 57.6 | 5.0 | 62.6 |
| Night | 21 | 54.8 | 72.6 | 43.8 | 63.0 | 62.0 | 60.0 | 59.0 | 55.0 | 49.0 | 46.0 | 45.0 | 45.0 | 54.8 | 5.0 | 59.8 |
| | 22 | 55.3 | 73.8 | 43.5 | 65.0 | 64.0 | 61.0 | 59.0 | 55.0 | 48.0 | 45.0 | 45.0 | 44.0 | 55.3 | 10.0 | 65.3 |
| | 23 | 53.7 | 74.1 | 43.1 | 64.0 | 62.0 | 59.0 | 57.0 | 50.0 | 46.0 | 44.0 | 44.0 | 43.0 | 53.7 | 10.0 | 63.7 |
| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} (dBA) | | |
| Day | Min | 57.3 | 71.0 | 44.3 | 65.0 | 64.0 | 62.0 | 61.0 | 57.0 | 53.0 | 47.0 | 46.0 | 45.0 | 24-Hour | Daytime | Nighttime |
| | Max | 60.1 | 86.5 | 45.7 | 69.0 | 67.0 | 63.0 | 62.0 | 60.0 | 57.0 | 49.0 | 48.0 | 47.0 | | | |
| Energy Average | | 58.6 | Average: | | 66.6 | 64.8 | 62.7 | 61.7 | 58.5 | 54.9 | 47.8 | 46.8 | 45.7 | 57.6 | 58.3 | 56.1 |
| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | 24-Hour CNEL (dBA) | | |
| Evening | Min | 54.8 | 72.6 | 43.8 | 63.0 | 62.0 | 60.0 | 59.0 | 55.0 | 49.0 | 46.0 | 45.0 | 45.0 | 63.2 | | |
| | Max | 57.9 | 86.7 | 45.8 | 66.0 | 64.0 | 62.0 | 61.0 | 58.0 | 53.0 | 47.0 | 47.0 | 46.0 | | | |
| Energy Average | | 57.0 | Average: | | 64.3 | 63.0 | 61.0 | 60.0 | 56.7 | 51.3 | 46.7 | 46.0 | 45.7 | | | |
| Night | Min | 50.9 | 68.0 | 40.1 | 61.0 | 60.0 | 57.0 | 55.0 | 48.0 | 44.0 | 41.0 | 41.0 | 40.0 | | | |
| | Max | 60.7 | 77.0 | 43.5 | 70.0 | 69.0 | 67.0 | 65.0 | 60.0 | 56.0 | 49.0 | 47.0 | 44.0 | | | |
| Energy Average | | 56.1 | Average: | | 65.0 | 63.4 | 60.8 | 58.9 | 53.1 | 48.3 | 44.4 | 43.6 | 42.0 | | | |

24-Hour Noise Level Measurement Summary

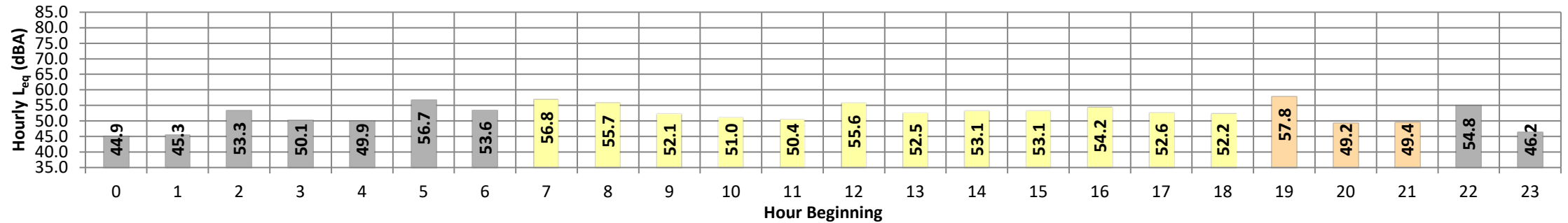
Date: Wednesday, June 17, 2020
Project: Ontario Commerce Center

Location: L2 - Located west of the Project site and south of Riverside drive near existing single-family residential home at 4097 East Auburn Way.

Meter: Piccolo I

JN: 13176
Analyst: P. Mara

Hourly L_{eq} dBA Readings (unadjusted)



| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} | Adj. | Adj. L_{eq} |
|----------------|------|----------|-----------|-----------|------|------|------|------|------|------|------|------|------|--------------------|-------------|---------------|
| Night | 0 | 44.9 | 61.6 | 38.9 | 54.0 | 52.0 | 50.0 | 48.0 | 43.0 | 42.0 | 40.0 | 39.0 | 39.0 | 44.9 | 10.0 | 54.9 |
| | 1 | 45.3 | 60.1 | 38.7 | 56.0 | 54.0 | 50.0 | 49.0 | 43.0 | 41.0 | 39.0 | 39.0 | 39.0 | 45.3 | 10.0 | 55.3 |
| | 2 | 53.3 | 76.0 | 38.4 | 65.0 | 60.0 | 54.0 | 52.0 | 44.0 | 40.0 | 39.0 | 39.0 | 39.0 | 53.3 | 10.0 | 63.3 |
| | 3 | 50.1 | 66.6 | 38.8 | 62.0 | 59.0 | 55.0 | 54.0 | 48.0 | 42.0 | 39.0 | 39.0 | 39.0 | 50.1 | 10.0 | 60.1 |
| | 4 | 49.9 | 65.7 | 39.0 | 59.0 | 57.0 | 55.0 | 54.0 | 50.0 | 45.0 | 41.0 | 40.0 | 39.0 | 49.9 | 10.0 | 59.9 |
| | 5 | 56.7 | 71.7 | 40.7 | 67.0 | 66.0 | 64.0 | 61.0 | 54.0 | 49.0 | 42.0 | 42.0 | 41.0 | 56.7 | 10.0 | 66.7 |
| Day | 6 | 53.6 | 71.8 | 41.6 | 65.0 | 61.0 | 58.0 | 56.0 | 52.0 | 48.0 | 43.0 | 42.0 | 42.0 | 53.6 | 10.0 | 63.6 |
| | 7 | 56.8 | 73.5 | 41.9 | 69.0 | 67.0 | 63.0 | 60.0 | 54.0 | 50.0 | 44.0 | 43.0 | 42.0 | 56.8 | 0.0 | 56.8 |
| | 8 | 55.7 | 71.6 | 42.0 | 67.0 | 66.0 | 62.0 | 59.0 | 53.0 | 49.0 | 44.0 | 43.0 | 43.0 | 55.7 | 0.0 | 55.7 |
| | 9 | 52.1 | 71.8 | 42.0 | 62.0 | 58.0 | 56.0 | 54.0 | 51.0 | 48.0 | 44.0 | 43.0 | 43.0 | 52.1 | 0.0 | 52.1 |
| | 10 | 51.0 | 65.9 | 42.5 | 59.0 | 57.0 | 55.0 | 54.0 | 51.0 | 48.0 | 44.0 | 43.0 | 43.0 | 51.0 | 0.0 | 51.0 |
| | 11 | 50.4 | 62.1 | 43.3 | 57.0 | 56.0 | 54.0 | 53.0 | 51.0 | 48.0 | 45.0 | 44.0 | 43.0 | 50.4 | 0.0 | 50.4 |
| | 12 | 55.6 | 75.0 | 43.9 | 68.0 | 64.0 | 59.0 | 57.0 | 53.0 | 50.0 | 46.0 | 45.0 | 45.0 | 55.6 | 0.0 | 55.6 |
| | 13 | 52.5 | 73.7 | 43.6 | 60.0 | 58.0 | 56.0 | 55.0 | 52.0 | 50.0 | 45.0 | 45.0 | 44.0 | 52.5 | 0.0 | 52.5 |
| | 14 | 53.1 | 71.5 | 44.5 | 61.0 | 59.0 | 57.0 | 55.0 | 53.0 | 51.0 | 46.0 | 46.0 | 45.0 | 53.1 | 0.0 | 53.1 |
| | 15 | 53.1 | 69.5 | 44.3 | 61.0 | 60.0 | 57.0 | 55.0 | 53.0 | 50.0 | 46.0 | 45.0 | 45.0 | 53.1 | 0.0 | 53.1 |
| | 16 | 54.2 | 79.3 | 44.4 | 62.0 | 60.0 | 57.0 | 56.0 | 53.0 | 50.0 | 46.0 | 46.0 | 45.0 | 54.2 | 0.0 | 54.2 |
| | 17 | 52.6 | 68.1 | 44.8 | 59.0 | 58.0 | 56.0 | 55.0 | 53.0 | 50.0 | 46.0 | 46.0 | 45.0 | 52.6 | 0.0 | 52.6 |
| Evening | 18 | 52.2 | 69.5 | 44.9 | 61.0 | 59.0 | 56.0 | 54.0 | 52.0 | 49.0 | 46.0 | 46.0 | 45.0 | 52.2 | 0.0 | 52.2 |
| | 19 | 57.8 | 87.3 | 43.7 | 60.0 | 57.0 | 55.0 | 54.0 | 51.0 | 49.0 | 46.0 | 45.0 | 44.0 | 57.8 | 5.0 | 62.8 |
| | 20 | 49.2 | 62.6 | 42.7 | 56.0 | 54.0 | 53.0 | 52.0 | 49.0 | 47.0 | 44.0 | 44.0 | 43.0 | 49.2 | 5.0 | 54.2 |
| Night | 21 | 49.4 | 66.6 | 41.9 | 59.0 | 57.0 | 54.0 | 53.0 | 49.0 | 45.0 | 43.0 | 43.0 | 42.0 | 49.4 | 5.0 | 54.4 |
| | 22 | 54.8 | 71.6 | 41.4 | 63.0 | 63.0 | 63.0 | 63.0 | 51.0 | 45.0 | 42.0 | 42.0 | 42.0 | 54.8 | 10.0 | 64.8 |
| 23 | 46.2 | 66.1 | 40.6 | 54.0 | 52.0 | 50.0 | 49.0 | 45.0 | 43.0 | 42.0 | 42.0 | 40.0 | 46.2 | 10.0 | 56.2 | |
| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} (dBA) | | |
| Day | Min | 50.4 | 62.1 | 41.9 | 57.0 | 56.0 | 54.0 | 53.0 | 51.0 | 48.0 | 44.0 | 43.0 | 42.0 | 24-Hour | Daytime | Nighttime |
| | Max | 56.8 | 79.3 | 44.9 | 69.0 | 67.0 | 63.0 | 60.0 | 54.0 | 51.0 | 46.0 | 46.0 | 45.0 | | | |
| Energy Average | | 53.7 | Average: | | 62.2 | 60.2 | 57.3 | 55.6 | 52.4 | 49.4 | 45.2 | 44.6 | 44.0 | 53.3 | 53.8 | 52.3 |
| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | 24-Hour CNEL (dBA) | | |
| Evening | Min | 49.2 | 62.6 | 41.9 | 56.0 | 54.0 | 53.0 | 52.0 | 49.0 | 45.0 | 43.0 | 43.0 | 42.0 | 59.3 | | |
| | Max | 57.8 | 87.3 | 43.7 | 60.0 | 57.0 | 55.0 | 54.0 | 51.0 | 49.0 | 46.0 | 45.0 | 44.0 | | | |
| Energy Average | | 54.1 | Average: | | 58.3 | 56.0 | 54.0 | 53.0 | 49.7 | 47.0 | 44.3 | 44.0 | 43.0 | | | |
| Night | Min | 44.9 | 60.1 | 38.4 | 54.0 | 52.0 | 50.0 | 48.0 | 43.0 | 40.0 | 39.0 | 39.0 | 39.0 | | | |
| | Max | 56.7 | 76.0 | 41.6 | 67.0 | 66.0 | 64.0 | 63.0 | 54.0 | 49.0 | 43.0 | 42.0 | 42.0 | | | |
| Energy Average | | 52.3 | Average: | | 60.6 | 58.2 | 55.4 | 54.0 | 47.8 | 43.9 | 40.8 | 40.4 | 40.0 | | | |

24-Hour Noise Level Measurement Summary

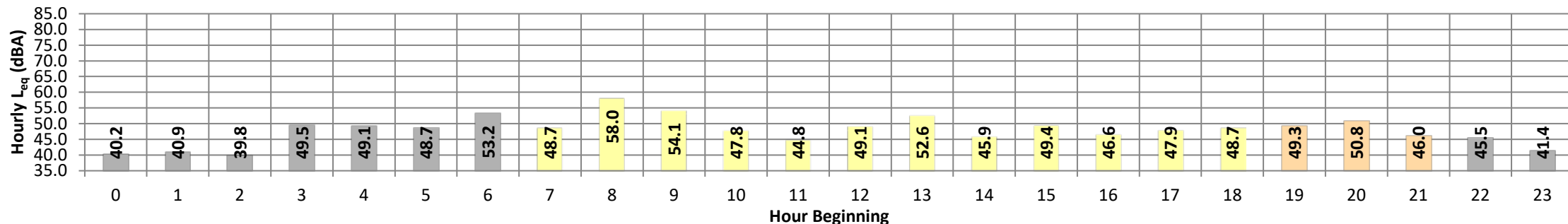
Date: Wednesday, June 17, 2020
Project: Ontario Commerce Center

Location: L3 - Located west of the Project site on East Groveland Drive and East Heritage Lane near existing single-family residential home at 4088 East Heritage Lane.

Meter: Piccolo I

JN: 13176
Analyst: P. Mara

Hourly L_{eq} dBA Readings (unadjusted)



| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} | Adj. | Adj. L_{eq} |
|----------------|----------------|----------|-----------|-----------|------|------|------|------|------|------|------|------|------|----------------|---------------------------|---------------|
| Night | 0 | 40.2 | 56.7 | 38.5 | 45.0 | 43.0 | 41.0 | 40.0 | 40.0 | 39.0 | 38.0 | 38.0 | 38.0 | 40.2 | 10.0 | 50.2 |
| | 1 | 40.9 | 47.2 | 38.6 | 43.0 | 43.0 | 42.0 | 42.0 | 41.0 | 40.0 | 38.0 | 38.0 | 38.0 | 40.9 | 10.0 | 50.9 |
| | 2 | 39.8 | 47.3 | 38.4 | 43.0 | 43.0 | 41.0 | 40.0 | 40.0 | 39.0 | 38.0 | 38.0 | 38.0 | 39.8 | 10.0 | 49.8 |
| | 3 | 49.5 | 67.0 | 40.5 | 59.0 | 57.0 | 53.0 | 52.0 | 49.0 | 46.0 | 42.0 | 41.0 | 41.0 | 49.5 | 10.0 | 59.5 |
| | 4 | 49.1 | 66.8 | 38.4 | 61.0 | 58.0 | 52.0 | 50.0 | 47.0 | 44.0 | 39.0 | 38.0 | 38.0 | 49.1 | 10.0 | 59.1 |
| | 5 | 48.7 | 69.5 | 38.6 | 60.0 | 56.0 | 51.0 | 49.0 | 46.0 | 43.0 | 39.0 | 38.0 | 38.0 | 48.7 | 10.0 | 58.7 |
| Day | 6 | 53.2 | 69.8 | 40.5 | 65.0 | 63.0 | 60.0 | 57.0 | 49.0 | 46.0 | 42.0 | 42.0 | 41.0 | 53.2 | 10.0 | 63.2 |
| | 7 | 48.7 | 67.8 | 40.3 | 59.0 | 56.0 | 52.0 | 51.0 | 47.0 | 45.0 | 42.0 | 41.0 | 40.0 | 48.7 | 0.0 | 48.7 |
| | 8 | 58.0 | 73.7 | 41.3 | 69.0 | 68.0 | 64.0 | 62.0 | 55.0 | 48.0 | 43.0 | 42.0 | 41.0 | 58.0 | 0.0 | 58.0 |
| | 9 | 54.1 | 72.2 | 40.4 | 67.0 | 65.0 | 60.0 | 54.0 | 46.0 | 44.0 | 42.0 | 41.0 | 41.0 | 54.1 | 0.0 | 54.1 |
| | 10 | 47.8 | 67.8 | 40.6 | 58.0 | 54.0 | 50.0 | 49.0 | 46.0 | 44.0 | 42.0 | 41.0 | 41.0 | 47.8 | 0.0 | 47.8 |
| | 11 | 44.8 | 58.7 | 40.4 | 50.0 | 49.0 | 47.0 | 47.0 | 45.0 | 43.0 | 42.0 | 41.0 | 41.0 | 44.8 | 0.0 | 44.8 |
| | 12 | 49.1 | 69.3 | 42.4 | 60.0 | 57.0 | 53.0 | 50.0 | 46.0 | 45.0 | 44.0 | 43.0 | 42.0 | 49.1 | 0.0 | 49.1 |
| | 13 | 52.6 | 75.1 | 42.6 | 64.0 | 60.0 | 55.0 | 52.0 | 48.0 | 46.0 | 43.0 | 43.0 | 42.0 | 52.6 | 0.0 | 52.6 |
| | 14 | 45.9 | 53.4 | 42.6 | 50.0 | 49.0 | 48.0 | 47.0 | 46.0 | 45.0 | 44.0 | 43.0 | 43.0 | 45.9 | 0.0 | 45.9 |
| | 15 | 49.4 | 74.9 | 43.3 | 57.0 | 55.0 | 52.0 | 50.0 | 48.0 | 46.0 | 44.0 | 44.0 | 43.0 | 49.4 | 0.0 | 49.4 |
| | 16 | 46.6 | 56.8 | 43.1 | 52.0 | 51.0 | 49.0 | 48.0 | 46.0 | 45.0 | 44.0 | 44.0 | 43.0 | 46.6 | 0.0 | 46.6 |
| | 17 | 47.9 | 66.8 | 43.7 | 56.0 | 54.0 | 50.0 | 48.0 | 46.0 | 46.0 | 45.0 | 44.0 | 44.0 | 47.9 | 0.0 | 47.9 |
| Evening | 18 | 48.7 | 66.4 | 44.8 | 55.0 | 53.0 | 51.0 | 50.0 | 48.0 | 47.0 | 46.0 | 46.0 | 45.0 | 48.7 | 0.0 | 48.7 |
| | 19 | 49.3 | 72.6 | 44.7 | 55.0 | 54.0 | 51.0 | 51.0 | 49.0 | 47.0 | 46.0 | 45.0 | 45.0 | 49.3 | 5.0 | 54.3 |
| | 20 | 50.8 | 82.6 | 43.7 | 57.0 | 55.0 | 51.0 | 49.0 | 47.0 | 46.0 | 44.0 | 44.0 | 44.0 | 50.8 | 5.0 | 55.8 |
| Night | 21 | 46.0 | 56.1 | 43.0 | 50.0 | 49.0 | 48.0 | 47.0 | 46.0 | 45.0 | 44.0 | 44.0 | 43.0 | 46.0 | 5.0 | 51.0 |
| | 22 | 45.5 | 58.9 | 41.3 | 55.0 | 53.0 | 47.0 | 45.0 | 44.0 | 44.0 | 42.0 | 41.0 | 41.0 | 45.5 | 10.0 | 55.5 |
| Night | 23 | 41.4 | 56.8 | 38.6 | 47.0 | 46.0 | 43.0 | 42.0 | 41.0 | 40.0 | 38.0 | 38.0 | 38.0 | 41.4 | 10.0 | 51.4 |
| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} (dBA) | | |
| Day | Min | 44.8 | 53.4 | 40.3 | 50.0 | 49.0 | 47.0 | 47.0 | 45.0 | 43.0 | 42.0 | 41.0 | 40.0 | 24-Hour | Daytime | Nighttime |
| | Max | 58.0 | 75.1 | 44.8 | 69.0 | 68.0 | 64.0 | 62.0 | 55.0 | 48.0 | 46.0 | 46.0 | 45.0 | | | |
| Energy Average | | 51.3 | Average: | | 58.1 | 55.9 | 52.6 | 50.7 | 47.3 | 45.3 | 43.4 | 42.8 | 42.2 | 50.0 | 51.0 | 47.7 |
| Evening | Min | 46.0 | 56.1 | 43.0 | 50.0 | 49.0 | 48.0 | 47.0 | 46.0 | 45.0 | 44.0 | 44.0 | 43.0 | | | |
| | Energy Average | | 49.1 | Average: | | 54.0 | 52.7 | 50.0 | 49.0 | 47.3 | 46.0 | 44.7 | 44.3 | 44.0 | 24-Hour CNEL (dBA) | |
| Night | Min | 39.8 | 47.2 | 38.4 | 43.0 | 43.0 | 41.0 | 40.0 | 40.0 | 39.0 | 38.0 | 38.0 | 38.0 | 55.1 | | |
| | Max | 53.2 | 69.8 | 41.3 | 65.0 | 63.0 | 60.0 | 57.0 | 49.0 | 46.0 | 42.0 | 42.0 | 41.0 | | | |
| Energy Average | | 47.7 | Average: | | 53.1 | 51.3 | 47.8 | 46.3 | 44.1 | 42.3 | 39.6 | 39.1 | 39.0 | | | |



24-Hour Noise Level Measurement Summary

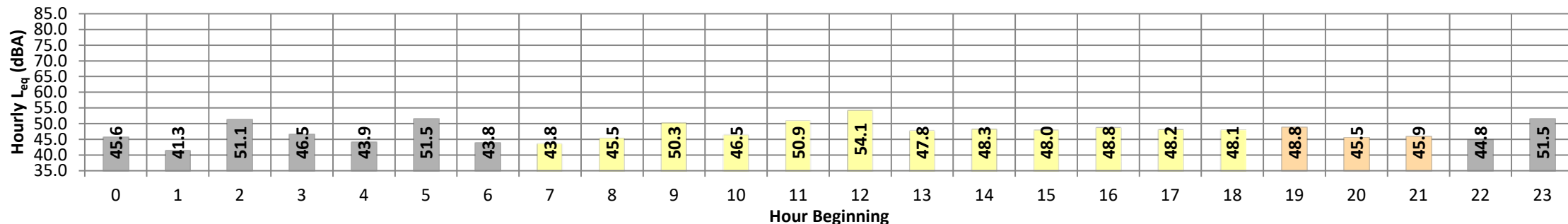
Date: Wednesday, June 17, 2020
Project: Ontario Commerce Center

Location: L4 - Located west of the Project site on East Cottage Way near existing single-family residential home at 4096 East Cottage Way.

Meter: Piccolo I

JN: 13176
Analyst: P. Mara

Hourly L_{eq} dBA Readings (unadjusted)



| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} | Adj. | Adj. L_{eq} |
|----------------|------|----------|-----------|-----------|------|------|------|------|------|------|------|------|------|--------------------|-------------|---------------|
| Night | 0 | 45.6 | 57.5 | 38.3 | 53.0 | 53.0 | 53.0 | 53.0 | 42.0 | 41.0 | 39.0 | 38.0 | 38.0 | 45.6 | 10.0 | 55.6 |
| | 1 | 41.3 | 62.4 | 38.3 | 48.0 | 46.0 | 43.0 | 42.0 | 41.0 | 40.0 | 38.0 | 38.0 | 38.0 | 41.3 | 10.0 | 51.3 |
| | 2 | 51.1 | 74.3 | 37.1 | 64.0 | 57.0 | 48.0 | 44.0 | 40.0 | 39.0 | 38.0 | 38.0 | 38.0 | 51.1 | 10.0 | 61.1 |
| | 3 | 46.5 | 63.6 | 38.2 | 59.0 | 57.0 | 52.0 | 48.0 | 41.0 | 40.0 | 38.0 | 38.0 | 38.0 | 46.5 | 10.0 | 56.5 |
| | 4 | 43.9 | 60.5 | 38.2 | 56.0 | 53.0 | 48.0 | 45.0 | 41.0 | 39.0 | 38.0 | 38.0 | 38.0 | 43.9 | 10.0 | 53.9 |
| | 5 | 51.5 | 69.9 | 40.6 | 64.0 | 62.0 | 57.0 | 55.0 | 45.0 | 42.0 | 41.0 | 41.0 | 41.0 | 51.5 | 10.0 | 61.5 |
| Day | 6 | 43.8 | 64.3 | 40.0 | 50.0 | 49.0 | 47.0 | 46.0 | 43.0 | 42.0 | 41.0 | 40.0 | 40.0 | 43.8 | 10.0 | 53.8 |
| | 7 | 43.8 | 58.1 | 40.0 | 51.0 | 49.0 | 47.0 | 46.0 | 43.0 | 42.0 | 41.0 | 40.0 | 40.0 | 43.8 | 0.0 | 43.8 |
| | 8 | 45.5 | 60.4 | 40.4 | 53.0 | 51.0 | 49.0 | 48.0 | 45.0 | 43.0 | 41.0 | 41.0 | 41.0 | 45.5 | 0.0 | 45.5 |
| | 9 | 50.3 | 79.0 | 39.9 | 60.0 | 56.0 | 52.0 | 50.0 | 45.0 | 43.0 | 41.0 | 40.0 | 40.0 | 50.3 | 0.0 | 50.3 |
| | 10 | 46.5 | 66.4 | 40.0 | 54.0 | 53.0 | 51.0 | 50.0 | 46.0 | 43.0 | 41.0 | 40.0 | 40.0 | 46.5 | 0.0 | 46.5 |
| | 11 | 50.9 | 65.8 | 40.9 | 61.0 | 61.0 | 56.0 | 53.0 | 49.0 | 45.0 | 42.0 | 42.0 | 41.0 | 50.9 | 0.0 | 50.9 |
| | 12 | 54.1 | 75.7 | 42.3 | 67.0 | 62.0 | 58.0 | 56.0 | 50.0 | 46.5 | 43.0 | 43.0 | 43.0 | 54.1 | 0.0 | 54.1 |
| | 13 | 47.8 | 67.1 | 42.2 | 55.0 | 53.0 | 51.0 | 50.0 | 47.0 | 45.0 | 43.0 | 43.0 | 43.0 | 47.8 | 0.0 | 47.8 |
| | 14 | 48.3 | 61.4 | 42.1 | 57.0 | 55.0 | 52.0 | 51.0 | 48.0 | 46.0 | 43.0 | 43.0 | 42.0 | 48.3 | 0.0 | 48.3 |
| | 15 | 48.0 | 67.1 | 42.3 | 57.0 | 55.0 | 51.0 | 50.0 | 47.0 | 45.0 | 43.0 | 43.0 | 43.0 | 48.0 | 0.0 | 48.0 |
| | 16 | 48.8 | 71.7 | 42.6 | 57.0 | 54.0 | 51.0 | 50.0 | 47.0 | 45.0 | 44.0 | 43.0 | 43.0 | 48.8 | 0.0 | 48.8 |
| | 17 | 48.2 | 65.0 | 43.5 | 56.0 | 55.0 | 51.0 | 50.0 | 47.0 | 46.0 | 44.0 | 44.0 | 43.0 | 48.2 | 0.0 | 48.2 |
| Evening | 18 | 48.1 | 62.3 | 43.6 | 55.0 | 53.0 | 51.0 | 50.0 | 48.0 | 46.0 | 45.0 | 45.0 | 44.0 | 48.1 | 0.0 | 48.1 |
| | 19 | 48.8 | 80.1 | 42.7 | 52.0 | 51.0 | 49.0 | 48.0 | 45.0 | 44.0 | 43.0 | 43.0 | 43.0 | 48.8 | 5.0 | 53.8 |
| | 20 | 45.5 | 65.3 | 41.3 | 51.0 | 49.0 | 49.0 | 48.0 | 45.0 | 43.0 | 42.0 | 42.0 | 42.0 | 45.5 | 5.0 | 50.5 |
| Night | 21 | 45.9 | 62.4 | 40.0 | 56.0 | 54.0 | 49.0 | 48.0 | 44.0 | 43.0 | 41.0 | 41.0 | 41.0 | 45.9 | 5.0 | 50.9 |
| | 22 | 44.8 | 60.6 | 40.0 | 52.0 | 50.0 | 49.0 | 48.0 | 45.0 | 42.0 | 41.0 | 41.0 | 41.0 | 44.8 | 10.0 | 54.8 |
| 23 | 51.5 | 66.2 | 41.2 | 56.0 | 55.0 | 54.0 | 54.0 | 53.0 | 49.0 | 42.0 | 42.0 | 41.0 | 51.5 | 10.0 | 61.5 | |
| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} (dBA) | | |
| Day | Min | 43.8 | 58.1 | 39.9 | 51.0 | 49.0 | 47.0 | 46.0 | 43.0 | 42.0 | 41.0 | 40.0 | 40.0 | 24-Hour | Daytime | Nighttime |
| | Max | 54.1 | 79.0 | 43.6 | 67.0 | 62.0 | 58.0 | 56.0 | 50.0 | 46.5 | 45.0 | 45.0 | 44.0 | | | |
| Energy Average | | 49.2 | Average: | | 56.9 | 54.8 | 51.7 | 50.3 | 46.8 | 44.6 | 42.6 | 42.3 | 41.9 | 48.6 | 48.8 | 48.1 |
| Evening | Min | 45.5 | 62.4 | 40.0 | 51.0 | 49.0 | 49.0 | 48.0 | 44.0 | 43.0 | 41.0 | 41.0 | 41.0 | 24-Hour CNEL (dBA) | | |
| | Max | 48.8 | 80.1 | 42.7 | 56.0 | 54.0 | 49.0 | 48.0 | 45.0 | 44.0 | 43.0 | 43.0 | 43.0 | | | |
| Energy Average | | 47.0 | Average: | | 53.0 | 51.3 | 49.0 | 48.0 | 44.7 | 43.3 | 42.0 | 42.0 | 42.0 | | | |
| Night | Min | 41.3 | 57.5 | 37.1 | 48.0 | 46.0 | 43.0 | 42.0 | 40.0 | 39.0 | 38.0 | 38.0 | 38.0 | 54.8 | | |
| | Max | 51.5 | 74.3 | 41.2 | 64.0 | 62.0 | 57.0 | 55.0 | 53.0 | 49.0 | 42.0 | 42.0 | 41.0 | | | |
| Energy Average | | 48.1 | Average: | | 55.8 | 53.6 | 50.1 | 48.3 | 43.4 | 41.6 | 39.6 | 39.3 | 39.2 | | | |



24-Hour Noise Level Measurement Summary

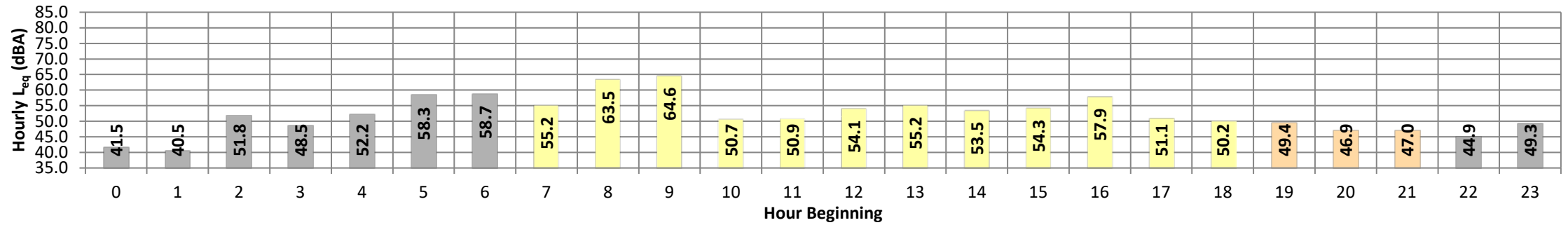
Date: Wednesday, June 17, 2020
Project: Ontario Commerce Center

Location: L5 - Located southwest of the Project site on East Emory Lane near existing single-family residential home at 4099 East Emory Lane.

Meter: Piccolo I

JN: 13176
Analyst: P. Mara

Hourly L_{eq} dBA Readings (unadjusted)



| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} | Adj. | Adj. L_{eq} |
|----------------|------|----------|-----------|-----------|------|------|------|------|------|------|------|------|------|--------------------|-------------|---------------|
| Night | 0 | 41.5 | 55.9 | 39.0 | 44.0 | 44.0 | 43.0 | 43.0 | 42.0 | 40.0 | 39.0 | 39.0 | 39.0 | 41.5 | 10.0 | 51.5 |
| | 1 | 40.5 | 57.9 | 38.9 | 47.0 | 45.0 | 42.0 | 41.0 | 40.0 | 39.0 | 39.0 | 39.0 | 39.0 | 40.5 | 10.0 | 50.5 |
| | 2 | 51.8 | 75.6 | 36.6 | 65.0 | 59.0 | 49.0 | 44.0 | 40.0 | 39.0 | 39.0 | 39.0 | 38.0 | 51.8 | 10.0 | 61.8 |
| | 3 | 48.5 | 68.4 | 38.8 | 62.0 | 59.0 | 53.0 | 46.0 | 40.0 | 39.0 | 39.0 | 39.0 | 39.0 | 48.5 | 10.0 | 58.5 |
| | 4 | 52.2 | 64.4 | 39.0 | 59.0 | 58.0 | 57.0 | 56.0 | 54.0 | 48.0 | 39.0 | 39.0 | 39.0 | 52.2 | 10.0 | 62.2 |
| | 5 | 58.3 | 72.8 | 39.0 | 70.0 | 69.0 | 65.0 | 62.0 | 55.0 | 50.0 | 43.0 | 42.0 | 41.0 | 58.3 | 10.0 | 68.3 |
| | 6 | 58.7 | 78.8 | 42.3 | 70.0 | 67.0 | 62.0 | 60.0 | 54.0 | 51.0 | 46.0 | 45.0 | 44.0 | 58.7 | 10.0 | 68.7 |
| Day | 7 | 55.2 | 76.2 | 43.7 | 67.0 | 63.0 | 57.0 | 56.0 | 52.0 | 50.0 | 47.0 | 46.0 | 45.0 | 55.2 | 0.0 | 55.2 |
| | 8 | 63.5 | 93.8 | 43.6 | 71.0 | 65.0 | 60.0 | 58.0 | 53.0 | 50.0 | 47.0 | 46.0 | 44.0 | 63.5 | 0.0 | 63.5 |
| | 9 | 64.6 | 89.4 | 43.3 | 75.0 | 65.0 | 58.0 | 56.0 | 53.0 | 51.0 | 48.0 | 47.0 | 45.0 | 64.6 | 0.0 | 64.6 |
| | 10 | 50.7 | 65.8 | 43.7 | 58.0 | 57.0 | 54.0 | 53.0 | 51.0 | 49.0 | 46.0 | 45.0 | 44.0 | 50.7 | 0.0 | 50.7 |
| | 11 | 50.9 | 65.8 | 40.9 | 61.0 | 61.0 | 56.0 | 53.0 | 49.0 | 45.0 | 42.0 | 42.0 | 41.0 | 50.9 | 0.0 | 50.9 |
| | 12 | 54.1 | 75.7 | 42.3 | 67.0 | 62.0 | 58.0 | 56.0 | 50.0 | 46.5 | 43.0 | 43.0 | 43.0 | 54.1 | 0.0 | 54.1 |
| | 13 | 55.2 | 76.6 | 44.9 | 67.0 | 64.0 | 60.0 | 57.0 | 52.0 | 49.0 | 47.0 | 46.0 | 46.0 | 55.2 | 0.0 | 55.2 |
| | 14 | 53.5 | 71.0 | 44.6 | 64.0 | 61.0 | 57.0 | 56.0 | 52.0 | 50.0 | 47.0 | 47.0 | 46.0 | 53.5 | 0.0 | 53.5 |
| | 15 | 54.3 | 78.3 | 44.9 | 64.0 | 60.0 | 56.0 | 54.0 | 51.0 | 49.0 | 47.0 | 46.0 | 46.0 | 54.3 | 0.0 | 54.3 |
| | 16 | 57.9 | 87.3 | 45.2 | 69.0 | 66.0 | 59.0 | 56.0 | 51.0 | 49.0 | 46.0 | 46.0 | 45.0 | 57.9 | 0.0 | 57.9 |
| | 17 | 51.1 | 69.3 | 45.5 | 61.0 | 57.0 | 53.0 | 52.0 | 50.0 | 49.0 | 47.0 | 46.0 | 46.0 | 51.1 | 0.0 | 51.1 |
| | 18 | 50.2 | 68.6 | 45.5 | 56.0 | 54.0 | 53.0 | 52.0 | 50.0 | 48.0 | 47.0 | 46.0 | 46.0 | 50.2 | 0.0 | 50.2 |
| Evening | 19 | 49.4 | 77.9 | 43.8 | 54.0 | 52.0 | 49.0 | 48.0 | 47.0 | 46.0 | 45.0 | 45.0 | 44.0 | 49.4 | 5.0 | 54.4 |
| | 20 | 46.9 | 63.9 | 41.9 | 53.0 | 51.0 | 49.0 | 48.0 | 47.0 | 45.0 | 43.0 | 43.0 | 42.0 | 46.9 | 5.0 | 51.9 |
| | 21 | 47.0 | 62.2 | 41.7 | 58.0 | 55.0 | 49.0 | 47.0 | 46.0 | 45.0 | 43.0 | 43.0 | 42.0 | 47.0 | 5.0 | 52.0 |
| Night | 22 | 44.9 | 64.6 | 40.7 | 49.0 | 48.0 | 46.0 | 46.0 | 45.0 | 43.0 | 42.0 | 42.0 | 41.0 | 44.9 | 10.0 | 54.9 |
| | 23 | 49.3 | 72.6 | 40.7 | 57.0 | 53.0 | 51.0 | 50.0 | 48.0 | 45.0 | 42.0 | 41.0 | 40.0 | 49.3 | 10.0 | 59.3 |
| Timeframe | Hour | L_{eq} | L_{max} | L_{min} | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} (dBA) | | |
| Day | Min | 50.2 | 65.8 | 40.9 | 56.0 | 54.0 | 53.0 | 52.0 | 49.0 | 45.0 | 42.0 | 42.0 | 41.0 | 24-Hour | Daytime | Nighttime |
| | Max | 64.6 | 93.8 | 45.5 | 75.0 | 66.0 | 60.0 | 58.0 | 53.0 | 51.0 | 48.0 | 47.0 | 46.0 | | | |
| Energy Average | | 58.0 | Average: | | 65.0 | 61.3 | 56.8 | 54.9 | 51.2 | 48.8 | 46.2 | 45.5 | 44.8 | 56.1 | 57.2 | 53.4 |
| Evening | Min | 46.9 | 62.2 | 41.7 | 53.0 | 51.0 | 49.0 | 47.0 | 46.0 | 45.0 | 43.0 | 43.0 | 42.0 | 24-Hour CNEL (dBA) | | |
| | Max | 49.4 | 77.9 | 43.8 | 58.0 | 55.0 | 49.0 | 48.0 | 47.0 | 46.0 | 45.0 | 45.0 | 44.0 | | | |
| Energy Average | | 47.9 | Average: | | 55.0 | 52.7 | 49.0 | 47.7 | 46.7 | 45.3 | 43.7 | 43.7 | 42.7 | | | |
| Night | Min | 40.5 | 55.9 | 36.6 | 44.0 | 44.0 | 42.0 | 41.0 | 40.0 | 39.0 | 39.0 | 39.0 | 38.0 | 60.6 | | |
| | Max | 58.7 | 78.8 | 42.3 | 70.0 | 69.0 | 65.0 | 62.0 | 55.0 | 51.0 | 46.0 | 45.0 | 44.0 | | | |
| Energy Average | | 53.4 | Average: | | 58.1 | 55.8 | 52.0 | 49.8 | 46.4 | 43.8 | 40.9 | 40.6 | 40.0 | | | |

This page intentionally left blank

APPENDIX 7.1:

CADNAA OPERATIONAL NOISE MODEL INPUTS

This page intentionally left blank

13176

CadnaA Noise Prediction Model: 13176.cna

Date: 09.07.20

Analyst: B. Lawson

Calculation Configuration

| Configuration | |
|--------------------------------------|--------------------------------|
| Parameter | Value |
| General | |
| Country | (user defined) |
| Max. Error (dB) | 0.00 |
| Max. Search Radius (#(Unit,LEN)) | 2000.01 |
| Min. Dist Src to Rcvr | 0.00 |
| Partition | |
| Raster Factor | 0.50 |
| Max. Length of Section (#(Unit,LEN)) | 999.99 |
| Min. Length of Section (#(Unit,LEN)) | 1.01 |
| Min. Length of Section (%) | 0.00 |
| Proj. Line Sources | On |
| Proj. Area Sources | On |
| Ref. Time | |
| Reference Time Day (min) | 960.00 |
| Reference Time Night (min) | 480.00 |
| Daytime Penalty (dB) | 0.00 |
| Recr. Time Penalty (dB) | 5.00 |
| Night-time Penalty (dB) | 10.00 |
| DTM | |
| Standard Height (m) | 0.00 |
| Model of Terrain | Triangulation |
| Reflection | |
| max. Order of Reflection | 2 |
| Search Radius Src | 100.00 |
| Search Radius Rcvr | 100.00 |
| Max. Distance Source - Rcvr | 1000.00 1000.00 |
| Min. Distance Rcvr - Reflector | 1.00 1.00 |
| Min. Distance Source - Reflector | 0.10 |
| Industrial (ISO 9613) | |
| Lateral Diffraction | some Obj |
| Obst. within Area Src do not shield | On |
| Screening | |
| | Incl. Ground Att. over Barrier |
| | Dz with limit (20/25) |
| Barrier Coefficients C1,2,3 | 3.0 20.0 0.0 |
| Temperature (#(Unit,TEMP)) | 10 |
| rel. Humidity (%) | 70 |
| Ground Absorption G | 0.50 |
| Wind Speed for Dir. (#(Unit,SPEED)) | 3.0 |
| Roads (RLS-90) | |
| Strictly acc. to RLS-90 | |
| Railways (FTA/FRA) | |
| Aircraft (???) | |
| Strictly acc. to AzB | |

Receiver Noise Levels

| Name | M. | ID | Level Lr | | | Limit. Value | | | Land Use | | | Height (ft) | Coordinates | | | |
|-----------|----|----|-----------|-------------|------------|--------------|-------------|------------|----------|------|------------|-------------|-------------|------------|------------|------|
| | | | Day (dBA) | Night (dBA) | CNEL (dBA) | Day (dBA) | Night (dBA) | CNEL (dBA) | Type | Auto | Noise Type | | X (ft) | Y (ft) | Z (ft) | |
| RECEIVERS | R1 | | 39.9 | 38.2 | 44.9 | 65.0 | 56.1 | 0.0 | | | | 5.00 | a | 6163851.96 | 2317046.63 | 5.00 |
| RECEIVERS | R2 | | 39.6 | 38.1 | 44.9 | 65.0 | 52.3 | 0.0 | | | | 5.00 | a | 6163874.60 | 2316760.59 | 5.00 |
| RECEIVERS | R3 | | 45.3 | 44.5 | 51.2 | 65.0 | 47.7 | 0.0 | | | | 5.00 | a | 6163860.12 | 2315873.99 | 5.00 |
| RECEIVERS | R4 | | 45.2 | 44.7 | 51.4 | 65.0 | 47.7 | 0.0 | | | | 5.00 | a | 6163856.13 | 2316242.98 | 5.00 |
| RECEIVERS | R5 | | 42.3 | 40.7 | 47.6 | 65.0 | 48.1 | 0.0 | | | | 5.00 | a | 6163798.92 | 2315324.03 | 5.00 |
| RECEIVERS | R6 | | 49.2 | 49.0 | 55.7 | 65.0 | 53.4 | 0.0 | | | | 5.00 | a | 6163820.62 | 2314808.09 | 5.00 |

Point Source(s)

| Name | M. | ID | Result. PWL | | | Lw / Li | | Operating Time | | | KO (dB) | Height (ft) | | Coordinates (ft) | | |
|-------------|----|---------|-------------|---------------|-------------|---------|-------------|----------------|-----------|---------------|---------|-------------|---|------------------|------------|-------|
| | | | Day (dBA) | Evening (dBA) | Night (dBA) | Type | Value (dBA) | norm. dBA | Day (min) | Special (min) | | Night (min) | X | Y | Z | |
| POINTSOURCE | | AC01 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 585.00 | 0.00 | 252.00 | 0.0 | 5.00 | g | 6164165.04 | 2316750.21 | 42.00 |
| POINTSOURCE | | AC02 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 585.00 | 0.00 | 252.00 | 0.0 | 5.00 | g | 6164502.76 | 2316741.43 | 42.00 |
| POINTSOURCE | | AC03 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 585.00 | 0.00 | 252.00 | 0.0 | 5.00 | g | 6164995.25 | 2315244.76 | 46.00 |
| POINTSOURCE | | AC04 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 585.00 | 0.00 | 252.00 | 0.0 | 5.00 | g | 6164372.63 | 2315538.90 | 46.00 |
| POINTSOURCE | | AC05 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 585.00 | 0.00 | 252.00 | 0.0 | 5.00 | g | 6164989.15 | 2316223.11 | 46.00 |
| POINTSOURCE | | AC06 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 585.00 | 0.00 | 252.00 | 0.0 | 5.00 | g | 6164184.07 | 2316242.47 | 46.00 |
| POINTSOURCE | | AC07 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 585.00 | 0.00 | 252.00 | 0.0 | 5.00 | g | 6164182.46 | 2315954.48 | 46.00 |
| POINTSOURCE | | AC08 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 585.00 | 0.00 | 252.00 | 0.0 | 5.00 | g | 6164985.11 | 2315937.54 | 46.00 |
| POINTSOURCE | | TRASH01 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 75.00 | 0.00 | 45.00 | 0.0 | 5.00 | a | 6164418.07 | 2316578.25 | 5.00 |
| POINTSOURCE | | TRASH02 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | 75.00 | 0.00 | 45.00 | 0.0 | 5.00 | a | 6164241.98 | 2316582.39 | 5.00 |

| Name | M. | ID | Result. PWL | | | Lw / Li | | Operating Time | | | KO | Height | Coordinates | | | | |
|-------------|----|---------|-------------|---------|-------|---------|-------|----------------|-------|---------|-------|--------|-------------|------|------------|------------|------|
| | | | Day | Evening | Night | Type | Value | norm. | Day | Special | | | Night | X | Y | Z | |
| | | | (dBA) | (dBA) | (dBA) | | | | (min) | (min) | | | (min) | (ft) | (ft) | (ft) | |
| POINTSOURCE | | TRASH03 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 75.00 | 0.00 | 45.00 | 0.0 | 5.00 | a | 6164909.09 | 2315155.24 | 5.00 |
| POINTSOURCE | | TRASH04 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 75.00 | 0.00 | 45.00 | 0.0 | 5.00 | a | 6164518.02 | 2315359.19 | 5.00 |
| POINTSOURCE | | TRASH05 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 75.00 | 0.00 | 45.00 | 0.0 | 5.00 | a | 6164882.66 | 2316094.04 | 5.00 |
| POINTSOURCE | | TRASH06 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 75.00 | 0.00 | 45.00 | 0.0 | 5.00 | a | 6164881.86 | 2316073.88 | 5.00 |
| POINTSOURCE | | TRASH07 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 75.00 | 0.00 | 45.00 | 0.0 | 5.00 | a | 6164289.75 | 2316106.14 | 5.00 |
| POINTSOURCE | | TRASH08 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 75.00 | 0.00 | 45.00 | 0.0 | 5.00 | a | 6164287.33 | 2316088.40 | 5.00 |

Line Source(s)

| Name | M. | ID | Result. PWL | | | Result. PWL' | | | Lw / Li | | Operating Time | | | Moving Pt. Src | | | Height | | | |
|------------|----|--------|-------------|---------|-------|--------------|---------|-------|---------|-------|----------------|-------|---------|----------------|--------|---------|--------|-------|-------|------|
| | | | Day | Evening | Night | Day | Evening | Night | Type | Value | norm. | Day | Special | Night | Number | Speed | | | | |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | | (min) | (min) | (min) | Day | Evening | | Night | (mph) | (ft) |
| LINESOURCE | | DWY_A1 | 89.2 | 75.4 | 80.2 | 63.5 | 49.7 | 54.5 | PWL-Pt | 89.7 | | | | | | 24.0 | 1.0 | 3.0 | 6.2 | 8 |
| LINESOURCE | | DWY_B1 | 86.0 | 72.2 | 77.0 | 66.5 | 52.7 | 57.5 | PWL-Pt | 89.7 | | | | | | 48.0 | 2.0 | 6.0 | 6.2 | 8 |
| LINESOURCE | | DWY_C1 | 79.6 | 65.8 | 70.6 | 63.5 | 49.7 | 54.5 | PWL-Pt | 89.7 | | | | | | 24.0 | 1.0 | 3.0 | 6.2 | 8 |
| LINESOURCE | | DWY_C2 | 86.9 | 73.1 | 77.8 | 63.5 | 49.7 | 54.5 | PWL-Pt | 89.7 | | | | | | 24.0 | 1.0 | 3.0 | 6.2 | 8 |
| LINESOURCE | | DWY_D1 | 83.6 | 69.8 | 74.6 | 66.5 | 52.7 | 57.5 | PWL-Pt | 89.7 | | | | | | 48.0 | 2.0 | 6.0 | 6.2 | 8 |
| LINESOURCE | | DWY_D2 | 91.1 | 77.3 | 82.0 | 66.5 | 52.7 | 57.5 | PWL-Pt | 89.7 | | | | | | 48.0 | 2.0 | 6.0 | 6.2 | 8 |
| LINESOURCE | | DWY_E1 | 99.5 | 84.6 | 90.5 | 74.7 | 59.7 | 65.6 | PWL-Pt | 89.7 | | | | | | 315.0 | 10.0 | 39.0 | 6.2 | 8 |
| LINESOURCE | | DWY_E2 | 92.1 | 77.1 | 83.0 | 74.7 | 59.7 | 65.6 | PWL-Pt | 89.7 | | | | | | 315.0 | 10.0 | 39.0 | 6.2 | 8 |
| LINESOURCE | | DWY_E3 | 92.2 | 77.2 | 83.1 | 74.7 | 59.7 | 65.6 | PWL-Pt | 89.7 | | | | | | 315.0 | 10.0 | 39.0 | 6.2 | 8 |
| LINESOURCE | | DWY_E4 | 87.9 | 72.9 | 78.8 | 74.7 | 59.7 | 65.6 | PWL-Pt | 89.7 | | | | | | 315.0 | 10.0 | 39.0 | 6.2 | 8 |
| LINESOURCE | | DWY_E5 | 91.8 | 76.8 | 82.7 | 74.7 | 59.7 | 65.6 | PWL-Pt | 89.7 | | | | | | 315.0 | 10.0 | 39.0 | 6.2 | 8 |
| LINESOURCE | | DWY_E6 | 93.3 | 78.4 | 84.3 | 74.7 | 59.7 | 65.6 | PWL-Pt | 89.7 | | | | | | 315.0 | 10.0 | 39.0 | 6.2 | 8 |
| LINESOURCE | | DWY_F1 | 80.9 | 67.1 | 71.9 | 63.5 | 49.7 | 54.5 | PWL-Pt | 89.7 | | | | | | 24.0 | 1.0 | 3.0 | 6.2 | 8 |
| LINESOURCE | | DWY_F2 | 83.5 | 69.7 | 74.4 | 63.5 | 49.7 | 54.5 | PWL-Pt | 89.7 | | | | | | 24.0 | 1.0 | 3.0 | 6.2 | 8 |
| LINESOURCE | | DWY_F3 | 84.5 | 70.7 | 75.5 | 63.5 | 49.7 | 54.5 | PWL-Pt | 89.7 | | | | | | 24.0 | 1.0 | 3.0 | 6.2 | 8 |
| LINESOURCE | | DWY_F4 | 88.4 | 74.6 | 79.3 | 63.5 | 49.7 | 54.5 | PWL-Pt | 89.7 | | | | | | 24.0 | 1.0 | 3.0 | 6.2 | 8 |

| Name | Height | | Coordinates | | | |
|------------|--------|------|-------------|------------|------|--------|
| | Begin | End | x | y | z | Ground |
| | (ft) | (ft) | (ft) | (ft) | (ft) | (ft) |
| LINESOURCE | 8.00 | a | 6164126.52 | 2316845.89 | 8.00 | 0.00 |
| | | | 6164101.75 | 2315619.19 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164553.31 | 2316542.49 | 8.00 | 0.00 |
| | | | 6164562.13 | 2316835.69 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164120.64 | 2316554.54 | 8.00 | 0.00 |
| | | | 6164255.30 | 2316554.58 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164407.14 | 2316545.78 | 8.00 | 0.00 |
| | | | 6165118.66 | 2316529.75 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164112.49 | 2316151.06 | 8.00 | 0.00 |
| | | | 6164281.80 | 2316153.75 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6165057.47 | 2316531.13 | 8.00 | 0.00 |
| | | | 6165037.01 | 2315592.08 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164101.75 | 2315619.19 | 8.00 | 0.00 |
| | | | 6165107.01 | 2315590.05 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164891.20 | 2316146.62 | 8.00 | 0.00 |
| | | | 6164987.54 | 2316142.21 | 8.00 | 0.00 |
| | | | 6165047.69 | 2316082.44 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164888.61 | 2316018.41 | 8.00 | 0.00 |
| | | | 6164986.08 | 2316021.29 | 8.00 | 0.00 |
| | | | 6165047.69 | 2316082.44 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6165047.69 | 2316082.44 | 8.00 | 0.00 |
| | | | 6165115.75 | 2316079.57 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164111.95 | 2316044.60 | 8.00 | 0.00 |
| | | | 6164279.18 | 2316038.65 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164459.08 | 2315608.84 | 8.00 | 0.00 |
| | | | 6164452.12 | 2315367.98 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164916.15 | 2315181.82 | 8.00 | 0.00 |
| | | | 6165097.69 | 2315178.50 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164552.30 | 2315606.13 | 8.00 | 0.00 |
| | | | 6164548.07 | 2315281.27 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6165041.32 | 2315591.96 | 8.00 | 0.00 |
| | | | 6165033.85 | 2315179.67 | 8.00 | 0.00 |
| LINESOURCE | 8.00 | a | 6164062.10 | 2314621.14 | 8.00 | 0.00 |
| | | | 6164082.79 | 2315597.89 | 8.00 | 0.00 |
| | | | 6164102.61 | 2315619.17 | 8.00 | 0.00 |

Area Source(s)

| ID | Result. PWL | | | Result. PWL'' | | | Lw / Li | Operating Time | | | Moving Pt. Src | | | Height | | | |
|--------|-------------|---------|-------|---------------|---------|-------|---------|----------------|-------|-------|----------------|---------|-------|--------|--------|---------|-------|
| | Day | Evening | Night | Day | Evening | Night | | Type | Value | norm. | Day | Special | Night | | Number | | |
| | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | | | (min) | (min) | (min) | | Day | Evening | Night |
| DOCK01 | 110.7 | 110.7 | 110.7 | 78.5 | 78.5 | 78.5 | Lw | 110.7 | | | | | | | | | 8 |
| DOCK02 | 110.7 | 110.7 | 110.7 | 71.2 | 71.2 | 71.2 | Lw | 110.7 | | | | | | | | | 8 |
| DOCK03 | 110.7 | 110.7 | 110.7 | 74.2 | 74.2 | 74.2 | Lw | 110.7 | | | | | | | | | 8 |
| DOCK04 | 110.7 | 110.7 | 110.7 | 68.1 | 68.1 | 68.1 | Lw | 110.7 | | | | | | | | | 8 |

| ID | Result. PWL | | | Result. PWL" | | | Lw / Li | | Operating Time | | | Moving Pt. Src | | | Height |
|--------|-------------|---------|-------|--------------|---------|-------|---------|-------|----------------|---------|-------|----------------|---------|-------|--------|
| | Day | Evening | Night | Day | Evening | Night | Type | Value | Day | Special | Night | Number | | | |
| | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | (min) | (min) | (min) | Day | Evening | Night | |
| DOCK05 | 110.7 | 110.7 | 110.7 | 79.9 | 79.9 | 79.9 | Lw | 110.7 | | | | | | | 8 |

| Name | Height | | Coordinates | | | |
|------------|---------------|-------------|-------------|------------|-----------|----------------|
| | Begin (ft) | End (ft) | x (ft) | y (ft) | z (ft) | Ground (ft) |
| AREASOURCE | 8.00 | a | 6164256.96 | 2316649.52 | 8.00 | 0.00 |
| | | | 6164406.71 | 2316645.39 | 8.00 | 0.00 |
| | | | 6164407.23 | 2316526.62 | 8.00 | 0.00 |
| AREASOURCE | 8.00 | a | 6164254.89 | 2316530.75 | 8.00 | 0.00 |
| | | | 6164346.08 | 2315372.65 | 8.00 | 0.00 |
| | | | 6164523.16 | 2315364.84 | 8.00 | 0.00 |
| AREASOURCE | 8.00 | a | 6164516.65 | 2314972.92 | 8.00 | 0.00 |
| | | | 6164343.47 | 2314704.69 | 8.00 | 0.00 |
| | | | 6164320.04 | 2314720.31 | 8.00 | 0.00 |
| AREASOURCE | 8.00 | a | 6164331.76 | 2314738.54 | 8.00 | 0.00 |
| | | | 6164536.18 | 2315281.51 | 8.00 | 0.00 |
| | | | 6164918.99 | 2315273.70 | 8.00 | 0.00 |
| AREASOURCE | 8.00 | a | 6164915.09 | 2315147.39 | 8.00 | 0.00 |
| | | | 6164533.58 | 2315157.81 | 8.00 | 0.00 |
| | | | 6164284.10 | 2316254.57 | 8.00 | 0.00 |
| AREASOURCE | 8.00 | a | 6164893.15 | 2316243.28 | 8.00 | 0.00 |
| | | | 6164886.70 | 2315923.83 | 8.00 | 0.00 |
| | | | 6164276.84 | 2315935.93 | 8.00 | 0.00 |
| AREASOURCE | 8.00 | a | 6164091.36 | 2314646.90 | 8.00 | 0.00 |
| | | | 6164270.89 | 2314643.21 | 8.00 | 0.00 |
| | | | 6164319.71 | 2314718.80 | 8.00 | 0.00 |
| AREASOURCE | 8.00 | a | 6164342.72 | 2314702.83 | 8.00 | 0.00 |
| | | | 6164271.31 | 2314591.16 | 8.00 | 0.00 |
| | | | 6164087.04 | 2314590.46 | 8.00 | 0.00 |

Barrier(s)

| Name | M. | ID | Absorption | | Z-Ext. (ft) | Cantilever | | Height | | Coordinates | | | |
|----------|----|--------------|------------|-------|----------------|---------------|---------------|---------------|-------------|-------------|------------|-----------|----------------|
| | | | left | right | | horz. (ft) | vert. (ft) | Begin (ft) | End (ft) | x (ft) | y (ft) | z (ft) | Ground (ft) |
| BARRIERS | | SCREENWALL01 | | | | | | 12.00 | a | 6164044.24 | 2314497.16 | 12.00 | 0.00 |
| | | | | | | | | | | 6164047.11 | 2314667.14 | 12.00 | 0.00 |
| BARRIERS | | SCREENWALL02 | | | | | | 12.00 | a | 6164065.14 | 2315693.07 | 12.00 | 0.00 |
| | | | | | | | | | | 6164063.13 | 2315543.08 | 12.00 | 0.00 |
| BARRIERS | | SCREENWALL03 | | | | | | 12.00 | a | 6164074.19 | 2316221.58 | 12.00 | 0.00 |
| | | | | | | | | | | 6164070.93 | 2315971.60 | 12.00 | 0.00 |
| BARRIERS | | SCREENWALL04 | | | | | | 12.00 | a | 6164078.68 | 2316473.51 | 12.00 | 0.00 |
| | | | | | | | | | | 6164081.07 | 2316623.49 | 12.00 | 0.00 |
| BARRIERS | | EXISTING01 | | | | | | 6.00 | a | 6163865.19 | 2316747.94 | 6.00 | 0.00 |
| | | | | | | | | | | 6163884.19 | 2316748.44 | 6.00 | 0.00 |
| | | | | | | | | | | 6163883.69 | 2316815.43 | 6.00 | 0.00 |
| BARRIERS | | EXISTING02 | | | | | | 6.00 | a | 6163842.69 | 2316229.80 | 6.00 | 0.00 |
| | | | | | | | | | | 6163872.66 | 2316229.80 | 6.00 | 0.00 |
| | | | | | | | | | | 6163875.24 | 2316393.07 | 6.00 | 0.00 |
| | | | | | | | | | | 6163851.99 | 2316393.07 | 6.00 | 0.00 |
| BARRIERS | | EXISTING03 | | | | | | 6.00 | a | 6163864.88 | 2315876.87 | 6.00 | 0.00 |
| | | | | | | | | | | 6163870.84 | 2315876.87 | 6.00 | 0.00 |
| | | | | | | | | | | 6163867.59 | 2315731.65 | 6.00 | 0.00 |
| | | | | | | | | | | 6163856.75 | 2315732.19 | 6.00 | 0.00 |

Building(s)

| Name | M. | ID | RB | Residents | Absorption | Height (ft) | Coordinates | | | | |
|----------|----|------------|----|-----------|------------|----------------|---------------|------------|------------|-----------|----------------|
| | | | | | | | Begin (ft) | x (ft) | y (ft) | z (ft) | Ground (ft) |
| BUILDING | | BUILDING02 | x | 0 | | 37.00 | a | 6164148.51 | 2316622.15 | 37.00 | 0.00 |
| | | | | | | | | 6164149.55 | 2316740.40 | 37.00 | 0.00 |
| | | | | | | | | 6164149.78 | 2316766.76 | 37.00 | 0.00 |
| | | | | | | | | 6164491.41 | 2316763.78 | 37.00 | 0.00 |
| | | | | | | | | 6164491.34 | 2316756.41 | 37.00 | 0.00 |
| | | | | | | | | 6164514.65 | 2316756.21 | 37.00 | 0.00 |
| | | | | | | | | 6164513.16 | 2316586.01 | 37.00 | 0.00 |
| | | | | | | | | 6164410.83 | 2316586.91 | 37.00 | 0.00 |
| | | | | | | | | 6164411.39 | 2316650.53 | 37.00 | 0.00 |
| | | | | | | | | 6164253.34 | 2316651.91 | 37.00 | 0.00 |
| BUILDING | | BUILDING03 | x | 0 | | 41.00 | a | 6164168.29 | 2316517.41 | 41.00 | 0.00 |
| | | | | | | | | 6165019.07 | 2316500.29 | 41.00 | 0.00 |
| | | | | | | | | 6165013.86 | 2316186.18 | 41.00 | 0.00 |
| | | | | | | | | 6164898.48 | 2316186.92 | 41.00 | 0.00 |
| | | | | | | | | 6164896.25 | 2316245.73 | 41.00 | 0.00 |

| Name | M. | ID | RB | Residents | Absorption | Height | Coordinates | | | |
|----------|----|------------|----|-----------|------------|--------|--------------|------------|-------|------|
| | | | | | | | Begin | x | y | z |
| | | | | | | (ft) | (ft) | (ft) | (ft) | (ft) |
| | | | | | | | 6164280.68 | 2316259.13 | 41.00 | 0.00 |
| | | | | | | | 6164279.94 | 2316198.09 | 41.00 | 0.00 |
| | | | | | | | 6164161.59 | 2316200.32 | 41.00 | 0.00 |
| BUILDING | | BUILDING04 | x | 0 | | 41.00 | a 6164151.17 | 2315643.56 | 41.00 | 0.00 |
| | | | | | | | 6164158.61 | 2315990.42 | 41.00 | 0.00 |
| | | | | | | | 6164275.47 | 2315990.42 | 41.00 | 0.00 |
| | | | | | | | 6164272.50 | 2315930.13 | 41.00 | 0.00 |
| | | | | | | | 6164891.04 | 2315918.22 | 41.00 | 0.00 |
| | | | | | | | 6164894.76 | 2315977.77 | 41.00 | 0.00 |
| | | | | | | | 6165010.88 | 2315975.53 | 41.00 | 0.00 |
| | | | | | | | 6165004.18 | 2315627.18 | 41.00 | 0.00 |
| BUILDING | | BUILDING05 | x | 0 | | 41.00 | a 6164573.21 | 2315557.22 | 41.00 | 0.00 |
| | | | | | | | 6165018.32 | 2315544.56 | 41.00 | 0.00 |
| | | | | | | | 6165014.60 | 2315217.05 | 41.00 | 0.00 |
| | | | | | | | 6164923.79 | 2315218.54 | 41.00 | 0.00 |
| | | | | | | | 6164923.79 | 2315279.58 | 41.00 | 0.00 |
| | | | | | | | 6164568.00 | 2315287.02 | 41.00 | 0.00 |
| BUILDING | | BUILDING06 | x | 0 | | 41.00 | a 6164099.98 | 2315570.57 | 41.00 | 0.00 |
| | | | | | | | 6164403.37 | 2315561.46 | 41.00 | 0.00 |
| | | | | | | | 6164400.77 | 2315375.26 | 41.00 | 0.00 |
| | | | | | | | 6164339.57 | 2315375.26 | 41.00 | 0.00 |
| | | | | | | | 6164327.85 | 2314742.45 | 41.00 | 0.00 |
| | | | | | | | 6164265.35 | 2314647.39 | 41.00 | 0.00 |
| | | | | | | | 6164080.45 | 2314652.60 | 41.00 | 0.00 |

APPENDIX 8.1:

CADNAA CONSTRUCTION NOISE MODEL INPUTS

This page intentionally left blank

13176

CadnaA Noise Prediction Model: 13176_Construction.cna

Date: 09.07.20

Analyst: B. Lawson

Calculation Configuration

| Configuration | |
|--------------------------------------|--------------------------------|
| Parameter | Value |
| General | |
| Country | (user defined) |
| Max. Error (dB) | 0.00 |
| Max. Search Radius (#(Unit,LEN)) | 2000.01 |
| Min. Dist Src to Rcvr | 0.00 |
| Partition | |
| Raster Factor | 0.50 |
| Max. Length of Section (#(Unit,LEN)) | 999.99 |
| Min. Length of Section (#(Unit,LEN)) | 1.01 |
| Min. Length of Section (%) | 0.00 |
| Proj. Line Sources | On |
| Proj. Area Sources | On |
| Ref. Time | |
| Reference Time Day (min) | 960.00 |
| Reference Time Night (min) | 480.00 |
| Daytime Penalty (dB) | 0.00 |
| Recr. Time Penalty (dB) | 5.00 |
| Night-time Penalty (dB) | 10.00 |
| DTM | |
| Standard Height (m) | 0.00 |
| Model of Terrain | Triangulation |
| Reflection | |
| max. Order of Reflection | 2 |
| Search Radius Src | 100.00 |
| Search Radius Rcvr | 100.00 |
| Max. Distance Source - Rcvr | 1000.00 1000.00 |
| Min. Distance Rcvr - Reflector | 1.00 1.00 |
| Min. Distance Source - Reflector | 0.10 |
| Industrial (ISO 9613) | |
| Lateral Diffraction | some Obj |
| Obst. within Area Src do not shield | On |
| Screening | |
| | Incl. Ground Att. over Barrier |
| | Dz with limit (20/25) |
| Barrier Coefficients C1,2,3 | 3.0 20.0 0.0 |
| Temperature (#(Unit,TEMP)) | 10 |
| rel. Humidity (%) | 70 |
| Ground Absorption G | 0.00 |
| Wind Speed for Dir. (#(Unit,SPEED)) | 3.0 |
| Roads (RLS-90) | |
| Strictly acc. to RLS-90 | |
| Railways (FTA/FRA) | |
| Aircraft (???) | |
| Strictly acc. to AzB | |

Receiver Noise Levels

| Name | M. | ID | Level Lr | | | Limit. Value | | | Land Use | | | Height (ft) | Coordinates | | | |
|-----------|----|----|--------------|----------------|---------------|--------------|----------------|---------------|----------|------|------------|----------------|-------------|------------|------------|------|
| | | | Day (dBA) | Night (dBA) | CNEL (dBA) | Day (dBA) | Night (dBA) | CNEL (dBA) | Type | Auto | Noise Type | | X (ft) | Y (ft) | Z (ft) | |
| RECEIVERS | R1 | | 59.2 | 59.2 | 65.9 | 65.0 | 56.1 | 0.0 | | | | 5.00 | a | 6163851.96 | 2317046.63 | 5.00 |
| RECEIVERS | R2 | | 58.8 | 58.8 | 65.4 | 65.0 | 52.3 | 0.0 | | | | 5.00 | a | 6163874.60 | 2316760.59 | 5.00 |
| RECEIVERS | R3 | | 62.0 | 62.0 | 68.7 | 65.0 | 47.7 | 0.0 | | | | 5.00 | a | 6163860.12 | 2315873.99 | 5.00 |
| RECEIVERS | R4 | | 59.5 | 59.5 | 66.1 | 65.0 | 47.7 | 0.0 | | | | 5.00 | a | 6163856.13 | 2316242.98 | 5.00 |
| RECEIVERS | R5 | | 62.9 | 62.9 | 69.6 | 65.0 | 48.1 | 0.0 | | | | 5.00 | a | 6163798.92 | 2315324.03 | 5.00 |
| RECEIVERS | R6 | | 63.2 | 63.2 | 69.8 | 65.0 | 53.4 | 0.0 | | | | 5.00 | a | 6163820.62 | 2314808.09 | 5.00 |

Point Source(s)

| Name | M. | ID | Result. PWL | | | Lw / Li | | Operating Time | | | KO (dB) | Height (ft) | Coordinates | | | |
|-------------|----|--------------------|--------------|------------------|----------------|---------|------------------|----------------|--------------|------------------|------------|----------------|----------------|------------|------------|-----------|
| | | | Day (dBA) | Evening (dBA) | Night (dBA) | Type | Value (dB(A)) | norm. | Day (min) | Special (min) | | | Night (min) | X (ft) | Y (ft) | Z (ft) |
| POINTSOURCE | | SITE_PREPARATION01 | 107.0 | 107.0 | 107.0 | Lw | 107 | | | | 0.0 | 8.00 | r | 6164084.33 | 2316743.49 | 8.00 |
| POINTSOURCE | | SITE_PREPARATION02 | 107.0 | 107.0 | 107.0 | Lw | 107 | | | | 0.0 | 8.00 | r | 6164075.75 | 2316237.25 | 8.00 |
| POINTSOURCE | | SITE_PREPARATION03 | 107.0 | 107.0 | 107.0 | Lw | 107 | | | | 0.0 | 8.00 | r | 6164065.74 | 2315888.32 | 8.00 |
| POINTSOURCE | | SITE_PREPARATION04 | 107.0 | 107.0 | 107.0 | Lw | 107 | | | | 0.0 | 8.00 | r | 6164060.01 | 2315319.15 | 8.00 |
| POINTSOURCE | | SITE_PREPARATION05 | 107.0 | 107.0 | 107.0 | Lw | 107 | | | | 0.0 | 8.00 | r | 6164048.57 | 2314794.32 | 8.00 |

Barrier(s)

| Name | M. | ID | Absorption | | Z-Ext. | Cantilever | | Height | | Coordinates | | | | |
|----------|----|------------|------------|-------|--------|------------|-------|--------|-----|-------------|------------|------------|--------|------|
| | | | left | right | | horz. | vert. | Begin | End | x | y | z | Ground | |
| | | | | | (ft) | (ft) | (ft) | (ft) | | (ft) | (ft) | (ft) | (ft) | |
| BARRIERS | | EXISTING01 | | | | | | 6.00 | a | | 6163865.19 | 2316747.94 | 6.00 | 0.00 |
| | | | | | | | | | | | 6163884.19 | 2316748.44 | 6.00 | 0.00 |
| | | | | | | | | | | | 6163883.69 | 2316815.43 | 6.00 | 0.00 |
| BARRIERS | | EXISTING02 | | | | | | 6.00 | a | | 6163842.69 | 2316229.80 | 6.00 | 0.00 |
| | | | | | | | | | | | 6163872.66 | 2316229.80 | 6.00 | 0.00 |
| | | | | | | | | | | | 6163875.24 | 2316393.07 | 6.00 | 0.00 |
| | | | | | | | | | | | 6163851.99 | 2316393.07 | 6.00 | 0.00 |
| BARRIERS | | EXISTING03 | | | | | | 6.00 | a | | 6163864.88 | 2315876.87 | 6.00 | 0.00 |
| | | | | | | | | | | | 6163870.84 | 2315876.87 | 6.00 | 0.00 |
| | | | | | | | | | | | 6163867.59 | 2315731.65 | 6.00 | 0.00 |
| | | | | | | | | | | | 6163856.75 | 2315732.19 | 6.00 | 0.00 |



Preliminary Water Quality Management Plan (PWQMP)

For compliance with Santa Ana Regional Water Quality Control Board

Order Number R8-2010-0036 (NPDES Permit No. CAS618036)

for

Project Name: Crow Holdings Industrial Project

Ontario Project #: _____

Project Description: Commercial Industrial Warehouse

Applicant Name: Ontario CC, LLC,

Applicant Address: 527 W. 7th Street, #308,
Los Angeles, CA 90014

Project Address: E. Riverside Dr. & Hamner Ave.,
Ontario, CA 91761

Size of Development: 45.16 acres

Submittal Date: 01-09-2020

Preliminary Water Quality Management Plan (PWQMP)

1. Introduction

The Preliminary Water Quality Management Plan (PWQMP) is a planning tool to improve integration of required water quality elements, stormwater management, water conservation, rainwater harvesting and re-use, and flood management in land use planning and the City's development process. The Preliminary WQMP will assist project applicants and planners in properly designing and laying out project sites so that water quality may be incorporated in the most effective manner and at the lowest cost for the developer.

The San Bernardino County Municipal Separate Storm Sewer System Permit (MS4 Permit) requires project-specific Water Quality Management plans (WQMP) to be prepared for all priority new development and significant redevelopment projects listed in Section 2 of this document. The MS4 Permit stipulates that the City of Ontario require priority project applicants to submit a Preliminary project-specific WQMP, as early as possible, during the environmental review or planning phase of a development project and that the Preliminary WQMP be approved prior to the issuance of land use entitlement.

2. Priority Projects (requiring a Preliminary WQMP)

Land Use entitlement shall not be issued for any of the listed projects, below, until a Preliminary WQMP has been approved by the City's Engineering Department. For construction projects not going through entitlement, a Preliminary and Final project-specific WQMP shall be approved, prior to the issuance of construction permits:

Check the appropriate project category below, for this project:

| Check below | Project Categories |
|------------------------|--|
| | 1. All significant re-development projects. Significant re-development is defined as the addition or replacement of 5,000 or more square feet of impervious surface on an already developed site subject to discretionary approval of the Permittee. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the facility, or emergency redevelopment activity required to protect public health and safety. Where redevelopment results in an increase of less than fifty percent of the impervious surfaces of a previously existing developed site, and the existing development was not subject to WQMP requirements, the numeric sizing criteria discussed below applies only to the addition or replacement, and not to the entire developed site. Where redevelopment results in an increase of fifty percent or more of the impervious surfaces of a previously existing developed site, the numeric sizing criteria applies to the entire development (new and existing). |

**Check
below**

Project Categories

| | |
|---|---|
| ✓ | 2. New development projects that create 10,000 square feet or more of impervious surface (collectively over the entire project site) including commercial, industrial, residential housing subdivisions (i.e., detached single family home subdivisions, multi-family attached subdivisions or townhomes, condominiums, apartments, etc.), mixed-use, and public projects. This category includes development projects on public and private land, which fall under the planning and building authority of the permitting agency. |
| | 3. Automotive repair shops (with SIC codes 5013, 5014, 5541, 7532- 7534, 7536-7539). |
| | 4. Restaurants and Food Service Establishments where the land area of development is 5,000 square feet or more. |
| | 5. Developments of 2,500 square feet of impervious surface or more adjacent to (within 200 feet) or discharging directly into environmentally sensitive areas (ESA's) such as areas designated in the Ocean Plan as areas of special biological significance or waterbodies listed on the CWA Section 303(d) list of impaired waters. |
| ✓ | 6. Parking lots of 5,000 square feet or more exposed to storm water. Parking lot is defined as land area or facility for the temporary storage of motor vehicles. |
| | 7. Retail Gasoline Outlets (RGOs) that are either 5,000 sq ft or more, or have a projected average daily traffic of 100 or more vehicles per day. |
| | 8. *This project is not covered under any of the categories listed above. |

* If the development is not covered under any of the project categories listed in Section 2, the project is not required to design and install Site Design/LID BMPs or Treatment Control BMPs to treat the design storm event (Design Capture Volume) described in Section 4.

3. Preliminary WQMP Objectives

Through a combination of Site Design/LID BMPs (where feasible), Source Control, and/or Treatment Control BMPs, project-specific WQMPs shall address all identified pollutants and hydrologic conditions of concern from new development and significant re-development projects for the categories of projects (priority projects) listed in Section 2. Under each type of BMP, listed below, please indicate which BMPs are planned to be implemented and included in the Final WQMP for the project:

A. Site Design/LID (Low Impact Design) for Reducing Stormwater Runoff:

The MS4 Permit requires each priority development project to infiltrate, harvest and use, evapotranspire, or bio-treat the runoff from a 2-yr, 24-hour storm event (Design Capture Volume). If site conditions do not permit infiltration, harvest and use, evapotranspiration, and/or bio-treatment of the entire Design Capture Volume, at the project site, Site Design/LID techniques are required to be implemented to the Maximum Extent Practicable, at the project site, and the remainder of the DCV shall be infiltrated, harvested, bio-treated or treated by alternative measures.

Project applicants shall submit a Preliminary WQMP that documents the LID/Site Design BMPs, proposed for the project. Please indicate, in the table below, which Site Design/LID BMPs will be utilized on this project to accomplish this requirement:

| Site Design/LID Practice | Planned | Not Planned |
|--|---------|-------------|
| Provide at least the minimum effective area required for LID BMPs, to comply with the WQMP (see Table 3-1 below). | ✓ | |
| Grade parking lot areas/drive aisles/roof drains to sheet flow runoff into landscaped swales, via curb cuts or zero-face curbs or otherwise disconnect direct drainage from MS4. | ✓ | |
| Design landscaped areas as swales and grade to accept runoff from building roofs, parking lots and project roadways. | ✓ | |
| Install surface retention basins or infiltration trenches to receive impervious area runoff. | ✓ | |
| Install pervious pavement in parking stalls, alleys, driveways, gutters, walkways, trails or patios. | | ✓ |
| Install underground stormwater retention chambers where downstream landscaped areas are limited. | ✓ | |
| Install approved Stormwater Drywells in detention areas. | | ✓ |
| Construct streets, sidewalks, and parking lot stalls to the minimum widths necessary. | ✓ | |
| Install on-site Biotreatment basins/trenches with underdrains, where soil type is poorly draining. | | ✓ |
| Install "Engineered Soil" to increase uptake/soil storage capacity and/or evapotranspiration. | ✓ | |
| Install Rainwater Harvesting/Use Equipment. | | ✓ |
| Utilize approved off-site retention/infiltration, biotreatment or proprietary treatment, where it is infeasible to install, on-site. | | ✓ |

Table 3-1 Minimum Effective Area¹ Required for LID BMPs (surface + subsurface facilities) for Project WQMP to Demonstrate Infeasibility² (% of site)

| Project Type | New Development | Re-Development |
|----------------------------------|-----------------|----------------|
| SF/MF Residential < 7 du/ac | 10% | 5% |
| SF/MF Residential < 7 - 18 du/ac | 7% | 3.5% |
| SF/MF Residential > 18 du/ac | 5% | 2.5% |

| | | |
|--|-----|------|
| Mixed Use, Commercial/Industrial w/FAR< 1.0 | 10% | 5% |
| Mixed Use, Commercial/Industrial w/FAR 1.0-2.0 | 7% | 3.5% |
| Mixed Use, Commercial/Industrial w/FAR> 2.0 | 5% | 2.5% |
| Podium (parking under > 75% of project) | 3% | 1.5% |
| Zoning allowing development to property lines | 2% | 1% |
| Transit Oriented Development ³ | 5% | 2.5% |
| Parking | 5% | 2.5% |

¹ “Effective area” is defined as land area which 1) is suitable for a retention/infiltration BMP (based on infeasibility criteria) and 2) is located down-gradient from building roof or paved areas, so that it may receive gravity flow runoff.

² Criteria only required if the project WQMP seeks to demonstrate that the full DCV cannot be feasibly managed on-site.

³ Transit oriented development is defined as a project with development center within one half mile of a mass transit center.

Key: du/ac = dwelling units/acre, FAR = Floor Area Ratio = ratio of gross floor area of building to gross lot area, MF = Multi Family, SF = Single Family

B. Source Control BMPs – The following BMPs are designed to control stormwater pollutants and runoff water at the location where it is generated. Please indicate which of the listed BMPs are planned to be implemented for the project:

| Source Control BMPs | Planned | Not Planned |
|--|---------|-------------|
| Minimize non-stormwater site runoff through efficient irrigation system design and controllers. | ✓ | |
| Minimize trash and debris in storm runoff through a regular parking lot, storage yard and roadway sweeping program. | ✓ | |
| Provide proper covers/roofs and secondary containment for outside material storage & work areas. | | ✓ |
| Provide solid roofs over all trash enclosures. | ✓ | |
| Site Owner(s)/Property Manager/HOA or POA will be familiar with the project WQMP and stormwater BMPs. | ✓ | |
| Owner or HOA or POA to provide Education/Training of site occupants and employees on stormwater BMPs. | ✓ | |
| Install stormwater placards/stenciled messages with a “No Dumping” message on all on-site/off-site storm drain inlets. | ✓ | |
| Provide contained equipment/vehicle wash rack areas that discharge to sanitary sewer. | | ✓ |

C. Treatment Control BMPs – The following BMPs are designed to control stormwater pollutants where it is not feasible to install on-site Site Design/LID BMPs, with the requisite capacity to treat the Design Capture Volume for identified Pollutants of Concern or where pretreatment of stormwater runoff is required, ahead of infiltration BMPs. Please indicate which of the listed BMPs are planned to be implemented for the project:

| Treatment Control BMP | Planned | Not Planned |
|---|---------|-------------|
| Gravity Separator devices for pretreatment of sediment, trash/litter or Oil & Grease | ✓ | |
| Proprietary Biofiltration vaults/devices | | ✓ |
| Media Cartridge Filtration Vaults | | ✓ |
| Proprietary Filter Inserts for on-site storm drain inlets or retention basin/trench overflow drains | ✓ | |
| Regional Treatment facilities are installed or are planned for installation, off-site, and provide a superior level of treatment or clear advantage to on-site treatment BMPs | | ✓ |

4. Volume-based calculation (approximate) for sizing on-site or off-site Stormwater Retention/Infiltration, Harvest & Re-Use or Biotreatment facilities

- 1) Calculate the “Watershed Imperviousness Ratio”, i , which is equal to the percent of impervious area in the BMP Drainage Area divided by 100.
- 2) Calculate the composite runoff coefficient C_{BMP} for the Drainage Area above using the following equation:

$$C_{BMP} = 0.858i^3 - 0.78i^2 + 0.774i + 0.04$$

where: C_{BMP} = composite runoff coefficient; and,
 i = watershed imperviousness ratio.

- 3) Determine the area-averaged “6-hour Mean Storm Rainfall”, P_6 , for the Drainage Area. This is calculated by multiplying the area averaged 2-year 1-hour value (0.55”-0.6”) by the appropriate regression coefficient from Table 1 (1.4807). The 2-yr, 1-hr value for southern Ontario is approximately to 0.5” ($P_6 = 0.5 \cdot 1.4807 = 0.74$ and northern Ontario is approximately 0.6” in/hr ($P_6 = 0.6 \cdot 1.4807 = 0.89$).
- 4) Determine the appropriate drawdown time. Use the regression constant $a = 1.582$ for 24 hours and $a = 1.963$ for 48 hours. *Note: Regression constants are provided for both 24 hour and 48 hour drawdown times; however, 48 hour drawdown times should be used in most areas of California. Drawdown times in excess of 48 hours should be used with caution as vector breeding can be a problem after water has stood in excess of 72 hours. (Use of the 24 hour drawdown time should be limited to drainage areas with coarse soils (Class ‘A’ soils, that readily drain.)*
- 5) Calculate the “Maximized Detention Volume”, P_0 , using the following equation:

$$P_0 = a \cdot C_{BMP} \cdot P_6$$

where: P_0 = Maximized Detention Volume, in inches
 $a = 1.582$ for 24 hour and $a = 1.963$ for 48 hour drawdown,
 C_{BMP} = composite runoff coefficient; and,
 P_6 = 6-hour Mean Storm Rainfall, in inches

- 6) Calculate the “Target Capture Volume”, V_0 , using the following equation:

$$V_0 = (P_0 \cdot A) / 12$$

where: V_0 = Target Capture Volume, in acre-feet
 P_0 = Maximized Detention Volume, in inches; and,
 A = BMP Drainage Area, in acres

Project Volume-based calculation (approximate) for planned on-site or off-site Stormwater Retention/Infiltration, Harvest & Re-Use or Biotreatment facilities:

| Variable | Factor/Formula | |
|--|---|--|
| Ratio of impervious surface/total site surface | (i) | |
| C _{BMP} = runoff coefficient | $0.858i^3 - 0.78i^2 + 0.774i + 0.04 =$ | |
| P ₆ | **P ₆ = 2-yr, 1- hr depth*1.4807 = | |
| Detention Volume- acre inches | P ₀ = a * C _{BMP} * P ₆ = | |
| Drawdown rate of basin/trench (a) | 1.582 for 24-hr drawdown or 1.963 for 48-hr drawdown = | |
| Project Total Area (ac) | (A) | |
| Design Capture Volume, cu. ft. (DCV) | V ₀ = [(P ₀ * A)/12]*43560 = | |
| Water Volume infiltrated in first 3 hrs of storm | Vol= in/hr/12 x ft ² of infiltration area x 3 hrs | |
| Retention/treatment Volume provided, cu. ft. | Retention capacity of basins, trenches, underground system or biotreatment proposed | |

See Next Page

*For soil infiltration rate see attached soil report, using safety factor 2 for minimum filtration rate of the test (2.4 in/hrx2).

**For P₆ value, use site coordinates and NOAA website to determine project's average 2-yr, 1-hr rainfall depth, at: http://hdsc.nws.noaa.gov/hdsc/pfds/sa/sca_pfds.html .

| Drainage Area | DMA-A | DMA-B | DMA-C | DMA-D | DMA-E | DMA-F | DMA-G | DMA-H |
|--|--|--|--|--|-------------------------------|--|--|---|
| Ratio of impervious surface/total site surface | 0.68 | 0.60 | 0.94 | 0.85 | 0.93 | 0.90 | 0.88 | 0.82 |
| C _{BMP} = runoff coefficient | 0.48 | 0.41 | 0.80 | 0.66 | 0.77 | 0.73 | 0.70 | 0.62 |
| P ₆ | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Detention Volume-acre inches | 0.75 | 0.65 | 1.25 | 1.04 | 1.21 | 1.15 | 1.10 | 0.98 |
| Drawdown rate of basin/trench (a) | 1.2 in/hr | 1.2 in/hr | 1.2 in/hr | 1.2 in/hr | 1.2 in/hr | 1.2 in/hr | 1.2 in/hr | 1.2 in/hr |
| Project Total Area (ac) | 13.83 | 0.97 | 9.90 | 2.86 | 3.47 | 8.33 | 3.26 | 2.53 |
| Design Capture Volume, cu. ft. (DCV) | 37,749 | 2,267 | 44,939 | 10,829 | 15,259 | 34,842 | 13,062 | 8,993 |
| Water Volume infiltrated in first 3 hrs of storm | Rain Garden – 2,678.7 ft ³ Underground CMP – 9,011.25 ft ³ Detention/ Infiltration Basin – 1,992 ft ³ | | | | | | | |
| BMP Type | Underground CMP, Detention/ Infiltration Basin | Underground CMP, Detention/ Infiltration Basin | Underground CMP, Detention/ Infiltration Basin | Underground CMP, Detention/ Infiltration Basin | Detention/ Infiltration Basin | Underground CMP, Detention/ Infiltration Basin | Rain Garden, Detention/ Infiltration Basin | Rain Garden, Underground CMP, Detention/ Infiltration Basin |
| Retention/treatment Volume provided, cu. ft. | Rain Garden – 11,608 ft ³ Underground CMP – 46,487 ft ³ Detention/ Infiltration Basin – 112,348 ft ³ | | | | | | | |

5. Hydrologic Conditions of Concern (HCOC) and use of the on-line San Bernardino County HCOC Map for determining necessary mitigation steps necessary if there are HCOCs downstream of a project:

Project applicants may access the on-line HCOC Map at: <http://sbcounty.permitrack.com/WAP/> . The map will indicate any hydrology concerns with downstream waterways that are hydraulically connected to the project and will indicate if there are any approved regional projects downstream that could be utilized for off-site mitigation of HCOCs. Please indicate here if the project will or will not be able to retain/infiltrate, harvest and use or biotreat and detain the DCV, on-site, as calculated in Section 4 and if there are HCOCs identified downstream of the project:

| | | | | |
|---|-----|---|----|---|
| Retain or Harvest/Use the DCV on site? | Yes | ✓ | No | |
| Biotreat the DCV but not infiltrate the runoff? | Yes | | No | ✓ |
| HCOCs identified downstream of site? | Yes | | No | ✓ |

If the entire DCV will not be retained on site, the DCV is biotreated but not infiltrated or additional detention capacity is needed to address identified HCOCs, downstream of the site, please list here, what additional mitigation measures will be utilized (on-site or off-site) to address HCOCs (see Section 4.2.1-4.2.3 of the SB County WQMP Technical Guidance):

Entire DCV will be retained onsite, with infiltration utilized in landscape areas, Rain Garden Bio-Retention Area, an Underground Infiltration System and an Detention/Infiltration Basin. Project location is exempt from HCOC requirements. Basin routing to be provided during final engineering.

6. Site Plan and Conceptual Grading/Drainage Plan requirements for submission with the Preliminary WQMP:

Provide a Site Plan and Conceptual Grading/Drainage Plan along with this Preliminary WQMP, which conceptually shows the proposed locations of buildings, homes, parking lots, parks, new paved roadways, landscaped areas, drainage patterns and drainage sub-areas, methods of conveyance, proposed retention/infiltration, harvest & use or biotreatment facilities that are planned for installation. Where it is determined to be infeasible to capture and detain design storm runoff volumes, on-site, please include other design features, as described in Section 3, above. Include numbered or lettered notes on the Site Plan with a legend detailing other BMPs, as described in Section 3.

Reference-1

Soil Report

**PRELIMINARY GEOTECHNICAL INVESTIGATION
PROPOSED INDUSTRIAL BUILDING DEVELOPMENT
SWC HAMNER AVENUE AND E. RIVERSIDE DRIVE
ONTARIO, CALIFORNIA**

Prepared for:
CHI/Acquisitions CA, L.P.
527 W. 7th Street, Suite 308
Los Angeles, California 90014

Prepared by:
Geotechnical Professionals Inc.
5736 Corporate Avenue
Cypress, California 90630
(714) 220-2211

January 31, 2018

CHI/Acquisitions CA, L.P.
527 W. 7th Street, Suite 308
Los Angeles, California 90014

Attention: Mr. Jared J. Reimer

Subject: Report of Preliminary Geotechnical Investigation
Proposed Industrial Building Development
SWC Hamner Avenue and E. Riverside Drive
Ontario, California
GPI Project No. 2857.I

Dear Mr. Reimer:

Transmitted herewith is one copy of our preliminary geotechnical investigation report for the subject project. The remaining copies of the report have been distributed to the project team as shown below. The report presents our planning-level evaluation of the foundation conditions at the site and preliminary recommendations for design and construction. A comprehensive geotechnical investigation with additional subsurface explorations and lab testing will be required for the project design.

We appreciate the opportunity of offering our services on this project and look forward to seeing the project through its successful completion. Feel free to call us if you have questions regarding our report or need further assistance.

Very truly yours,
Geotechnical Professionals Inc.



Paul R. Schade, G.E.
Principal

PRS:sph

cc: (1) Addressee

TABLE OF CONTENTS

| | PAGE |
|---|------|
| 1.0 INTRODUCTION | 1 |
| 1.1 GENERAL | 1 |
| 1.2 PROJECT DESCRIPTION | 1 |
| 1.3 PURPOSE OF INVESTIGATION | 2 |
| 2.0 SCOPE OF WORK | 3 |
| 3.0 SITE CONDITIONS | 4 |
| 3.1 SURFACE CONDITIONS | 4 |
| 3.2 SUBSURFACE SOIL CONDITIONS | 4 |
| 3.3 GROUNDWATER AND CAVING | 5 |
| 4.0 CONCLUSIONS AND RECOMMENDATIONS | 6 |
| 4.1 OVERVIEW | 6 |
| 4.2 SEISMIC DESIGN | 7 |
| 4.2.1 General | 7 |
| 4.2.2 Strong Ground Motion Potential | 7 |
| 4.2.3 Potential for Ground Rupture | 7 |
| 4.2.4 Liquefaction and Seismic Settlement | 7 |
| 4.3 EARTHWORK | 8 |
| 4.3.1 Clearing | 8 |
| 4.3.2 Excavations | 9 |
| 4.3.3 Subgrade Preparation | 10 |
| 4.3.4 Material for Fill | 10 |
| 4.3.5 Placement and Compaction of Fills | 11 |
| 4.3.6 Shrinkage and Subsidence | 11 |
| 4.3.7 Trench/Wall Backfill | 11 |
| 4.3.8 Observation and Testing | 12 |
| 4.4 FOUNDATIONS | 12 |
| 4.4.1 Foundation Type | 12 |
| 4.4.2 Allowable Bearing Pressures | 12 |
| 4.4.3 Minimum Footing Width and Embedment | 13 |
| 4.4.4 Estimated Settlements | 13 |
| 4.4.5 Lateral Load Resistance | 13 |
| 4.4.6 Foundation Inspection | 13 |
| 4.4.7 Foundation Concrete | 14 |
| 4.5 CONCRETE SLABS | 14 |
| 4.6 RETAINING STRUCTURES | 15 |
| 4.7 PAVEMENTS | 16 |
| 4.8 CORROSION | 17 |
| 4.9 DRAINAGE | 17 |
| 4.10 SURFACE INFILTRATION | 17 |
| 4.11 GEOTECHNICAL OBSERVATION AND TESTING | 18 |
| 5.0 LIMITATIONS | 19 |
| REFERENCES | |
| APPENDICES | |
| A EXPLORATORY BORINGS | |
| B LABORATORY TESTS | |

LIST OF FIGURES

FIGURE NO.

| | |
|---|-------------------|
| 1 | Site Location Map |
| 2 | Site Plan |

APPENDIX A

| | |
|------------|-----------------------------|
| A-1 to A-5 | Logs of Exploratory Borings |
|------------|-----------------------------|

APPENDIX B

| | |
|-------------|----------------------------|
| B-1 | Direct Shear Test Results |
| B-2 and B-3 | Consolidation Test Results |
| Table 1 | Corrosivity Test Results |

1.0 INTRODUCTION

1.1 GENERAL

This report presents the results of a preliminary geotechnical investigation performed by Geotechnical Professionals Inc. (GPI) for the proposed industrial building development at the subject site in Ontario, California. The site location is shown on the Site Location Map, Figure 1.

The project is in a relatively early stage of planning and design. As such, details regarding the project are still being developed, and some of the geotechnical recommendations presented in this report are necessarily preliminary as they are based on limited subsurface data.

This initial investigation was limited to the roughly 30-acre open area at the southwest corner of E. Riverside Drive and Hamner Avenue. Additional explorations and lab testing, as well as structural loads and details, will be required for the comprehensive geotechnical investigation.

1.2 PROJECT DESCRIPTION

The proposed project will consist of an industrial building development on a 30+ acre site. Although building details are limited, we assume the building(s) will be one story, of tilt-up concrete construction, and have a floor slab on-grade. An early stage conceptual site plan provided by the Project Architect indicates the development may consist of three buildings with the following approximate footprints:

- Building 1: 381,270 square feet (15.7 acres)
- Building 2: 129,040 square feet (7.1 acres)
- Building 3: 170,080 square feet (7.9 acres)

Column and wall loads are not available at this preliminary stage, but we anticipate the maximum loads will be up to 100 kips and 8 kips per lineal foot, respectively. We understand the proposed development will also include truck docks and loading areas, additional pavements, site walls, and landscaping. The conceptual site configuration is shown on the Site Plan, Figure 2.

Based on information provided by the Project Civil Engineer, we understand a storm water infiltration system such as StormTrap (precast concrete) is also being considered. Although proposed depths of infiltration were not set at the time of our investigation, we selected potential infiltration depths of 5, 10, and 15 feet below existing grades when performing our field infiltration tests, based on our discussions.

Our preliminary recommendations are based upon preliminary structural and finish grade information.

1.3 PURPOSE OF INVESTIGATION

The primary purpose of this investigation and report is to provide a planning-level evaluation of the existing geotechnical conditions at the site as they relate to the design and construction of the proposed development.

2.0 SCOPE OF WORK

Our scope of work included a limited field investigation, laboratory testing, field infiltration testing, foundation analyses, and preparation of this preliminary report.

Our field investigation consisted of five exploratory borings and three infiltration wells. The borings were drilled to depths of 15 to 51 feet below existing grades. The infiltration wells were installed to depths of 5 to 15 feet below existing grades. Descriptions of the field procedures and logs of the borings are presented in Appendix A.

Our limited laboratory testing program included determinations of in-place moisture content and dry density, shear strength, fines content, consolidation, and corrosivity. Laboratory test procedures and results are presented in Appendix B.

Soil corrosivity testing was performed by HDR under subcontract to GPI. Their test results are presented at the end of Appendix B.

Limited engineering evaluations were performed to provide preliminary earthwork criteria and foundation, slab, retaining wall, and pavement design parameters. The results of our evaluations are presented in the remainder of the report.

3.0 SITE CONDITIONS

3.1 SURFACE CONDITIONS

The site covered by this report is approximately 30 acres in size and bounded by E. Riverside Drive to the north, Hamner Avenue to the east, an existing nursery to the south, and residences and other undeveloped properties to the west. The site is undeveloped and currently covered with light vegetation. Also present on the site are approximately 25 small stockpiles likely generated from off-site sources. We noted that a few stockpiles consisted of soils including clays, sands, and varying amounts of gravel. The remaining stockpiles included concrete, brick, metal, and plastic debris. The stockpiles are predominantly located along Hamner Avenue.

The topography of the site and the surrounding area is relatively flat, with less than a 1 percent downgrade to the south. Ground surface elevations across the site vary from about +786 feet in the north to +774 feet in the south.

In reviewing historical aerial photos (historicaerials.com), the site appears to have remained undeveloped since 1938, the earliest photo available. USGS topographic maps dating back to 1897 do not appear to indicate the presence of site development.

It is also our understanding that the property to the south of the undeveloped area may be included as part of the overall development in the future. The southern property is also approximately 30 acres in size, with a working nursery occupying the northern and western portions of the property. Ground surface elevations across this property range from about +774 feet in the north to +762 feet in the south. Based on aerial photographs, the nursery appears to have been in place since at least 1994. This portion of the site was not evaluated as part of this preliminary geotechnical investigation.

3.2 SUBSURFACE SOIL CONDITIONS

Our limited field investigation disclosed a subsurface profile consisting of undocumented fill soils and disturbed topsoil overlying natural soils. Detailed descriptions of the conditions encountered are shown on the Logs of Borings in Appendix A. Additional explorations will be required for the design-level geotechnical investigation report.

The shallow undocumented fills and disturbed topsoils were encountered to depths of 1 to 2 feet below existing grades. The fill soils consisted predominantly of slightly moist to moist silty sands, with minor amounts of concrete and brick debris encountered in boring B-2, located at the northeast corner of the site.

The natural soils generally consisted of loose to medium dense silty sands overlying firm to stiff silts and sandy silts. The silty sands were predominantly encountered within the upper 5 to 10 feet, with lesser amounts encountered at depth. The sandy soils were generally dry to moist while the silts were slightly moist to very moist. Trace amounts of gravel were encountered throughout the soil profile.

The natural materials exhibit low to moderate strength and moderate compressibility

characteristics. Although not tested, the upper soils are anticipated to have a very low expansion potential.

3.3 GROUNDWATER AND CAVING

Groundwater was not encountered within the 51-foot depth explored. Published data by the State on historical groundwater levels does not extend to the subject site. Based on the California Department of Water Resources *Water Data Library* (CADWR, 2018), there are two active groundwater monitoring wells within approximately 2 miles of the subject site. Data from Well Chino-1208387, located approximately 650 feet west of the site, indicated a shallowest depth to groundwater of 192 feet since January 2001 (the earliest date available). This depth reading corresponds to an approximate elevation of +602 feet and was taken in July of 2008. Data from Well Chino-1003469, located roughly 2 miles to the east of the site, indicated a shallowest depth to groundwater of approximately 207 feet since January 2001. This depth reading corresponds to an approximate elevation of +604 feet and was taken in November of 2008.

Based on the above groundwater measurements and the prevailing ground surface elevations at the site (approximately +786 feet to +774 feet), the shallowest groundwater depth within the limits of the proposed development is most likely deeper than 175 feet below the existing ground surface.

Because the drilling was performed with relatively small diameter hollow-stem auger drilling equipment, a detailed description of the caving was not obtained. However, based on the fines and moisture contents of the soils encountered, the caving potential of the upper soils is considered to be moderate to high.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 OVERVIEW

Based on the results of our planning-level investigation, it is our opinion that from a geotechnical viewpoint it is feasible to develop the site as proposed, provided the geotechnical constraints discussed below are mitigated. Based on our limited evaluation, the most significant geotechnical issues that will affect the design and construction of the proposed building are as follows:

- The undocumented fill and upper disturbed natural soils are not considered to be suitable for uniform support of new foundations or floor slabs. We recommend the existing fill and upper natural soils be removed and replaced as properly compacted fill. The existing soils are generally considered to be suitable for reuse as properly compacted fill. Details are presented in the "Earthwork" section of this report.
- There are approximately 25 small to medium sized stockpiles located onsite along Hamner Avenue. A few stockpiles contain soils consisting of clays and sands with varying amounts of gravel. The remaining stockpiles consist of concrete, brick, metal, and plastic debris. The stockpile materials were likely generated from offsite sources. We do not consider these materials suitable for use as compacted fill.
- Current moisture contents of the upper soils are generally slightly moist to moist and likely near or below the optimum moisture content. Moisture conditions (wetting) will likely be required during subgrade processing and placement and compaction of fill.
- The upper on-site soils are predominantly dry to slightly moist, loose to medium dense silty sands. As such, the soils are considered to be susceptible to caving in open cuts and excavations. Care should be taken to maintain support of the soils and structures left in-place adjacent to planned excavations.
- Due to the presence of loose to medium dense sands and silty sands and high peak ground acceleration, we computed potential total dry seismic settlements of ¼- to ½-inch and differential seismic settlement of less than ¼-inch over a span of 60 feet. These settlements are based on values obtained using the 2016 California Building Code (CBC) and should be considered in addition to the static settlement when evaluating the design of the proposed structures.
- Although not tested, the upper onsite soils (silty sands and sandy silts) are anticipated to have a low potential for expansion. Expansion index testing will be performed as part of our comprehensive geotechnical investigation.

- Corrosivity testing performed by HDR on a sample from our borings indicates a negligible level of soluble sulfate content with respect to concrete (category S0). The soils are considered to be moderately corrosive to corrosive to buried ferrous metals. Testing also indicates negligible levels of chloride by most standards (i.e. Caltrans). However, as the footings will be exposed to moisture in the adjacent soil, we recommend an exposure category of C1 per ACI 318.

Our preliminary recommendations related to the geotechnical aspects of the development of the site are presented in the subsequent sections of this report.

4.2 SEISMIC DESIGN

4.2.1 General

The site is located in a seismically active area of Southern California and is likely to be subjected to strong ground shaking due to earthquakes on nearby faults.

We assume the seismic design of the proposed development will be in accordance with the California Building Code, 2016 edition. For the 2016 CBC, a Soil Class D may be used. The seismic code values can be obtained directly from the tables in the building code using the above value and appropriate United States Geological Survey web site. The Project Structural Engineer should determine the seismic design method. A summary of the seismic code parameters are presented below:

| | |
|---------------------------|---------------------------|
| Site Class D | PGAM: 0.500 g |
| S _{MS} : 1.500 g | S _{M1} : 0.900 g |
| S _{DS} : 1.000 g | S _{D1} : 0.600 g |

4.2.2 Strong Ground Motion Potential

Based on published information (USGS, 2008), the site is within 8.7 and 10.3 miles of the active (based on fault displacement within last 11,700 years) Chino and Cucamonga faults, respectively. During the life of the project, the site will likely be subject to moderate to strong ground motions due to earthquakes on nearby faults. The structural design of the facility will need to incorporate measures to mitigate the effects of strong ground motion.

4.2.3 Potential for Ground Rupture

There are no known active faults crossing or projecting through the site. The site is not located in an Alquist-Priolo Earthquake Fault Zone. Therefore, ground rupture at this site due to faulting is considered unlikely.

4.2.4 Liquefaction and Seismic Settlement

Soil liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like.

Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated soils. Thus, three conditions are required for liquefaction to occur: (1) a cohesionless soil of loose to medium density; (2) a saturated condition; and (3) rapid large strain, cyclic loading, normally provided by earthquake motions.

The site is not located within a zone identified as having a potential for liquefaction by the State, as the quadrangle has not yet been assessed. The site is located in a zone identified as having a moderate potential for liquefaction by the City (City of Ontario, 2011). As noted previously, groundwater was not encountered within the 51-foot depth recently explored. Historical measurements in nearby wells, dating back to 2001, indicated shallowest depths to groundwater of roughly 175 feet below existing grades. Due to the excessive depth to groundwater, soil liquefaction is not likely to occur at this site.

Seismic ground subsidence, not related to liquefaction, occurs when loose, granular soils above the groundwater are densified during strong earthquake shaking. The 2016 California Building Code (CBC) and ASCE 7-10 (ASCE, 2010) require that the ground motion used to evaluate liquefaction and seismic settlement be based on the Peak Ground Acceleration (PGA_M) adjusted for site class effects. This value is computed using the mapped Maximum Considered Geometric Mean (MCE_G) peak ground acceleration for Site Class B and a site coefficient, F_{PGA} . Accordingly, we considered a ground acceleration of 0.50g for a magnitude 6.9 earthquake (mean deaggregated). Based on our analyses, we estimate a potential dry seismic settlement of ¼- to ½-inch. The differential seismic settlement is estimated to be less than ¼-inch across a span of 60 feet.

4.3 EARTHWORK

The earthwork for the planned improvements is anticipated to consist of clearing and excavation of undocumented fill and upper natural soils, subgrade preparation, and the placement and compaction of fill.

4.3.1 Clearing

Prior to grading, performing excavations or constructing the proposed improvements, the areas to be developed should be stripped of vegetation and cleared of debris and pavements. Buried obstructions, such as footings, abandoned utilities, and tree roots should be removed from areas to be developed. Deleterious material generated during the clearing operation should be removed from the site. Existing vegetation should not be mixed into the soils.

If cesspools or septic systems are encountered during grading, they should be removed in their entirety. The resulting excavation should be backfilled with properly compacted fill soils. As an alternative, cesspools can be backfilled with lean sand-cement slurry. At the conclusion of the clearing operations, a representative of GPI should observe and accept the site prior to further grading.

As noted previously, approximately 25 medium sized stockpiles are located onsite along Hamner Avenue. The stockpiles are highly variable, with some consisting of clays, sands, and gravels and the remaining consisting of concrete, brick, metal, and plastic debris. The materials were likely generated from offsite sources. These materials are not considered to

be suitable for use onsite as compacted fill and should be removed during the clearing process.

4.3.2 Excavations

Excavations at this site will include removals of undocumented fill and disturbed low-density natural soils, footing excavations, and trenching for proposed utility lines.

Prior to placement of fills or construction of the building or site walls, the existing fill and a portion of the upper natural soils within the proposed building pad and wall areas should be removed and replaced as properly compacted fill. For planning purposes, removals for the building pad should extend to a depth of 6 feet below existing grades or 3 feet below the base of foundations, whichever is deeper. Removals below the site walls or other minor structures should extend to depths of 4 feet below existing grades or 2 feet below the base of foundations, whichever is deeper. For pavement subgrade, removals should extend to at least 1-foot below existing or finished grades, whichever is deeper. The depth of anticipated removals should be further refined when the additional explorations are performed for the design-level investigation.

The actual depths of removals should be determined in the field during grading by GPI. The soils exposed at the base of the overexcavation should be processed in place as described in the "Subgrade Preparation" section of this report.

The Project Surveyor should accurately stake the corners of the areas to be overexcavated in the field. Where space is available, the base of the excavations should extend laterally at least 5 feet beyond the building line or edge of foundations, or a minimum distance equal to the depth of overexcavation/compaction below finish grade (i.e., a 1:1 projection below the top outside edge of footings), whichever is greater. Building lines include the footprint of the building and other foundation supported improvements, such as canopies and attached site walls.

Excavation of the soils at the site should be readily achieved using conventional methods. The contractor should determine the best method for removal based on the subsurface conditions outlined herein.

Where not removed by the aforementioned excavations, existing utility trench backfill should be removed and replaced as properly compacted fill within the building pad. For planning purposes, removals over the utilities should extend to within 1-foot of the top of the pipe. For utilities that are 5 feet or shallower, the removal should extend laterally 1-foot beyond both sides of the pipe. For deeper utilities, the removals should include a zone defined by a 1:1 projection upward (and away from the pipe) from each side of the pipe. The actual limits of removal will be confirmed in the field. We recommend that known utilities be shown on the grading plan. Wet utilities left in-place outside building areas should be capped to reduce the potential for water to infiltrate into the building pad.

The dry to slightly moist sandy soils at the site are expected to have a moderate to severe caving potential when exposed in open cuts. Temporary construction excavations may be made vertically into the undisturbed natural soils without shoring to a depth of 3 feet below adjacent grade (up to 4 feet in properly compacted fills). For cuts up to 10 feet deep, the

slopes should be properly shored or sloped back to at least 1:1 or flatter. For deeper cuts up to 20 feet, the slopes should be properly shored or sloped back to at least 1½:1 (horizontal to vertical) or flatter. The allowable slope inclinations are measured from the toe to the top of the cut. Even at these inclinations, some raveling should be anticipated. The exposed slope face should be kept moist (but not saturated) during construction to reduce local sloughing. Surcharge loads should not be permitted within a horizontal distance equal to the height of cut from the top of the excavation or 5 feet from the top of the slopes, whichever is greater, unless the cut is properly shored. Excavations that extend below an imaginary plane inclined at 45 degrees below the edge of adjacent existing site facilities should be properly shored to maintain support of adjacent elements. Excavations and shoring systems should meet the minimum requirements given in the State of California Occupational Safety and Health Standards.

Deeper removals along property lines and adjacent to existing improvements will require shoring or slot cuts. Recommendations for shoring are provided in the "Retaining Structures" section of the report. Removals that will undermine existing structures or pavements may utilize "ABC" slot cuts to depths not greater than 8 feet. The slots should not be wider than 5 feet and should be backfilled to finished grade prior to excavation of the adjacent slots. A test slot should be performed prior to production slots to confirm the stability of the planned cuts. We should be provided with the details of planned slot cuts for review prior to execution.

4.3.3 Subgrade Preparation

After the recommended cuts and removals are performed and prior to placing fills or construction of the proposed improvements, the subgrade soils should be scarified to a depth of 12 inches, moisture conditioned, and compacted to at least 90 percent of the maximum dry density, determined in accordance with ASTM D1557. In areas to be paved outside of the structure footprints, the exposed subgrade should be scarified, moisture-conditioned, and compacted to at least 95 percent of the maximum dry density.

4.3.4 Material for Fill

In general, the on-site soils are suitable for use as compacted fill, with the exception of the silts and sandy silts that should not be used as retaining wall backfill. If clays are encountered during grading, they should not be placed within 2 feet of the finished subgrade in floor slab areas or used as retaining wall backfill. Although not encountered in our small diameter borings, oversized materials greater than 6 inches in diameter are not considered suitable for use as compacted fill. In addition, fills placed within 3 feet of the finished building pad subgrade should not contain particles greater than 3 inches in diameter.

The materials present in the existing onsite stockpiles are not considered to be suitable for use as compacted fill and should be removed from the site during clearing.

Imported fill material should be predominately granular (contain no more than 40 percent fines-portion passing No. 200 sieve), and relatively non-expansive (an Expansion Index of less than 20). GPI should be provided with a sample (at least 50 pounds) and notified at least 72 hours in advance of the location of soils proposed for import. Each proposed

import source should be sampled, tested and accepted for use prior to delivery of the soils to the site. Soils imported prior to acceptance by GPI may be rejected if not suitable.

Both imported and existing on-site soils to be used as fill should be free of debris and pieces larger than 6 inches in greatest dimension. Although not anticipated, on-site materials greater than 6 inches in diameter can be exported, crushed, or disposed of in windrows outside of the building pad. If windrows are used, the oversized particles should be placed so that voids around the particles can be filled with sandy soils, which should be jetted or flooded after placement. At least 2 feet of properly compacted fill without oversized materials should cover the windrowed materials.

4.3.5 Placement and Compaction of Fills

Fill soils should be placed in horizontal lifts, moisture-conditioned, and mechanically compacted to densities equal to at least 90 percent of the maximum dry density, determined in accordance with ASTM D1557. Soils within 1-foot of the subgrade for building floor slabs and pavement areas, and the aggregate base material should be compacted to a relative compaction of at least 95 percent. The optimum lift thickness will depend on the compaction equipment used and can best be determined in the field. The following uncompacted lift thickness can be used as preliminary guidelines.

| | |
|---|-------------|
| Plate compactors | 4-6 inches |
| Small vibratory or static rollers (5-ton±) or track equipment | 6-9 inches |
| Heavy loaders and large vibratory rollers | 9-12 inches |

The maximum lift thickness should not be greater than 12 inches and each lift should be thoroughly compacted and accepted prior to subsequent lifts.

Fills should be placed at moisture contents of 1 to 2 percent over the optimum moisture content in order to readily achieve the required compaction. Current moisture contents of the upper soils are generally slightly moist to moist and likely at or below the optimum moisture content. As such, we anticipate that some moisture conditioning (wetting) will be required.

4.3.6 Shrinkage and Subsidence

Shrinkage is the loss of soil volume caused by compaction of fills to a higher density than before grading. Subsidence is the settlement of in-place subgrade soils caused by loads generated by large earthmoving equipment. For earthwork volume estimating purposes, an average shrinkage value of 15 to 20 percent may be assumed for the surficial soils. Subsidence is expected to be less than 0.1 feet. These values are estimates only and exclude losses due to removal of vegetation or debris. Actual shrinkage and subsidence will depend on the types of earthmoving equipment used and should be determined during grading.

4.3.7 Trench/Wall Backfill

Utility trench backfill consisting of the on-site silty sands or sands or imported soil, or wall backfill consisting of granular material should be mechanically compacted in lifts. Lift

thickness should not exceed those values given in the "Placement and Compaction of Fills" section of this report. Moisture conditioning (wetting) of the on-site soils will likely be required prior to re-use as backfill. Jetting or flooding of backfill materials should not be permitted. A representative of GPI should observe and test trench and wall backfills as they are placed.

In backfill areas where mechanical compaction of soil backfill is impractical due to space constraints, sand-cement slurry may be substituted for compacted backfill. The slurry should contain two sacks of cement per cubic yard and have a maximum slump of 5 inches. If open-graded rock is used as backfill, the material should be placed in lifts and mechanically densified. Open-graded rock should be separated from the on-site soils by a suitable filter fabric (Mirafi 140N or equivalent).

4.3.8 Observation and Testing

A representative of GPI should observe excavations, subgrade preparation, and fill placement activities. Sufficient in-place field density tests should be performed during fill placement and in-place compaction to evaluate the overall compaction of the soils. Soils that do not meet minimum compaction requirements should be reworked and tested prior to placement of additional fill.

4.4 FOUNDATIONS

4.4.1 Foundation Type

The proposed structures may be supported on conventional isolated and/or continuous shallow footings, provided the subsurface soils are prepared in accordance with the recommendations given in this report. Footings should be supported on properly compacted fill.

4.4.2 Allowable Bearing Pressures

Based on the shear strength and elastic settlement characteristics of the natural and recompacted on-site soils, a static allowable net bearing pressure of up to 3,000 pounds per square foot (psf) may be used for both continuous footings and isolated column footings for the proposed structures, including property line walls and other minor structures. These bearing pressures are for dead-load-plus-live-load, and may be increased one-third for short-term, transient, wind and seismic loading. The actual bearing pressure used may be less than the value presented above and can be based on economics and structural loads to determine the minimum width for footings as discussed below. The maximum edge pressures induced by eccentric loading or overturning moments should not be allowed to exceed these recommended values.

4.4.3 Minimum Footing Width and Embedment

The following minimum footing widths and embedments are recommended for the corresponding allowable bearing pressure.

| STATIC BEARING PRESSURE (psf) | MINIMUM FOOTING WIDTH (inches) | MINIMUM FOOTING* EMBEDMENT (inches) |
|-------------------------------|--------------------------------|-------------------------------------|
| 3,000 | 48 | 24 |
| 2,500 | 24 | 24 |
| 2,000 | 24 | 18 |
| 1,500 | 18 | 18 |

* Refers to minimum depth below lowest adjacent grade at the time of foundation construction.

A minimum footing width of 18 inches should be used even if the actual bearing pressure is less than 1,500 psf.

4.4.4 Estimated Settlements

Total static settlement of isolated pad or continuous wall footings (up to 100 kips for columns and 8 kips per lineal foot) is expected to be on the order of ¾- to 1-inch. Differential static settlement along a 60-foot span of a continuous footing is expected to be on the order of ½-inch or less. The majority of the settlement will occur immediately upon load application.

The potential for seismic settlement was addressed in a previous section of this report and should be referred to in evaluating the potential total settlements.

The above estimates are based on the assumption that the recommended earthwork will be performed and that the footings will be sized in accordance with our recommendations.

4.4.5 Lateral Load Resistance

Soil resistance to lateral loads will be provided by a combination of frictional resistance between the bottom of footings and underlying soils and by passive soil pressures acting against the embedded sides of the footings. For frictional resistance, a coefficient of friction of 0.35 may be used for design. In addition, an allowable lateral bearing pressure equal to an equivalent fluid weight of 275 pounds per cubic foot may be used, up to a maximum of 2,750 pounds per square foot (psf), provided the footings are poured tight against compacted fill. These values may be used in combination without reduction.

4.4.6 Foundation Inspection

Prior to placement of concrete and reinforcing steel, a representative of GPI should observe and approve foundation excavations.

4.4.7 Foundation Concrete

Laboratory testing by HDR (Appendix B) indicates that the near surface soils exhibit a soluble sulfate content of 54 mg/kg (0.0054 percent by weight). In accordance with the 2016 CBC, foundation concrete should conform to the requirements outlined to the requirements outlined in ACI 318, Section 19.3 for a negligible level of soluble sulfate exposure for soil (category S0). Chloride contents were 19 mg/kg (0.0019 percent by weight), which is considered to be low (category C1).

4.5 CONCRETE SLABS

Concrete slabs should be supported on granular, non-expansive ($EI \leq 20$), compacted soils as discussed in the "Placement and Compaction of Fill" section.

Although not anticipated over the majority of the building, a vapor/moisture retarder should be placed under slabs that are to be covered with moisture-sensitive floor coverings (wood, vinyl, tile, etc.). Currently, common practice is to use a 10 or 15 mil polyethylene product such as Stego Wrap for this purpose. Whether the concrete slab is placed directly on the vapor barrier or on a clean sand layer between the slab and vapor barrier is a decision for the Project Architect and General Contractor, as it is not a geotechnical issue. If covered by sand, the sand layer should be about 2 inches thick and contain less than 5 percent by weight passing the No. 200 sieve. Based on our explorations and laboratory testing, the soils at the site are not suitable for this purpose. The sand layer should be nominally compacted using light equipment. The sand placed over the vapor retarder should only be slightly moist. If the sand gets wet (for example as a result of rainfall or excessive moistening) it must be allowed to dry prior to placing concrete. Care should be taken to avoid infiltration of water into the sand layer after placement of the concrete slab, such as at slab cut-outs and other exposures. A sand layer is not required beneath the vapor retarder, but we take no exception if one is provided.

It should be noted that the material used as a vapor retarder is only one of several factors affecting the prevention of moisture accumulation under floor coverings. Other factors include maintaining a low water-cement ratio for the concrete used for the floor slab, effective sealing of joints and edges (particularly at pipe penetrations) as well as excess moisture in the concrete. The manufacturer of the floor coverings should be consulted for establishing acceptable criteria for the condition of the floor surface prior to placing moisture-sensitive floor coverings.

For lateral resistance design, a coefficient of friction value of 0.40 between aggregate base or select fill and concrete may be used. For a slab on a visqueen moisture barrier, a coefficient of 0.1 should be used. For a concrete slab on Stego Wrap, a coefficient of 0.3 may be used, which is consistent with recommendations provided by the American Concrete Institute (ACI).

For elastic design of slabs-on-grade supporting sustained concentrated loads, a modulus of subgrade reaction (k) of 150 pounds per cubic inch (pounds per square inch per inch of deflection) may be used. This value is for a 1-foot by 1-foot square loaded area and should be adjusted by the structural designer for the area of the proposed building slab using

appropriate elastic theory.

Although not tested, the upper silty sands are anticipated to have a low potential for expansion. As such, there are no geotechnical requirements for minimum floor slab thickness or reinforcing.

4.6 RETAINING STRUCTURES

We understand that major retaining walls are not planned as part of the proposed development. The following recommendations are provided for walls or shoring less than 8 feet in height. We recommend that walls be backfilled with sandy soils (less than 40 percent passing the No. 200 sieve), which appear to be readily available on site but will require selective grading.

Active earth pressures can be used for designing cantilevered walls or shoring that can yield laterally at least ½-percent of the wall height under the imposed loads. For level, drained backfill, derived from granular, non-expansive soils, a lateral pressure of an equivalent fluid weighing of 35 pounds per cubic foot may be used. This value can also be used for design of temporary cantilevered shoring.

At-rest pressures should be used for restrained walls that remain rigid enough to be essentially non-yielding. For select, non-expansive, level, drained backfill, a lateral pressure of an equivalent fluid weighing 55 pounds per cubic foot can be used.

As outlined in the California Building Code, site retaining walls taller than 6 feet should be designed to resist seismic lateral earth pressures. A lateral pressure equivalent to a fluid with a unit weight of 20 pounds per cubic foot may be used. This pressure should be combined with the active earth pressure presented above. If the retaining walls are designed using the at-rest pressure provided above, only the difference between the active plus seismic pressures and the at-rest pressure needs to be included as the seismic pressure.

The recommended pressures are based on the assumption that the supported earth will be fully drained, preventing the build-up of hydrostatic pressures. For traditional backfilled retaining walls, a drain consisting of perforated pipe and 1 cubic foot of gravel per lineal foot, wrapped in filter fabric should be used. The fabric (non-woven filter fabric, Mirafi 140N or equivalent) should be lapped at the top.

Walls subject to surcharge loads should be designed for an additional uniform lateral pressure equal to one-third and one-half the anticipated surcharge pressure for unrestrained and restrained walls, respectively.

The Structural Engineer should specify the use of select, granular wall backfill on the plans. Wall footings should be designed as discussed in the "Foundations" section.

4.7 PAVEMENTS

For new pavements, an assumed R-value of 20 was used for the on-site soils. Final pavement design should be based on R-value testing performed during our comprehensive, design-level investigation. The California Division of Highways Design Method was used for design of the recommended preliminary pavement sections. The following pavement sections are recommended for planning purposes only.

| PAVEMENT AREA | TRAFFIC INDEX | SECTION THICKNESS (inches) | |
|---------------------------------|---------------|----------------------------|-----------------------|
| | | ASPHALT CONCRETE | AGGREGATE BASE COURSE |
| Asphalt Concrete | | | |
| Auto Parking Stalls | 4 | 3 | 5 |
| Circulation Drives | 5 | 3 | 7 |
| Truck Drives | 6 | 3.5 | 10 |
| Heavy Truck Drives | 7 | 4 | 12 |
| Off-Site Street | 7 | 4 | 12 |
| | 8 | 5 | 14 |
| | 9 | 6 | 15 |
| | 10 | 7 | 17 |
| Portland Cement Concrete | | | |
| Auto Parking Stalls | 4 | 6.5 | --- |
| Circulation Drives | 5 | 7.0 | --- |
| Truck Drives | 6 | 7.5 | --- |
| Heavy Truck Drives | 7 | 8.0 | --- |

The pavement subgrade underlying the aggregate base or concrete should be properly prepared and compacted in accordance with the recommendations outlined under "Subgrade Preparation".

The concrete used for paving should have a modulus of rupture of at least 550 psi (equivalent to an approximate compressive strength of 3,500 psi) at the time the pavement is subjected to truck traffic. The pavement base course should be compacted to at least 95 percent of maximum dry density (ASTM D-1557). Aggregate base should conform to the requirements of Section 26 of the California Department of Transportation Standard Specifications for Class II aggregate base (three-quarter inch maximum) or Section 200-2 of the Standard Specifications for Public Works Construction (Green Book) for untreated base materials (except processed miscellaneous base).

If it is desired to use portland cement concrete with a modulus of rupture (MOR) of 490 psi (approximate equivalent compressive strength of 3,000 psi), we recommend the following modified concrete pavement sections:

| PAVEMENT AREA | TRAFFIC INDEX | MOR = 490 psi PCC SECTION THICKNESS (inches) |
|----------------------|----------------------|---|
| Auto Parking Stalls | 4 | 7.0 |
| Circulation Drives | 5 | 7.5 |
| Truck Drives | 6 | 8.0 |
| Heavy Truck Drives | 7 | 8.0 |

The above recommendations are based on the assumption that the base course and compacted subgrade will be properly drained. The design of paved areas should incorporate measures to prevent moisture build-up within the base course, which can otherwise lead to premature pavement failure. For example, curbing adjacent to landscaped areas should be deep enough to act as a barrier to infiltration of irrigation water into the adjacent base course.

4.8 CORROSION

Resistivity testing of a representative sample of the on-site soils indicates that they are moderately corrosive to corrosive to ferrous metals. GPI does not practice corrosion engineering. We recommend that a corrosion engineering firm, such as HDR, be consulted if corrosion protection recommendations are required.

4.9 DRAINAGE

Positive surface gradients should be provided adjacent to structures so as to direct surface water run-off and roof drainage away from foundations and slabs toward suitable discharge facilities. Long-term ponding of surface water should not be allowed on pavements or adjacent to buildings.

4.10 SURFACE INFILTRATION

Current regulations require that storm water be infiltrated into the site soils of new developments when possible. In general, the soil profile at the site consists predominantly of silty sands and sands in the upper 10 feet, underlain by silts and sandy silts. Sands and silty sands typically have fair to good infiltration characteristics.

To evaluate the infiltration characteristics of the near surface soils, we performed three field infiltration tests in accordance with methods established by the County of San Bernardino (County, 2011). Infiltration testing was performed at depths of 5 to 15 feet below the existing ground surface. The wells were installed adjacent to borings B-3 to B-5, located in the southern half of the portion of the development covered by this report. It is our understanding that the proposed infiltration system will likely be constructed out of precast concrete.

The tests were performed in shallow borings drilled with an 8-inch hollow stem auger. The test wells were constructed in the borings using 2-inch diameter slotted and solid well casing. The annular space between the perforated casing and the borehole was filled with No. 3 well sand.

Prior to running the tests, the soils adjacent to the wells were soaked with approximately 5 gallons of water in accordance with the procedures outlined by the County. Because the upper on-site soils are predominately sandy, the pre-soaks were completed within 30 minutes. Following the pre-soak, we performed two additional tests at each well to confirm the sandy criteria and set the test time intervals. Due to rapid infiltration during the pre-soak and the criteria testing, resulting in water draining more than 24 inches in less than 10 minutes, the tests were performed by measuring the time interval associated with a 1-foot drop in the casings. The tests were performed at least 6 times in each well.

The adjusted infiltration rates were calculated by taking the preadjusted rates and correcting them using the Porchet Method as provided in the County Guidelines. The results of the infiltration testing are presented in Tables 1 to 3. The final adjusted infiltration rates are presented below:

| WELL | ADJUSTED INFILTRATION RATE (in./hr.) |
|------|---|
| P-1 | 5.4 |
| P-2 | 15.2 |
| P-3 | 2.4 |

The soils encountered at the test depths generally consisted of silty sands and sands with lesser amounts of sandy silt. The above results are above the generally accepted minimum infiltration rate of 0.3 inches per hour. We anticipate that infiltration into the onsite silts or sandy silts would most likely result in significantly lower rates.

Additional factors of safety in computing the design infiltration rate of the proposed system should be determined by the Project Civil Engineer. It should be noted that the volume of water applied during our test was relatively low compared to the potential stormwater systems. Due to the presence of silts and sandy silts at depth, infiltration of large volumes of water into the near surface soils may result in limited percolation rates and a potential for long-term mounding or perched conditions. The Civil Engineer should evaluate the feasibility of subsurface infiltration using the rates provided.

The testing was performed with clean, clear water, and the results do not include effects of sediments, fines, dissolved solids, or other debris, as these will significantly reduce the percolation rates of the subsurface soils. The infiltration system should include processes to clean the inflow of sediments or other deleterious materials to reduce the potential for clogging and reduced infiltration rates.

4.11 GEOTECHNICAL OBSERVATION AND TESTING

We recommend that a representative of GPI observe earthwork during construction to confirm that the recommendations provided in our report are applicable during construction. The earthwork activities include grading, compaction of fills, subgrade preparation, pavement construction, and foundation excavations. If conditions are different than expected, we should be afforded the opportunity to provide an alternate recommendation based on the actual conditions encountered.

5.0 LIMITATIONS

This report, exploration logs, and other materials resulting from GPI's efforts were prepared exclusively for CHI/Acquisitions CA, L.P. and their consultants in the planning-level evaluation of the proposed development. The report is not intended to be suitable for reuse on extensions or modifications of the project or for use on projects other than the currently proposed development, as it may not contain sufficient or appropriate information for such uses. This report is also not intended as a design-level document, as the conclusions and recommendations are based on limited subsurface information.

Soil deposits may vary in type, strength, and many other important properties between points of exploration due to non-uniformity of the geologic formations or to man-made cut and fill operations. While we cannot evaluate the consistency of the properties of materials in areas not explored, the conclusions drawn in this report are based on the assumption that the data obtained in the field and laboratory are reasonably representative of field conditions and are conducive to interpolation and extrapolation.

Furthermore, our recommendations were developed with the assumption that a proper level of field observation and construction review will be provided by GPI during grading, excavation, and foundation construction. If others perform the construction phase services, they must accept full responsibility for all geotechnical aspects of the project, including this report.

Our investigation and evaluations were performed using generally accepted engineering approaches and principles available at this time and the degree of care and skill ordinarily exercised under similar circumstances by reputable geotechnical engineers practicing in this area. No other representation, either expressed or implied, is included or intended in our report.

Respectfully submitted,
Geotechnical Professionals Inc.

Dylan J. Boyle, P.E.
Project Engineer



Paul R. Schade, G.E.
Principal



DJB:PRS:sph

REFERENCES

American Society of Civil Engineers (ASCE) (2010), "Minimum Design Loads for Buildings and Other Structures," ASCE/SEI 7-10.

California Department of Water Resources, Water Data Library (2018), <http://www.water.ca.gov/waterdatalibrary/index.cfm> , Stations 340186N1175642W001 (Chino-1208387) and 340233N1175215W001 (Chino-1003469).

City of Ontario (2011), Hazard Mitigation Plan, Appendix H – Liquefaction Susceptibility Zones, revised July 23, 2011.

County of San Bernardino, Department of Public Works (2011), "Appendix VII – Infiltration Rate Evaluation Protocol and Factor of Safety Recommendations," dated May 19, 2011.

NETR Online, Historical Aerials, www.historicaerials.com

United States Geological Survey (2014), U.S. Seismic Design Maps Website, <http://earthquake.usgs.gov/designmaps/us/application.php/>

United States Geological Survey (2014), 2008 National Seismic Hazard Maps, Source Parameters, <http://geohazards.usgs.gov/>



BASE MAP REPRODUCED FROM MICROSOFT STREETS AND TRIPS (C. 2008)



GEOTECHNICAL PROFESSIONALS, INC.

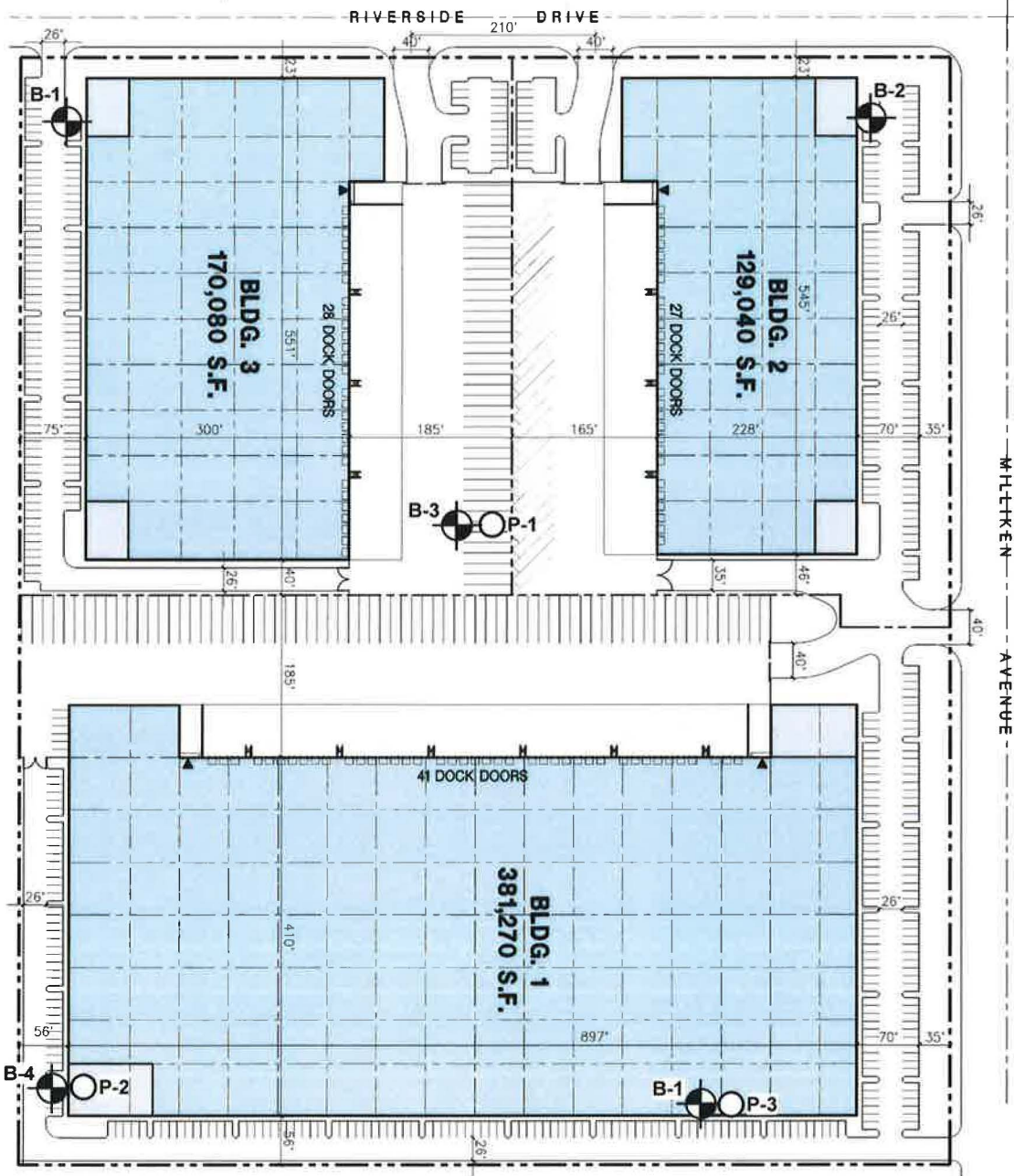
CROW ONTARIO

GPI PROJECT NO.: 2857.1



SCALE: 1" = 2000'

SITE LOCATION MAP

FIGURE 1



EXPLANATION

-  B-1 APPROXIMATE LOCATION AND NUMBER OF EXPLORATORY BORING
-  P-2 APPROXIMATE LOCATION AND NUMBER OF PERCOLATION WELL



BASE PLAN REPRODUCED FROM CONCEPTUAL SITE PLAN
 PREPARED BY HPA ARCHITECTURE: DATED DECEMBER 1, 2017



GEOTECHNICAL
 PROFESSIONALS, INC.

CROW ONTARIO

GPI PROJECT NO.: 2857.1

SCALE: 1" = 200'

SITE PLAN

FIGURE 2

TABLE 1

BOREHOLE INFILTRATION TEST RESULTS (corrected with Porchet Method) Riverside County Method-TGD, 2011

Project No. 2857.I
 Client: Crow Ontario
 By SG

Date: 1/15/2018
 Test Date 1/11/2018

NOTE: Slowest rate from percolation testing used to calculate infiltration rate

| | Test | Water Depth | Water Depth | Total Depth of | Hole | Initial Water | Final Water | Change in Height of | Average Height of | Infiltration |
|-----------|------------|----------------|----------------|-------------------|----------|------------------|----------------|------------------------|----------------------|--------------|
| Test Well | Duration | Initial | Final | Test Hole | Diameter | Height | Height | Water | Water | Rate* |
| | (min) | (ft) | (ft) | (ft) | (inches) | (ft) | (ft) | (ft) | (ft) | (in/hr) |
| | Δt | D_o | D_f | D_T | (2r) | H_o | H_f | $\Delta H = \Delta D$ | H_{avg} | I_t |
| P-1 | 4.17 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 7.5 |
| P-1 | 5.75 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.4 |
| P-1 | 5.71 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.5 |
| P-1 | 5.64 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.5 |
| P-1 | 5.79 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.4 |
| P-1 | 5.68 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.5 |
| P-1 | 5.62 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.6 |
| P-1 | 5.75 | 2.45 | 2.95 | 4.45 | 8 | 2.00 | 1.50 | 0.5 | 1.75 | 5.4 |
| | | | | | | | | | | |
| | | | | | | | | | | |

* $I_t = (\Delta H(60r)) / (\Delta t(r + 2H_{avg}))$

TABLE 2

BOREHOLE INFILTRATION TEST RESULTS (corrected with Porchet Method) Riverside County Method-TGD, 2011

Project No. 2857.1
 Client: Crow Ontario
 By SG

Date: 1/15/2018
 Test Date 1/12/2018

NOTE: Slowest rate from percolation testing used to calculate infiltration rate

| | | Water | Water | Total | | Initial | Final | Change in | Average | |
|-----------|------------|---------|-------|-----------|----------|---------|--------|-----------------------|-----------|--------------|
| | Test | Depth | Depth | Depth of | Hole | Water | Water | Height of | Height of | Infiltration |
| Test Well | Duration | Initial | Final | Test Hole | Diameter | Height | Height | Water | Water | Rate* |
| | (min) | (ft) | (ft) | (ft) | (inches) | (ft) | (ft) | (ft) | (ft) | (in/hr) |
| | Δt | D_o | D_f | D_T | (2r) | H_o | H_f | $\Delta H = \Delta D$ | H_{avg} | I_t |
| P-2 | 1.57 | 11.71 | 12.21 | 14.11 | 8 | 2.40 | 1.90 | 0.5 | 2.15 | 16.5 |
| P-2 | 1.80 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 16.6 |
| P-2 | 1.83 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 16.3 |
| P-2 | 1.90 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 15.7 |
| P-2 | 1.97 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 15.2 |
| P-2 | 1.82 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 16.5 |
| P-2 | 1.75 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 17.1 |
| P-2 | 1.65 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 18.1 |
| P-2 | 1.95 | 12.02 | 12.52 | 14.11 | 8 | 2.09 | 1.59 | 0.5 | 1.84 | 15.3 |
| | | | | | | | | | | |

* $I_t = (\Delta H(60r)) / (\Delta t(r + 2H_{avg}))$

TABLE 3

**BOREHOLE INFILTRATION TEST RESULTS (corrected with Porchet Method)
Riverside County Method-TGD, 2011**

Project No. 2857.1
 Client: Crow Ontario
 By SG

Date: 1/15/2018
 Test Date 1/11/2018

NOTE: Slowest rate from percolation testing used to calculate infiltration rate

| | Water | Water | Total | | Initial | Final | Change in | Average | |
|-----------|----------------|----------------|----------------|----------|----------------|----------------|-----------|------------------|----------------|
| | Depth | Depth | Depth of | Hole | Water | Water | Height of | Height of | Infiltration |
| Test Well | Initial | Final | Test Hole | Diameter | Height | Height | Water | Water | Rate* |
| | (ft) | (ft) | (ft) | (inches) | (ft) | (ft) | (ft) | (ft) | (in/hr) |
| | D _o | D _f | D _T | (2r) | H _o | H _f | ΔH=ΔD | H _{avg} | I _t |
| P-3 | 6.03 | 7.05 | 10.21 | 8 | 4.18 | 3.16 | 1.02 | 3.67 | 3.2 |
| P-3 | 5.78 | 6.96 | 10.21 | 8 | 4.43 | 3.25 | 1.18 | 3.84 | 3.5 |
| P-3 | 7.49 | 7.82 | 10.21 | 8 | 2.72 | 2.39 | 0.33 | 2.56 | 2.2 |
| P-3 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.5 |
| P-3 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |
| P-3 | 7.18 | 7.68 | 10.21 | 8 | 3.03 | 2.53 | 0.5 | 2.78 | 2.4 |

* I_t=(ΔH(60r))/(Δt(r + 2H_{avg}))

APPENDIX A

APPENDIX A

EXPLORATORY BORINGS

The subsurface conditions at the site were investigated by drilling and sampling five exploratory borings. The borings were advanced to depths ranging from 15 to 50 feet below the existing ground surface. We also installed infiltration test wells to depths of 5 to 15 feet adjacent to three borings (P-1 at B-3, P-2 at B-4, and P-3 at B-5). The locations of the explorations and wells are shown on the Site Plan, Figure 2.

The exploratory borings were drilled using limited access hollow-stem auger drill equipment. Relatively undisturbed samples were obtained using a brass-ring lined sampler (ASTM D 3550). The brass-rings have an inside diameter of 2.42 inches. The ring samples were driven into the soil by a 140-pound hammer dropping 30 inches. The number of blows needed to drive the sampler into the soil was recorded as the penetration resistance.

At selected locations, disturbed samples were obtained using a split-spoon sampler by means of the Standard Penetration Test (SPT, ASTM D 6066). The spoon sampler was driven into the soil by a 140-pound hammer dropping 30 inches, employing the "free-fall" hammer described above. After an initial seating drive of 6 inches, the number of blows needed to drive the sampler into the soil a depth of 12 inches was recorded as the penetration resistance. These values are the raw uncorrected blowcounts.

The field explorations for the investigation were performed under the continuous technical supervision of GPI's representative, who visually inspected the site, maintained detailed logs of the borings, classified the soils encountered, and obtained relatively undisturbed samples for examination and laboratory testing. The soils encountered in the borings were classified in the field and through further examination in the laboratory in accordance with the Unified Soils Classification System. Detailed logs of the borings are presented in Figures A-1 to A-5 in this appendix.

The boring locations were laid out in the field by measuring from existing site features. Ground surface elevations at the exploration locations were estimated from internet sources and should be considered approximate.

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|---|------------------|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | |
| | | | | 0 | | Fill: SILTY SAND (SM) light brown, slightly moist to moist | |
| 3.2 | 102 | 21 | D | | | Natural: SILTY SAND (SM) light brown, slightly moist, medium dense | 780 |
| 5.8 | 97 | 13 | D | 5 | | @ 4 feet, loose | |
| 7.0 | 101 | 10 | D | | | | 775 |
| 29.4 | 91 | 11 | D | 10 | | SILT (ML) brown, wet, firm | |
| 16.4 | 93 | | | | | @ 14 feet, very moist, stiff to very stiff, trace clay | 770 |
| 4.2 | 104 | 22 | D | 15 | | SILTY SAND (SM) brown, slightly moist, medium dense | |
| | | | | | | Total Depth 15 feet | |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:

1-11-18

EQUIPMENT USED:

8" Hollow Stem Auger

GROUNDWATER LEVEL (ft):

Not Encountered



PROJECT NO.: 2857.1

CROW ONTARIO

LOG OF BORING NO. B-1

FIGURE A-1

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|--|------------------|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | |
| | | | B | 0 | | Fill: SILTY SAND (SM) brown, moist, with gravel sized pieces of concrete and brick | |
| 8.4 | 99 | 10 | D | | | Natural: SILTY SAND (SM) brown, moist, loose | 780 |
| 8.7 | 96 | 7 | D | 5 | | | |
| 15.2 | 104 | 18 | D | | | SILT (ML) light brown, moist to very moist, stiff, trace sand | 775 |
| 14.6 | 97 | 21 | D | 10 | | | |
| 7.5 | 98 | 15 | D | 15 | | @ 15 feet, slightly moist | 770 |
| 11.9 | 91 | 17 | D | 20 | | @ 20 feet, moist | 765 |
| | | | | | | | 760 |
| 1.9 | 117 | 34 | D | 25 | | SAND (SP) greyish brown, dry to slightly moist, medium dense, with gravel, trace silt | 755 |
| 1.9 | 120 | 64 | D | 30 | | @ 30 feet, dense | 750 |
| 11.3 | 108 | 50 | D | 35 | | SANDY SILT (ML) brown with grey, moist, hard | 745 |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:

1-11-18

EQUIPMENT USED:

8" Hollow Stem Auger

GROUNDWATER LEVEL (ft):

Not Encountered



PROJECT NO.: 2857.1

CROW ONTARIO

LOG OF BORING NO. B-2

FIGURE A-2

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|-----|-----------------------|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | |
| 13.0 | 103 | 22 | D | 40 | | 740 | |
| 11.1 | 106 | 32 | D | 45 | | | @ 45 feet, very stiff |
| 7.1 | 98 | 36 | D | 50 | | | @ 50 feet, brown |
| | | | | | SILTY SAND (SM) reddish brown, moist, medium dense Total Depth 51 feet | | 735 |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:

1-11-18

EQUIPMENT USED:

8" Hollow Stem Auger

GROUNDWATER LEVEL (ft):

Not Encountered



PROJECT NO.: 2857.1

CROW ONTARIO

LOG OF BORING NO. B-2

FIGURE A-2

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|---|------------------|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | |
| | | | | 0 | Fill: | SILTY SAND (SM) light brown, moist | |
| 3.0 | 101 | 21 | D | | Natural: | SILTY SAND (SM) light brown, slightly moist, medium dense | 775 |
| 10.4 | 96 | 15 | D | 5 | | SANDY SILT (ML) light brown, moist, stiff | |
| 15.3 | | 7 | S | | @ 7 feet, | firm, with white veins | 770 |
| 8.9 | 92 | 20 | D | 10 | | SILT (ML) light brown, slightly moist, stiff | |
| 16.7 | | 7 | S | | @ 11 feet, | very moist, firm, trace gravel | |
| 3.4 | 100 | 17 | D | | | SILTY SAND (SM) light brown, slightly moist, medium dense | 765 |
| 5.7 | | 7 | S | 15 | @ 15 feet, | slightly moist, loose | |
| 9.8 | | | | | | SANDY SILT (ML) light brown, slightly moist to moist, firm | |
| | | | | | Total Depth 16.5 feet Well P-1 installed @ a depth of 4.5 feet below existing grades | | |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:
1-11-18

EQUIPMENT USED:
8" Hollow Stem Auger
GROUNDWATER LEVEL (ft):
Not Encountered



PROJECT NO.: 2857.1
CROW ONTARIO

LOG OF BORING NO. B-3

FIGURE A-3

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) | |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|--|------------------|--|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | | |
| | | | | 0 | | Fill: SILTY SAND (SM) light brown, moist | | |
| 5.4 | 98 | 8 | D | | | Natural: SILTY SAND (SM) light brown, slightly moist, loose | 770 | |
| 6.1 | 103 | 18 | D | 5 | | @ 4 feet, medium dense | | |
| 5.2 | 102 | 12 | D | | | @ 6 feet, loose | | |
| | | | | | | SAND with SILT (SP-SM) light brown, moist, loose | | |
| 16.7 | 104 | 12 | D | 10 | | SILT (ML) light brown, very moist, firm to stiff, trace sand | 765 | |
| 2.4 | 94 | 20 | D | 15 | | SAND with SILT (SP-SM) light brown, dry to slightly moist, medium dense | 760 | |
| 8.6 | | 9 | S | | | SILT (ML) light brown, slightly moist to moist, stiff | | |
| 8.4 | 94 | 18 | D | | | | 755 | |
| 10.5 | | 12 | S | 20 | | @ 20 feet, trace sand | | |
| 9.6 | 90 | 20 | D | | | @ 22 feet, slightly moist to moist, stiff, trace sand | | |
| 7.7 | | 18 | S | 25 | | SANDY SILT (ML) light brown, slightly moist, very stiff | 750 | |
| 4.3 | | | | | | SILTY SAND (SM) light brown, slightly moist, medium dense | | |
| | | | | | Total Depth 25.5 feet Well P-2 installed @ a depth of 14.1 feet below existing grades | | | |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:

1-11-18

EQUIPMENT USED:

8" Hollow Stem Auger

GROUNDWATER LEVEL (ft):

Not Encountered



PROJECT NO.: 2857.1

CROW ONTARIO

LOG OF BORING NO. B-4

FIGURE A-4

| MOISTURE (%) | DRY DENSITY (PCF) | PENETRATION RESISTANCE (BLOWS/FOOT) | SAMPLE TYPE | DEPTH (FEET) | DESCRIPTION OF SUBSURFACE MATERIALS | | ELEVATION (FEET) |
|--------------|-------------------|-------------------------------------|-------------|--------------|--|---|------------------|
| | | | | | This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered. | | |
| | | | | 0 | | Fill: SILTY SAND (SM) light brown, slightly moist | 775 |
| 3.6 | 100 | 8 | D | 5 | | Natural: SILTY SAND (SM) light brown, slightly moist, loose | 770 |
| 6.0 | 115 | 14 | D | | | SILT (ML) light brown, slightly moist, stiff, trace sand | |
| 6.9 | 93 | 14 | D | 10 | | SANDY SILT (ML) light brown, slightly moist to moist, stiff | 765 |
| 5.0 | 98 | 16 | D | | | SILTY SAND (SM) light brown, dry to slightly moist, medium dense | |
| 3.1 | | 16 | S | 15 | | SAND with SILT (SP-SM) light brown, slightly moist, medium dense, trace gravel | 760 |
| 2.5 | | 27 | D | | | @ 14 feet, no recovery | |
| 1.9 | | 11 | S | 20 | | @ 16 feet, loose | 755 |
| 7.8 | | 19 | D | | | SILT (ML) light brown, slightly moist, stiff | |
| 8.1 | 96 | 19 | D | 25 | | @ 18 feet, with sand | 750 |
| 4.2 | | 14 | S | | | SANDY SILT (ML) light brown, slightly moist, stiff | |
| | | | | | | SILTY SAND (SM) light brown, slightly moist, medium dense | |
| 9.5 | 93 | 17 | D | | | @ 25 feet, moist | |
| | | | | | Total Depth 26 feet Well P-3 installed @ a depth of 10.2 feet below existing grades | | |

SAMPLE TYPES

- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:

1-11-18

EQUIPMENT USED:

8" Hollow Stem Auger

GROUNDWATER LEVEL (ft):

Not Encountered



PROJECT NO.: 2857.1

CROW ONTARIO

LOG OF BORING NO. B-5

FIGURE A-5

APPENDIX B

APPENDIX B

LABORATORY TESTS

INTRODUCTION

Representative undisturbed samples and bulk samples were carefully packaged in the field and sealed to prevent moisture loss. The samples were then transported to our Cypress office for examination and testing assignments. Laboratory tests were performed on selected representative samples as an aid in classifying the soils and to evaluate the physical properties of the soils affecting foundation design and construction procedures. Detailed descriptions of the laboratory tests are presented below under the appropriate test headings. Test results are presented in the figures that follow.

MOISTURE CONTENT AND DRY DENSITY

Moisture content and dry density was determined from a number of the samples. The samples were weighed to determine the wet weight and then were dried in accordance with ASTM D 2216. After drying, the weight of each sample was measured, and moisture content was calculated. Moisture content values are presented on the boring logs in Appendix B.

GRAIN SIZE DISTRIBUTION

Select soil samples were dried, weighed, soaked in water until individual soil particles were separated, and then washed on the No. 200 sieve. That portion of the material retained on the No. 200 sieve was oven-dried and weighed to determine the percentage of the material passing the No. 200 sieve. A summary of the percentages passing the No. 200 sieve is presented below.

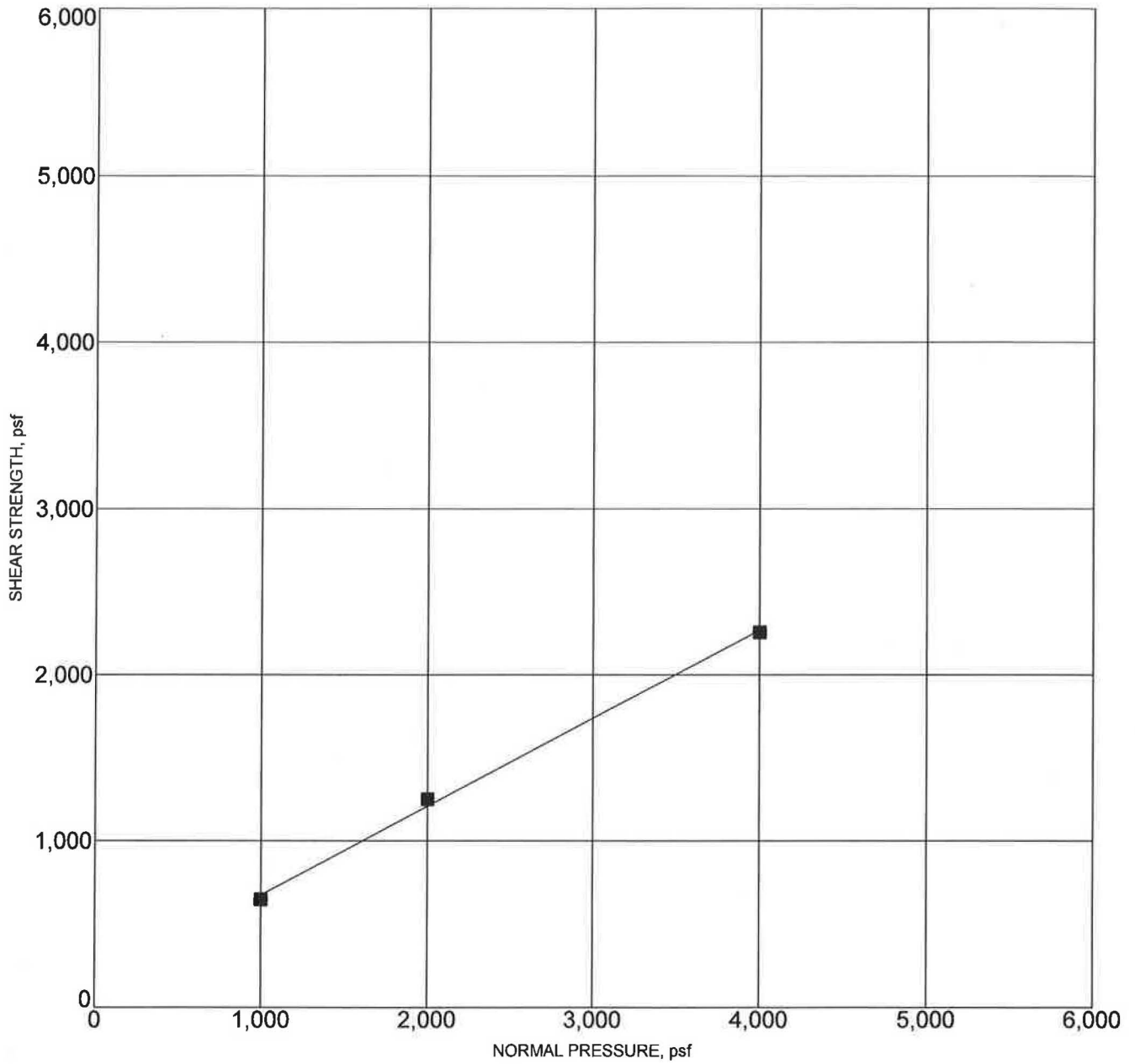
| BORING NO. | DEPTH (ft) | SOIL DESCRIPTION | PERCENT PASSING No. 200 SIEVE |
|------------|------------|------------------|-------------------------------|
| B-2 | 7 | Silt (ML) | 91 |
| B-2 | 20 | Silt (ML) | 81 |
| B-4 | 20 | Silt (ML) | 90 |

DIRECT SHEAR

Direct shear tests were performed on undisturbed samples in accordance with ASTM D 3080. The samples were placed in the shear machine, and pre-selected normal loads were applied. The samples were submerged, allowed to consolidate, and then were sheared to failure. Shear stress and sample deformation were monitored throughout the test. The results of the direct shear tests are presented in Figure B-1.

CONSOLIDATION

One-dimensional consolidation tests were performed on undisturbed samples in accordance with ASTM D 2435. After trimming the ends, the samples were placed in the consolidometer and loaded to up to 0.4 ksf. Thereafter, the samples were incrementally loaded to a maximum load of up to 25.6 ksf. The samples were inundated at 1.6 ksf. Sample deformation was measured to 0.0001 inch. Rebound behavior was investigated by unloading the samples back to 0.4 ksf. Results of the consolidation tests, in the form of strain versus log pressure are presented in Figures B-2 and B-3.



● **PEAK STRENGTH**
Friction Angle= 28 degrees
Cohesion= 144 psf

☒ **ULTIMATE STRENGTH**
Friction Angle= 28 degrees
Cohesion= 144 psf

| Sample Location | Classification | DD,pcf | MC,% |
|--------------------|-----------------|--------|------|
| B-3 5.0 | SANDY SILT (ML) | 96 | 10.4 |
| | | | |
| | | | |
| | | | |

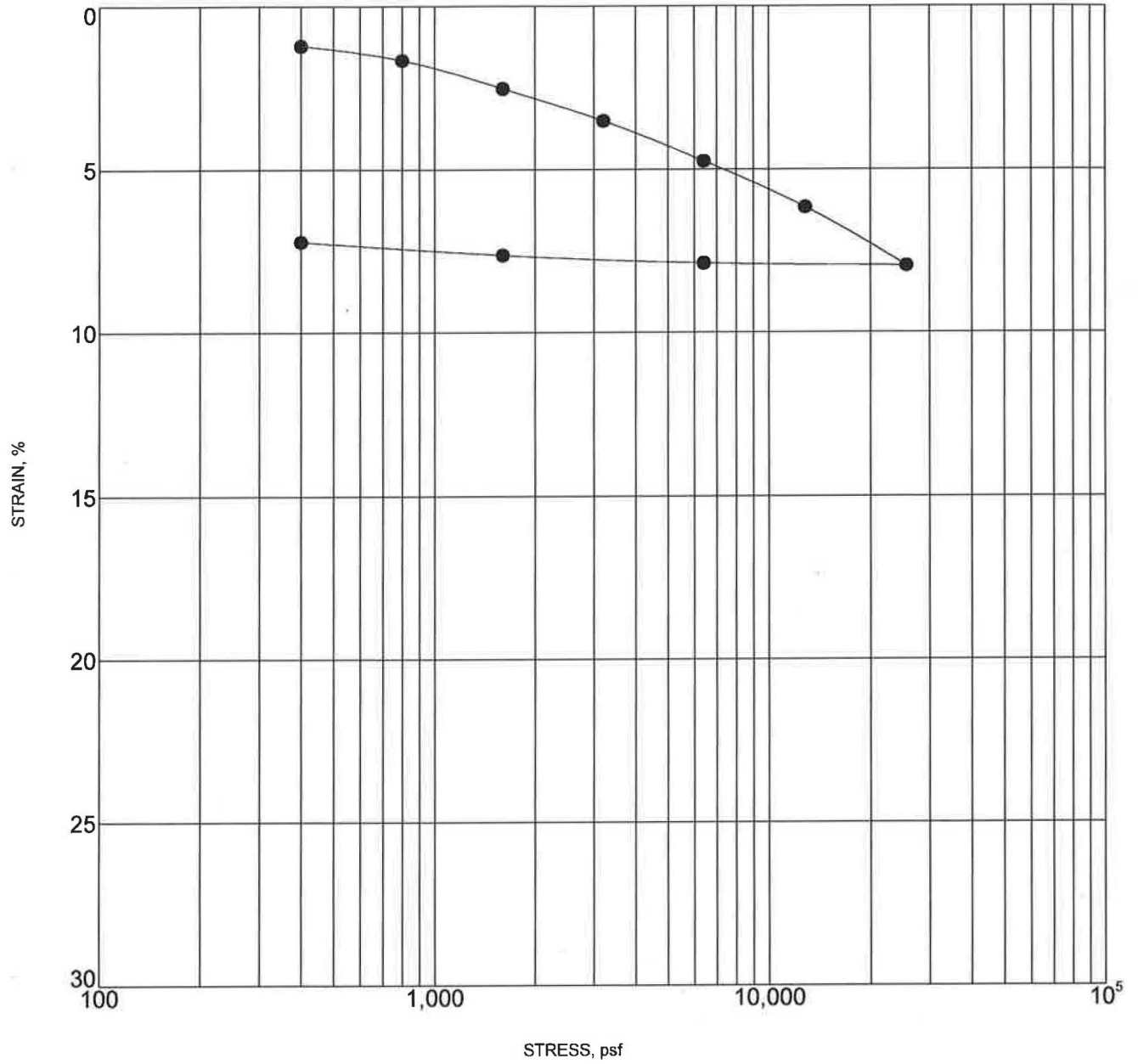
PROJECT: CROW ONTARIO

PROJECT NO.: 2857.1



DIRECT SHEAR TEST RESULTS

FIGURE B-1



Sample inundated at 400 psf

| Sample Location | Classification | DD,pcf | MC,% |
|-----------------|----------------|--------|------|
| ● B-2 15.0 | SILT (ML) | 98 | 7.5 |
| | | | |
| | | | |
| | | | |

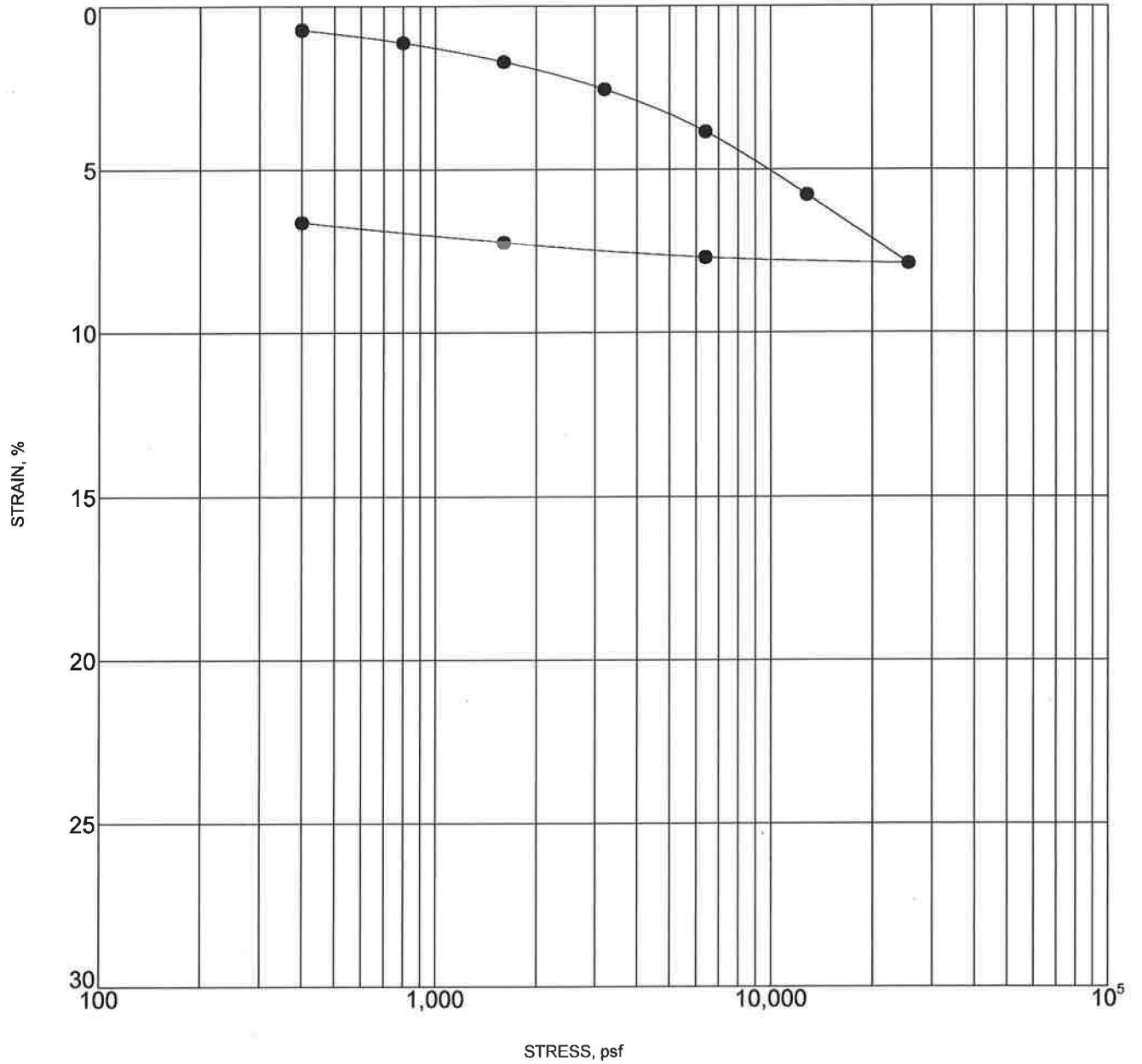
PROJECT: CROW ONTARIO

PROJECT NO.: 2857.1



CONSOLIDATION TEST RESULTS

FIGURE B-2



Sample inundated at 1600 psf

| Sample Location | Classification | DD,pcf | MC,% |
|-----------------|----------------|--------|------|
| ● B-4 9.0 | SILT (ML) | 104 | 16.7 |
| | | | |
| | | | |
| | | | |
| | | | |

PROJECT: CROW ONTARIO

PROJECT NO.: 2857.1



CONSOLIDATION TEST RESULTS

FIGURE B-3



Table 1 - Laboratory Tests on Soil Samples

Geotechnical Professionals, Inc.
Crow Ontario
Your #2857.I, HDR Lab #18-0033LAB
23-Jan-18

Sample ID

B-4 @ 0-5'

| Resistivity | | Units | |
|--------------------------|--------------------------------|--------------|--------|
| as-received | | ohm-cm | 48,000 |
| saturated | | ohm-cm | 1,960 |
| pH | | | 6.9 |
| Electrical | | | |
| Conductivity | | mS/cm | 0.24 |
| Chemical Analyses | | | |
| Cations | | | |
| calcium | Ca ²⁺ | mg/kg | 89 |
| magnesium | Mg ²⁺ | mg/kg | 32 |
| sodium | Na ¹⁺ | mg/kg | 15 |
| potassium | K ¹⁺ | mg/kg | 132 |
| Anions | | | |
| carbonate | CO ₃ ²⁻ | mg/kg | ND |
| bicarbonate | HCO ₃ ¹⁻ | mg/kg | 125 |
| fluoride | F ¹⁻ | mg/kg | ND |
| chloride | Cl ¹⁻ | mg/kg | 19 |
| sulfate | SO ₄ ²⁻ | mg/kg | 54 |
| phosphate | PO ₄ ³⁻ | mg/kg | 104 |
| Other Tests | | | |
| ammonium | NH ₄ ¹⁺ | mg/kg | 21 |
| nitrate | NO ₃ ¹⁻ | mg/kg | 392 |
| sulfide | S ²⁻ | qual | na |
| Redox | | mV | na |

Resistivity per ASTM G187, Cations per ASTM D6919, Anions per ASTM D4327, and Alkalinity per APHA 2320-B.
 Electrical conductivity in millisiemens/cm and chemical analyses were made on a 1:5 soil-to-water extract.
 mg/kg = milligrams per kilogram (parts per million) of dry soil.
 Redox = oxidation-reduction potential in millivolts
 ND = not detected
 na = not analyzed

Reference-2

NOAA Atlas 14



NOAA Atlas 14, Volume 6, Version 2
Location name: Ontario, California, USA*
Latitude: 34.0186°, Longitude: -117.5583°
Elevation: 798.87 ft**
 * source: ESRI Maps
 ** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps_&_aerials](#)

PF tabular

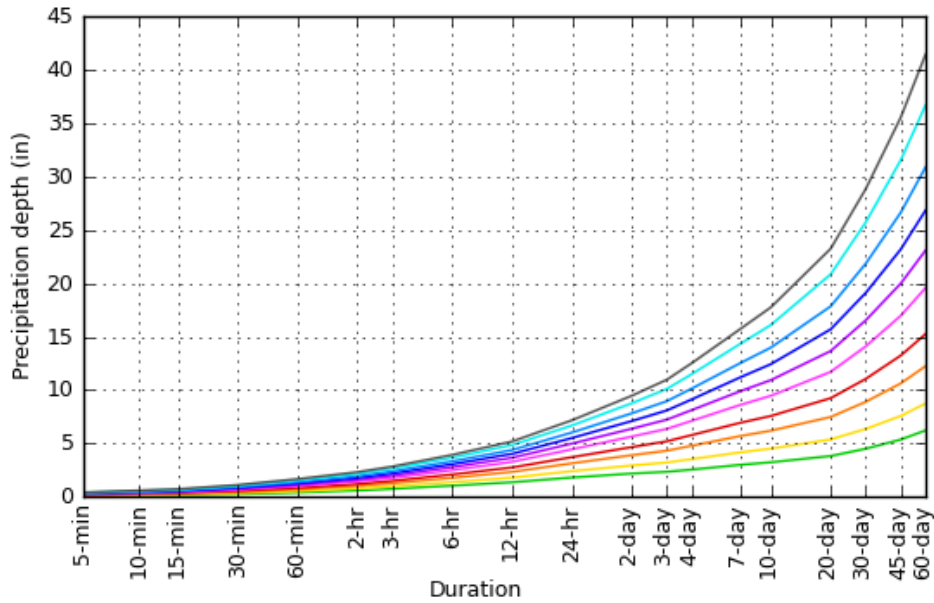
| PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)¹ | | | | | | | | | | |
|--|--|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| Duration | Average recurrence interval (years) | | | | | | | | | |
| | 1 | 2 | 5 | 10 | 25 | 50 | 100 | 200 | 500 | 1000 |
| 5-min | 0.103 (0.086-0.125) | 0.136 (0.113-0.165) | 0.178 (0.148-0.216) | 0.210 (0.173-0.258) | 0.253 (0.202-0.321) | 0.285 (0.222-0.370) | 0.317 (0.240-0.422) | 0.348 (0.257-0.477) | 0.390 (0.275-0.558) | 0.421 (0.287-0.625) |
| 10-min | 0.148 (0.123-0.179) | 0.195 (0.163-0.236) | 0.255 (0.212-0.309) | 0.302 (0.248-0.370) | 0.363 (0.289-0.461) | 0.409 (0.318-0.530) | 0.454 (0.345-0.604) | 0.499 (0.368-0.684) | 0.559 (0.395-0.800) | 0.604 (0.411-0.896) |
| 15-min | 0.179 (0.149-0.216) | 0.236 (0.197-0.286) | 0.308 (0.256-0.374) | 0.365 (0.301-0.447) | 0.439 (0.349-0.557) | 0.494 (0.385-0.641) | 0.549 (0.417-0.731) | 0.604 (0.445-0.827) | 0.676 (0.477-0.967) | 0.730 (0.498-1.08) |
| 30-min | 0.274 (0.229-0.332) | 0.361 (0.301-0.438) | 0.472 (0.392-0.573) | 0.559 (0.460-0.685) | 0.673 (0.535-0.854) | 0.757 (0.590-0.983) | 0.841 (0.638-1.12) | 0.925 (0.682-1.27) | 1.04 (0.731-1.48) | 1.12 (0.762-1.66) |
| 60-min | 0.410 (0.342-0.496) | 0.541 (0.451-0.655) | 0.706 (0.586-0.857) | 0.836 (0.689-1.02) | 1.01 (0.801-1.28) | 1.13 (0.882-1.47) | 1.26 (0.955-1.67) | 1.38 (1.02-1.90) | 1.55 (1.09-2.22) | 1.67 (1.14-2.48) |
| 2-hr | 0.600 (0.501-0.726) | 0.789 (0.658-0.957) | 1.02 (0.851-1.25) | 1.21 (0.994-1.48) | 1.44 (1.15-1.83) | 1.61 (1.26-2.09) | 1.78 (1.35-2.37) | 1.95 (1.44-2.67) | 2.16 (1.53-3.10) | 2.32 (1.58-3.45) |
| 3-hr | 0.750 (0.626-0.908) | 0.986 (0.821-1.19) | 1.28 (1.06-1.55) | 1.50 (1.24-1.84) | 1.79 (1.42-2.27) | 2.00 (1.56-2.59) | 2.20 (1.67-2.93) | 2.40 (1.77-3.29) | 2.66 (1.88-3.80) | 2.85 (1.94-4.22) |
| 6-hr | 1.05 (0.878-1.27) | 1.38 (1.15-1.68) | 1.79 (1.49-2.17) | 2.10 (1.73-2.57) | 2.50 (1.99-3.17) | 2.79 (2.17-3.61) | 3.06 (2.33-4.08) | 3.34 (2.46-4.57) | 3.68 (2.60-5.27) | 3.94 (2.68-5.84) |
| 12-hr | 1.37 (1.14-1.66) | 1.81 (1.51-2.19) | 2.34 (1.95-2.85) | 2.76 (2.27-3.38) | 3.28 (2.61-4.17) | 3.66 (2.85-4.75) | 4.03 (3.06-5.37) | 4.39 (3.24-6.02) | 4.85 (3.43-6.94) | 5.19 (3.54-7.70) |
| 24-hr | 1.81 (1.61-2.09) | 2.41 (2.13-2.78) | 3.15 (2.77-3.64) | 3.72 (3.25-4.34) | 4.46 (3.77-5.37) | 4.99 (4.14-6.14) | 5.51 (4.47-6.95) | 6.03 (4.75-7.81) | 6.69 (5.06-9.02) | 7.18 (5.25-10.0) |
| 2-day | 2.18 (1.93-2.52) | 2.95 (2.60-3.40) | 3.91 (3.44-4.52) | 4.66 (4.08-5.44) | 5.65 (4.78-6.81) | 6.38 (5.29-7.85) | 7.10 (5.75-8.95) | 7.83 (6.17-10.1) | 8.77 (6.63-11.8) | 9.47 (6.93-13.2) |
| 3-day | 2.35 (2.08-2.71) | 3.22 (2.85-3.72) | 4.33 (3.81-5.01) | 5.20 (4.55-6.07) | 6.37 (5.39-7.67) | 7.23 (6.00-8.90) | 8.10 (6.56-10.2) | 8.96 (7.06-11.6) | 10.1 (7.65-13.6) | 11.0 (8.03-15.3) |
| 4-day | 2.56 (2.26-2.95) | 3.53 (3.12-4.08) | 4.79 (4.22-5.54) | 5.79 (5.06-6.75) | 7.12 (6.03-8.58) | 8.13 (6.74-9.99) | 9.13 (7.39-11.5) | 10.1 (7.99-13.1) | 11.5 (8.69-15.5) | 12.5 (9.16-17.5) |
| 7-day | 3.00 (2.66-3.46) | 4.17 (3.69-4.81) | 5.69 (5.02-6.59) | 6.93 (6.06-8.09) | 8.60 (7.28-10.4) | 9.89 (8.20-12.2) | 11.2 (9.06-14.1) | 12.5 (9.86-16.2) | 14.3 (10.8-19.3) | 15.7 (11.5-21.9) |
| 10-day | 3.24 (2.87-3.73) | 4.51 (3.99-5.21) | 6.20 (5.46-7.17) | 7.58 (6.63-8.84) | 9.47 (8.02-11.4) | 10.9 (9.07-13.4) | 12.4 (10.1-15.7) | 14.0 (11.0-18.1) | 16.1 (12.2-21.7) | 17.7 (13.0-24.8) |
| 20-day | 3.83 (3.39-4.41) | 5.38 (4.76-6.21) | 7.48 (6.60-8.66) | 9.24 (8.08-10.8) | 11.7 (9.91-14.1) | 13.7 (11.3-16.8) | 15.7 (12.7-19.8) | 17.8 (14.1-23.1) | 20.8 (15.8-28.1) | 23.2 (17.0-32.4) |
| 30-day | 4.51 (3.99-5.20) | 6.36 (5.62-7.34) | 8.90 (7.85-10.3) | 11.0 (9.66-12.9) | 14.1 (11.9-17.0) | 16.5 (13.7-20.3) | 19.1 (15.5-24.1) | 21.8 (17.2-28.3) | 25.7 (19.4-34.7) | 28.8 (21.1-40.2) |
| 45-day | 5.37 (4.75-6.19) | 7.58 (6.70-8.75) | 10.6 (9.37-12.3) | 13.2 (11.6-15.4) | 17.0 (14.4-20.4) | 20.0 (16.6-24.6) | 23.2 (18.8-29.2) | 26.6 (21.0-34.5) | 31.5 (23.8-42.5) | 35.5 (26.0-49.6) |
| 60-day | 6.22 (5.51-7.18) | 8.74 (7.73-10.1) | 12.2 (10.8-14.2) | 15.2 (13.3-17.8) | 19.6 (16.6-23.6) | 23.1 (19.1-28.4) | 26.8 (21.7-33.8) | 30.9 (24.3-40.0) | 36.7 (27.7-49.5) | 41.4 (30.3-57.8) |

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

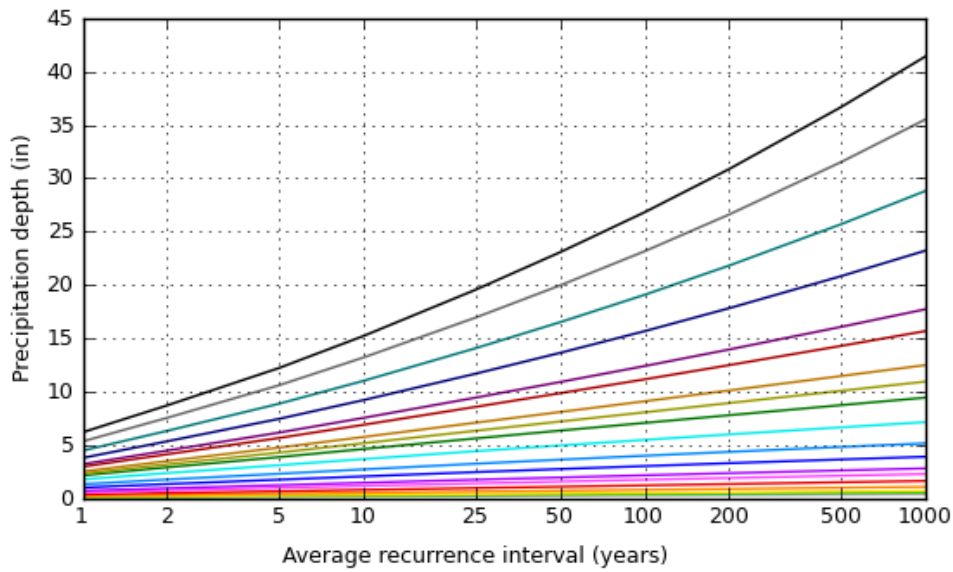
[Back to Top](#)

PF graphical

PDS-based depth-duration-frequency (DDF) curves
 Latitude: 34.0186°, Longitude: -117.5583°



| Average recurrence interval (years) |
|-------------------------------------|
| 1 |
| 2 |
| 5 |
| 10 |
| 25 |
| 50 |
| 100 |
| 200 |
| 500 |
| 1000 |

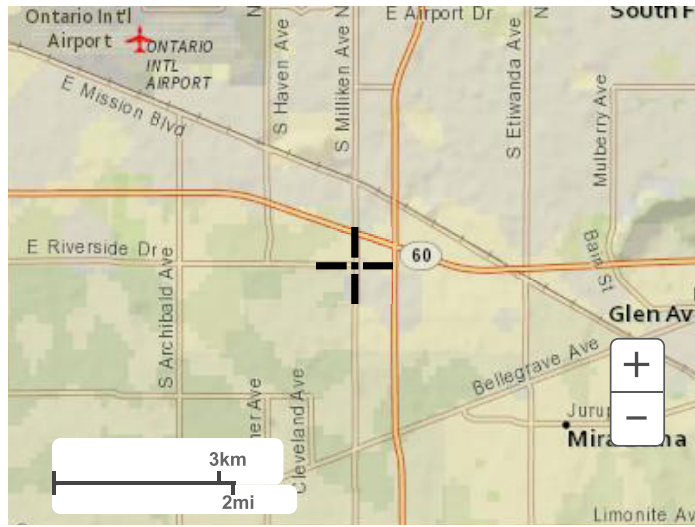


| Duration |
|----------|
| 5-min |
| 10-min |
| 15-min |
| 30-min |
| 60-min |
| 2-hr |
| 3-hr |
| 6-hr |
| 12-hr |
| 24-hr |
| 2-day |
| 3-day |
| 4-day |
| 7-day |
| 10-day |
| 20-day |
| 30-day |
| 45-day |
| 60-day |

[Back to Top](#)

Maps & aerials

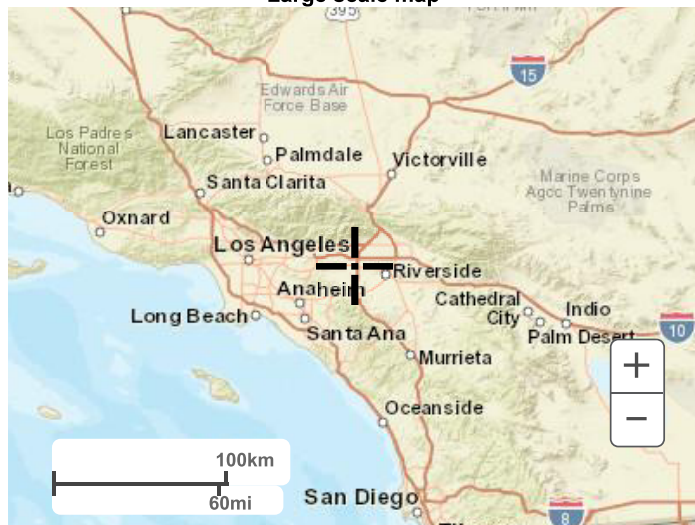
Small scale terrain



Large scale terrain



Large scale map



Large scale aerial



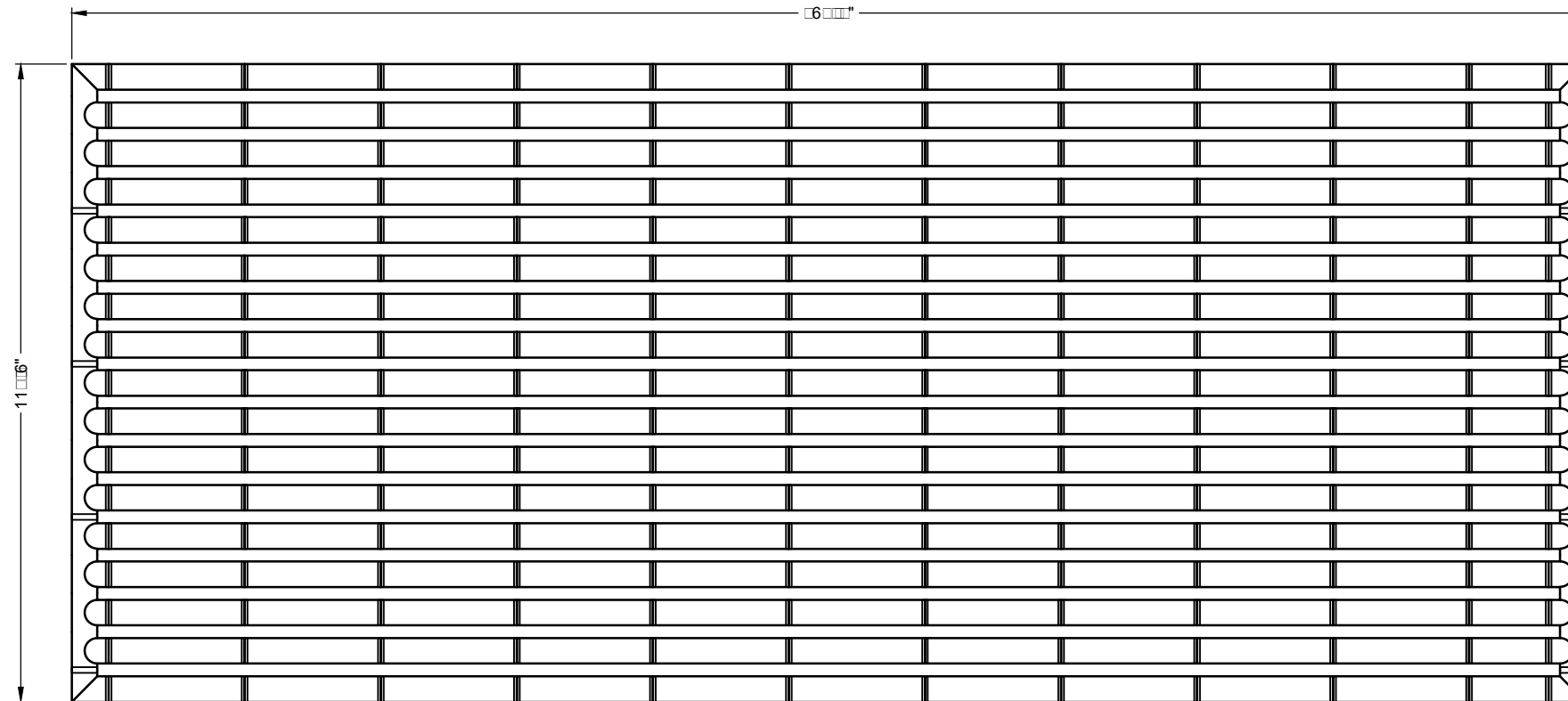
[Back to Top](#)

[US Department of Commerce](#)
[National Oceanic and Atmospheric Administration](#)
[National Weather Service](#)
[National Water Center](#)
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

[Disclaimer](#)

Reference-3

Proposed BMPs Provided Treatment Volume Calculations



ASSEMBLY
SCALE: 1" = 3'

PROJECT SUMMARY

CALCULATION DETAILS

- LENGTH PER BARREL = 5 FT
- LENGTH PER HEADER = 11.5 FT
- LOADING = H₁ H₅
- APPROX. CMP FOOTAGE = 611 FT

STORAGE SUMMARY

- STORAGE VOLUME REQUIRED = 11,000 CF
- PIPE STORAGE = 3,333 CF
- STRUCTURAL BACKFILL STORAGE = 3,000 CF
- TOTAL STORAGE PROVIDED = 11,333 CF

PIPE DETAILS

- DIAMETER = 5 IN
- CORRUGATION = 5" x 1" OR 3" x 1"
- GAGE = 16
- COATING = ALUMINIZED STEEL
- TYPE (ALT)
 - ALL TYPE = PERFORATED
 - BARREL SPACING = IN

BACKFILL DETAILS

- IDTH AT ENDS = 1 IN
- ABOVE PIPE = 6 IN
- IDTH AT SIDES = 1 IN
- BELOW PIPE = 1 IN

NOTES

- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS AND LOCATIONS OF RISERS AND INLETS SHALL BE VERIFIED BY THE ENGINEER OF RECORD PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A...
- ALL RISERS AND STUBS ARE 1/2" x 1/2" CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUB FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- BAND TYPE TO BE DETERMINED UPON FINAL DESIGN.
- THE PROJECT SUMMARY IS REFLECTIVE OF THE DYODS DESIGN. QUANTITIES ARE APPROX. AND SHOULD BE VERIFIED UPON FINAL DESIGN AND APPROVAL. FOR EXAMPLE, TOTAL EXCAVATION DOES NOT CONSIDER ALL VARIABLES SUCH AS SHORING AND ONLY ACCOUNTS FOR MATERIAL WITHIN THE ESTIMATED EXCAVATION FOOTPRINT.

NOTE:
THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

The design and information shown on this drawing is provided as a service to the professional engineer and contractor by Contech Engineered Solutions LLC ("Contech"). Neither this drawing nor any part thereof shall be used, reproduced or modified in any manner without the prior written consent of Contech. Failure to comply with these conditions and Contech's terms of service shall constitute an acknowledgment of liability or responsibility for the same.

Discrepancies between the specified information on this drawing and actual field conditions are to be reported to Contech immediately for re-evaluation of the design. Contech shall have no liability for designs based on information or instructions received from the client or other sources.

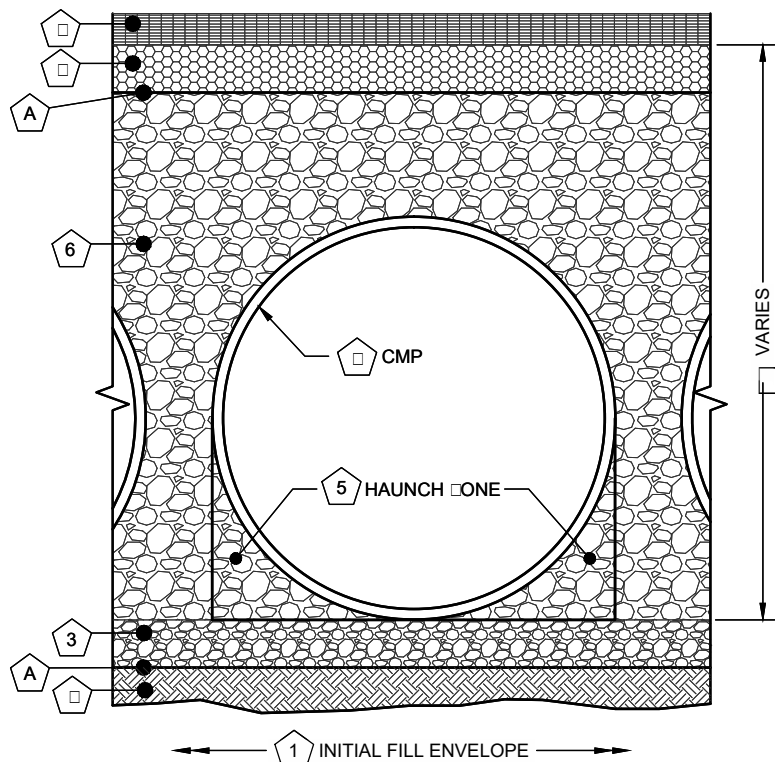
| MARK | DATE | REVISION DESCRIPTION | BY |
|------|------|----------------------|----|
| | | | |
| | | | |
| | | | |

CONTECH
ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
333.111.1111 513.655.5555 513.655.5553 FAX

CONTECH
CMP DETENTION SYSTEMS
CONTECH
DYODS
DRAWING

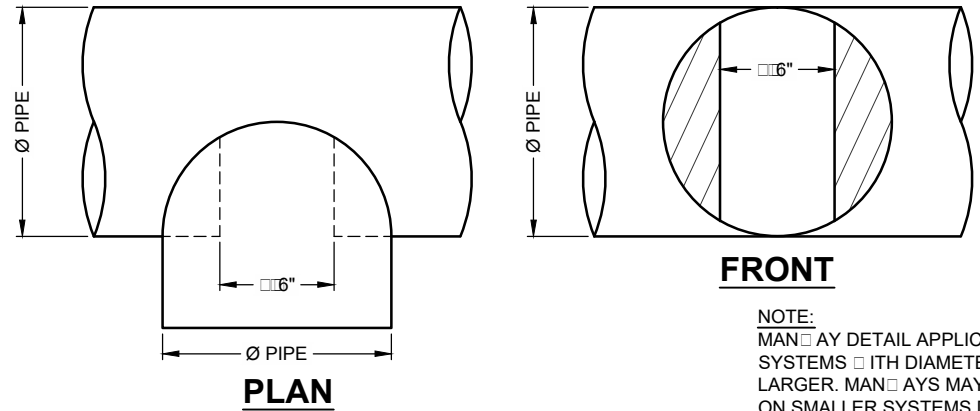
DYODS 01001000
PROJECT NAME: 010150
Cino CA
DESCRIPTION: 010150 CMP DESIGN

| | | |
|------------------------|-----------------|-----------------|
| PROJECT No.: 100100 | SEQ. No.: 0 | DATE: 100000 |
| DESIGNED: DYODS | DRAWN: DYODS | |
| CHECKED: | APPROVED: | |
| SHEET NO.: D1 | | |



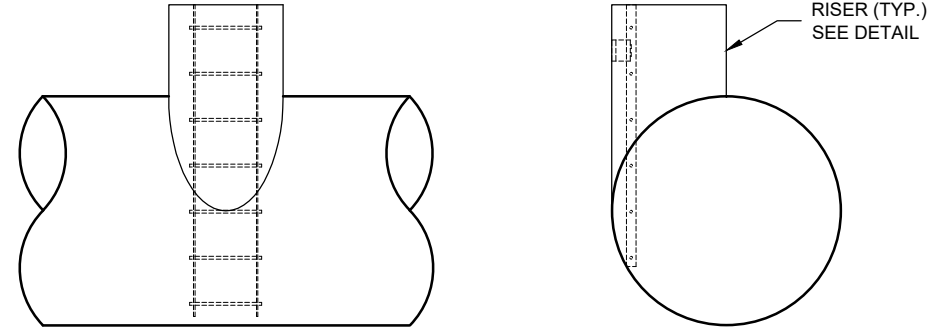
| Infiltration Systems - CMP Infiltration & CMP Perforated Drainage Pipe | | | |
|--|--|------------------------------|---|
| Material Location | Description | Material Designation | Description |
| Rigid or Flexible Pavement (if applicable) | | | |
| Road Base (if applicable) | | | |
| Geotile Layer | Non-open Geotile | CONTECH C3 or C5 | Engineer Decision for consideration to prevent soil migration into drain tiles. or as the trench on |
| Backfill | Infiltration systems shall be a 3/8" diameter. An open graded free draining stone with a particle size of 1/2" - 2 1/2" diameter is recommended. | AASHTO M 15 or AASHTO M 33 | Material shall be placed into the trench to ensure consolidation. Material shall be placed in layers not exceeding 6" for other methods. Compaction shall be considered adequate when no further settlement is observed under the load or under load and the Project Engineer or his representative is satisfied with the level of compaction. |
| Bedding Stone | Well graded granular bedding material with a particle size of 3" | AASHTO M 33 3/35 or M 56 5/5 | For soil aggregates larger than 3" a dedicated bedding layer is not required for CMP. Pipe shall be placed on the trench bottom. If raised on a suitable well graded granular material. For Arches it is recommended to be placed on a relatively flat bottom or the grade the foundation to a slight slope. Soil aggregates less than 3" and unstable material should be over-laid and re-laid in a 1" layer of well graded granular stone per the material designation. |
| Geotile Layer | None | None | Contech does not recommend geotiles be placed under the infiltration system due to the potential for geotiles to become clogged. |

Note: The listed AASHTO designations are for gradation only. The stone must also be angular and clean.



TYPICAL MANWAY DETAIL
SCALE: N.T.S.

NOTE: MANWAY DETAIL APPLICABLE FOR CMP SYSTEMS WITH DIAMETERS 18" AND LARGER. MANWAYS MAY BE REQUIRED ON SMALLER SYSTEMS DEPENDING ON ACTUAL SITE SPECIFIC CONDITIONS.



TYPICAL RISER DETAIL
SCALE: N.T.S.

NOTE: LADDERS ARE OPTIONAL AND ARE NOT REQUIRED FOR ALL SYSTEMS.

1 MINIMUM WIDTH DEPENDS ON SITE CONDITIONS AND ENGINEERING JUDGEMENT.

FOUNDATION/BEDDING PREPARATION

PRIOR TO PLACING THE BEDDING THE FOUNDATION MUST BE CONSTRUCTED TO A UNIFORM AND STABLE GRADE. IN THE EVENT THAT UNSUITABLE FOUNDATION MATERIALS ARE ENCOUNTERED DURING EXCAVATION THEY SHALL BE REMOVED AND BROUGHT BACK TO THE GRADE WITH A FILL MATERIAL AS APPROVED BY THE ENGINEER.

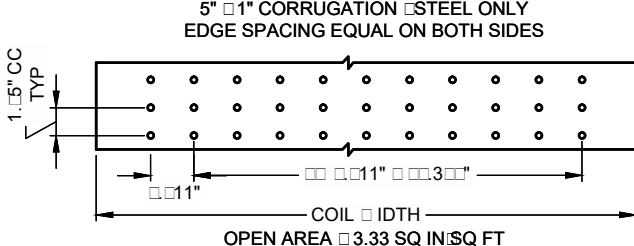
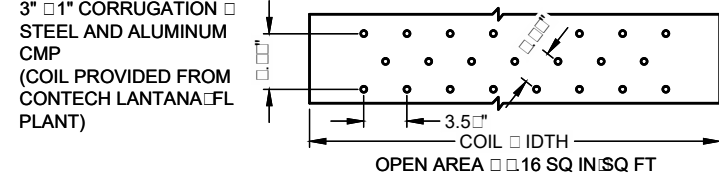
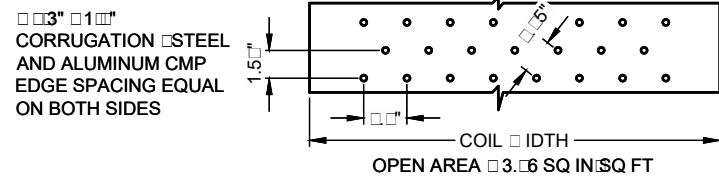
5 HAUNCH STONE MATERIAL SHALL BE PLACED AND UNIFORMLY COMPACTED WITHOUT SOFT SPOTS.

BAC-FILL
MATERIAL SHALL BE PLACED IN 6" MAXIMUM LIFTS. INADEQUATE COMPACTION CAN LEAD TO EXCESSIVE DEFLECTIONS WITHIN THE SYSTEM AND SETTLEMENT OF THE SOILS OVER THE SYSTEM. BAC-FILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A 1/4" LIFT DIFFERENTIAL BETWEEN THE SIDES OF ANY PIPE IN THE SYSTEM AT ALL TIMES DURING THE BAC-FILL PROCESS. BAC-FILL SHALL BE ADVANCED ALONG THE LENGTH OF THE SYSTEM AT THE SAME RATE TO AVOID DIFFERENTIAL LOADING ON ANY PIPES IN THE SYSTEM.

EQUIPMENT USED TO PLACE AND COMPACT THE BAC-FILL SHALL BE OF A SIZE AND TYPE SO AS NOT TO DISTORT/DAMAGE OR DISPLACE THE PIPE. ATTENTION MUST BE GIVEN TO PROVIDING ADEQUATE MINIMUM COVER FOR SUCH EQUIPMENT. MAINTAIN BALANCED LOADING ON ALL PIPES IN THE SYSTEM DURING ALL SUCH OPERATIONS.

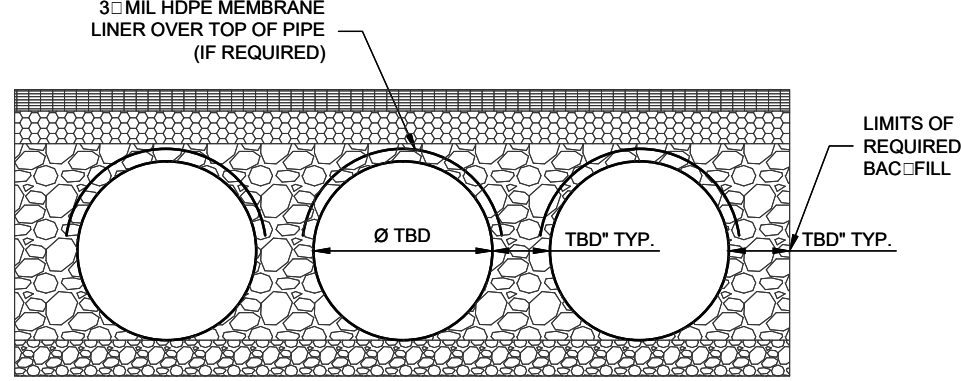
OTHER ALTERNATE BAC-FILL MATERIAL MAY BE ALLOWED DEPENDING ON SITE SPECIFIC CONDITIONS. REFER TO TYPICAL BAC-FILL DETAIL FOR MATERIAL REQUIRED.

BACKFILL DETAIL
SCALE: N.T.S.



- NOTES:
- PERFORATIONS MEET AASHTO AND ASTM SPECIFICATIONS.
 - PERFORATION OPEN AREA PER SQUARE FOOT OF PIPE IS BASED ON THE NOMINAL DIAMETER AND LENGTH OF PIPE.
 - ALL DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
 - ALL HOLES Ø3/8".

TYPICAL PERFORATION DETAIL
SCALE: N.T.S.



TYPICAL SECTION VIEW
LINER OVER ROCKS
SCALE: N.T.S.

NOTE: IF SALTING AGENTS FOR SNOW AND ICE REMOVAL ARE USED ON OR NEAR THE PROJECT AN HDPE MEMBRANE LINER IS RECOMMENDED WITH THE SYSTEM. THE IMPERMEABLE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM A CHANGE IN THE SURROUNDING ENVIRONMENT OVER A PERIOD OF TIME. PLEASE REFER TO THE CORRUGATED METAL PIPE DETENTION DESIGN GUIDE FOR ADDITIONAL INFORMATION.

C:\D:\DATA\CPC\DYODS\150115\150115.DWG 150115.DWG

The design and information shown on this drawing is provided as a service to the project owner, engineer and contractor by Contech Engineered Solutions LLC ("Contech"). Neither this drawing nor any part thereof shall be used, reproduced or modified in any manner without the prior written consent of Contech. Failure to comply with these conditions shall constitute a breach of contract and shall be deemed to be the responsibility of the user. Contech shall not be liable for design based on information or information obtained from others.

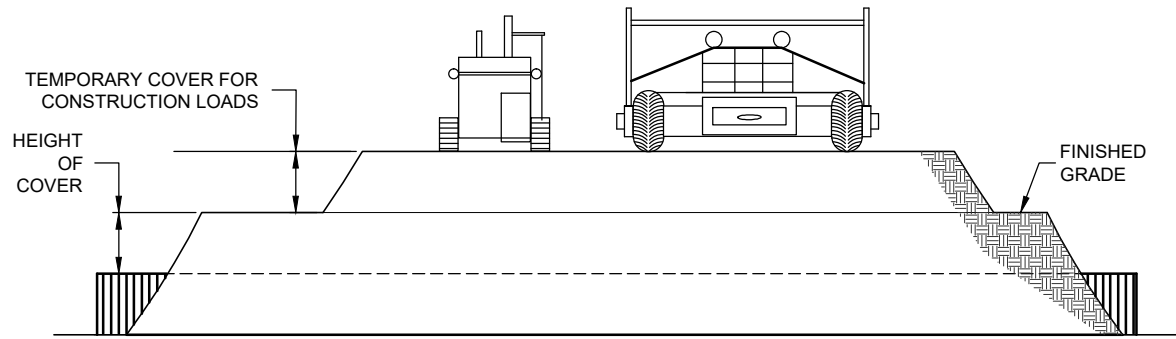
| MARK | DATE | REVISION DESCRIPTION | BY |
|------|------|----------------------|----|
| | | | |

CONTECH
ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
513.651.1100 513.651.3333 513.651.3333 FAX

CONTECH
CMP DETENTION SYSTEMS
CONTECH
DYODS
DRAWING

DYODS 150115
PROJECT NAME: 150115
CINO CA
DESCRIPTION: 150115 CMP DESIGN

| | | |
|---------------------|--------------|--------------|
| PROJECT No.: 150115 | SEQ. No.: 1 | DATE: 150115 |
| DESIGNED: DYODS | DRAWN: DYODS | |
| CHECKED: | APPROVED: | |
| SHEET NO.: D | | |



CONSTRUCTION LOADS

FOR TEMPORARY CONSTRUCTION VEHICLE LOADS AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT OF COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW. THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

| PIPE SPAN INCHES | TRAFFIC LOADS (KIP/S) | | | |
|------------------|-----------------------|-----|-----|-----|
| | 15 | 55 | 110 | 150 |
| 12 | 0 | 0.5 | 3.0 | 3.0 |
| 18 | 3.0 | 3.0 | 3.5 | 0 |
| 24 | 3.0 | 3.5 | 0 | 0 |
| 30 | 3.5 | 0 | 0.5 | 0.5 |

MINIMUM COVER MAY VARY DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPE. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

CONSTRUCTION LOADING DIAGRAM
SCALE: N.T.S.

SPECIFICATION FOR DESIGNED DETENTION SYSTEM:

SCOPE
THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE DESIGNED DETENTION SYSTEM DETAILED IN THE PROJECT PLANS.

MATERIAL
THE MATERIAL SHALL CONFORM TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE STEEL COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M111 OR ASTM A101.

THE GALVANIZED STEEL COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M112 OR ASTM A102.

THE POLYMER COATED STEEL COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M116 OR ASTM A106.

THE ALUMINUM COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M114 OR ASTM B108.

CONSTRUCTION LOADS
CONSTRUCTION LOADS MAY BE HIGHER THAN FINAL LOADS. FOLLOW THE MANUFACTURER'S OR NCSPA GUIDELINES.

NOTE:
THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

PIPE
THE PIPE SHALL BE MANUFACTURED IN ACCORDANCE TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE: AASHTO M36 OR ASTM A106

GALVANIZED: AASHTO M36 OR ASTM A106

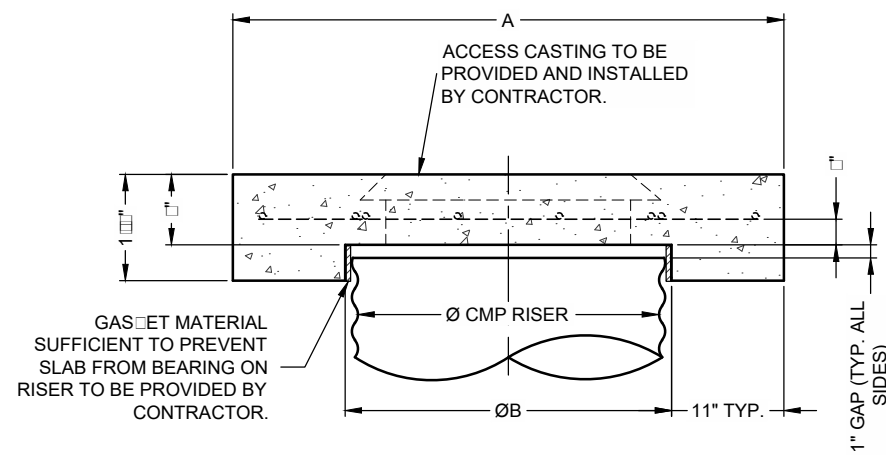
POLYMER COATED: AASHTO M115 OR ASTM A106

ALUMINUM: AASHTO M116 OR ASTM B108

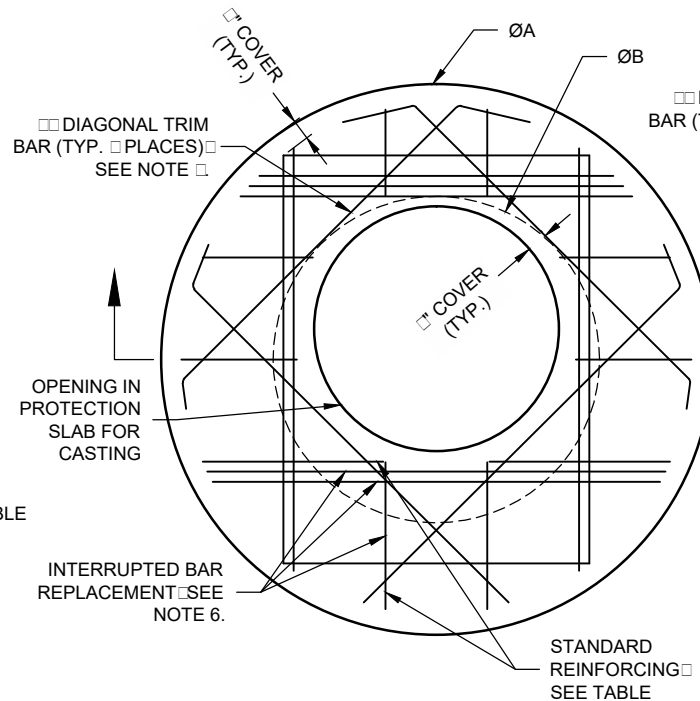
HANDLING AND ASSEMBLY
SHALL BE IN ACCORDANCE WITH NCSP'S (NATIONAL CORRUGATED STEEL PIPE ASSOCIATION) FOR ALUMINIZED TYPE GALVANIZED OR POLYMER COATED STEEL. SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR ALUMINUM PIPE.

INSTALLATION
SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES SECTION 6 DIVISION II DIVISION II OR ASTM A106 (FOR ALUMINIZED TYPE GALVANIZED OR POLYMER COATED STEEL) OR ASTM B108 (FOR ALUMINUM PIPE) AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.

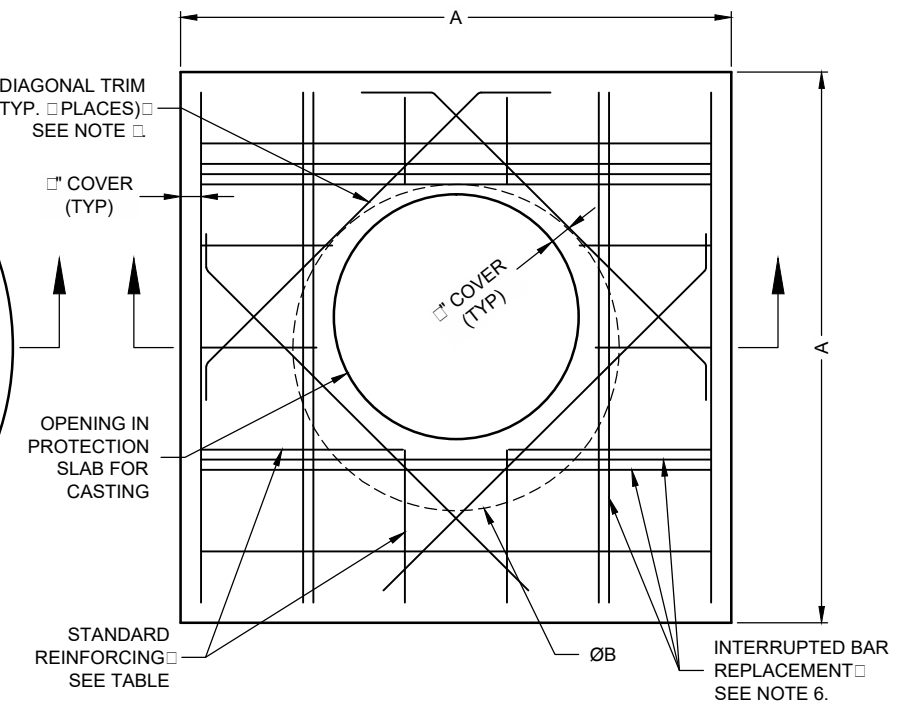
IT IS ALWAYS THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.



SECTION VIEW



ROUND OPTION PLAN VIEW



SQUARE OPTION PLAN VIEW

NOTES:

- DESIGN IN ACCORDANCE WITH AASHTO 11TH EDITION.
- DESIGN LOAD HS-20.
- EARTH COVER 18" MIN.
- CONCRETE STRENGTH 3500 PSI
- REINFORCING STEEL ASTM A615 GRADE 60
- PROVIDE ADDITIONAL REINFORCING AROUND OPENINGS EQUAL TO THE BARS INTERRUPTED HALF EACH SIDE. ADDITIONAL BARS TO BE IN THE SAME PLANE.
- TRIM OPENING WITH DIAGONAL BARS EXTEND BARS A MINIMUM OF 1" BEYOND OPENING BEND BARS AS REQUIRED TO MAINTAIN BAR COVER.
- PROTECTION SLAB AND ALL MATERIALS TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
- DETAIL DESIGN BY DELTA ENGINEERING BINGHAMTON NY.

MANHOLE CAP DETAIL
SCALE: N.T.S.

| Ø CMP RISER | A | Ø B | REINFORCING | BEARING PRESSURE (PSF) |
|-------------|--------------------|-----|--------------------------|------------------------|
| 12" | Ø 4' | 6" | 5 # 1" OCE 5 # 1" OCE | 1000 1000 |
| 18" | Ø 4'-6" 6" x 6" | 3" | 5 # 1" OCE 5 # 1" OCE | 1000 1500 |
| 24" | Ø 5' | 3" | 5 # 1" OCE 5 # 1" OCE | 1000 1350 |
| 30" | Ø 5'-6" 5" x 6" | 3" | 5 # 1" OCE 5 # 1" OCE | 1000 1000 |
| 36" | Ø 6' | 5" | 5 # 1" OCE 5 # 1" OCE | 1000 1000 |

ASSUMED SOIL BEARING CAPACITY

C:\DYODS\DATA\CPC\DYODS\150115\150115.DWG 150115.DWG

| MARK | DATE | REVISION DESCRIPTION | BY |
|------|------|----------------------|----|
| | | | |
| | | | |
| | | | |

CONTECH
ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
513.675.1100 513.675.1101 513.675.1103 FAX

CONTECH
CMP DETENTION SYSTEMS
CONTECH
DYODS
DRAWING

DYODS 150115
PROJECT NAME: 150115
CINOCA
DESCRIPTION: 150115 CMP DESIGN

| | | |
|---------------------|--------------|--------------|
| PROJECT No.: 150115 | SEQ. No.: 0 | DATE: 150115 |
| DESIGNED: DYODS | DRAWN: DYODS | |
| CHECKED: | APPROVED: | |
| SHEET NO.: D3 | | |

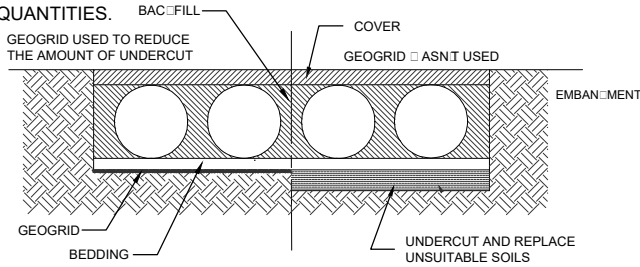
CMP DETENTION INSTALLATION GUIDE

PROPER INSTALLATION OF A FLEXIBLE UNDERGROUND DETENTION SYSTEM WILL ENSURE LONG TERM PERFORMANCE. THE CONFIGURATION OF THESE SYSTEMS OFTEN REQUIRES SPECIAL CONSTRUCTION PRACTICES THAT DIFFER FROM CONVENTIONAL FLEXIBLE PIPE CONSTRUCTION. CONTECH ENGINEERED SOLUTIONS STRONGLY SUGGESTS SCHEDULING A PRE-CONSTRUCTION MEETING WITH YOUR LOCAL SALES ENGINEER TO DETERMINE IF ADDITIONAL MEASURES NOT COVERED IN THIS GUIDE ARE APPROPRIATE FOR YOUR SITE.

FOUNDATION

CONSTRUCT A FOUNDATION THAT CAN SUPPORT THE DESIGN LOADING APPLIED BY THE PIPE AND ADJACENT BACKFILL AS WELL AS MAINTAIN ITS INTEGRITY DURING CONSTRUCTION.

IF SOFT OR UNSUITABLE SOILS ARE ENCOUNTERED REMOVE THE POOR SOILS DOWN TO A SUITABLE DEPTH AND THEN BUILD UP TO THE APPROPRIATE ELEVATION WITH A COMPETENT BACKFILL MATERIAL. THE STRUCTURAL FILL MATERIAL GRADATION SHOULD NOT ALLOW THE MIGRATION OF FINES WHICH CAN CAUSE SETTLEMENT OF THE DETENTION SYSTEM OR PAVEMENT ABOVE. IF THE STRUCTURAL FILL MATERIAL IS NOT COMPATIBLE WITH THE UNDERLYING SOILS AN ENGINEERING FABRIC SHOULD BE USED AS A SEPARATOR. IN SOME CASES USING A STIFF REINFORCING GEOGRID REDUCES OVER EXCAVATION AND REPLACEMENT FILL QUANTITIES.

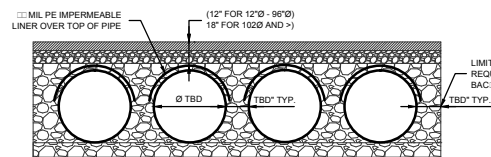


GRADE THE FOUNDATION SUBGRADE TO A UNIFORM OR SLIGHTLY SLOPING GRADE. IF THE SUBGRADE IS CLAY OR RELATIVELY NON-POROUS AND THE CONSTRUCTION SEQUENCE WILL LAST FOR AN EXTENDED PERIOD OF TIME IT IS BEST TO SLOPE THE GRADE TO ONE END OF THE SYSTEM. THIS WILL ALLOW EXCESS WATER TO DRAIN QUICKLY PREVENTING SATURATION OF THE SUBGRADE.

GEOMEMBRANE BARRIER

A SITE'S RESISTIVITY MAY CHANGE OVER TIME WHEN VARIOUS TYPES OF SALTING AGENTS ARE USED SUCH AS ROAD SALTS FOR DEICING AGENTS. IF SALTING AGENTS ARE USED ON OR NEAR THE PROJECT SITE A GEOMEMBRANE BARRIER IS RECOMMENDED WITH THE SYSTEM. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM THE USE OF SUCH AGENTS INCLUDING PREMATURE CORROSION AND REDUCED ACTUAL SERVICE LIFE.

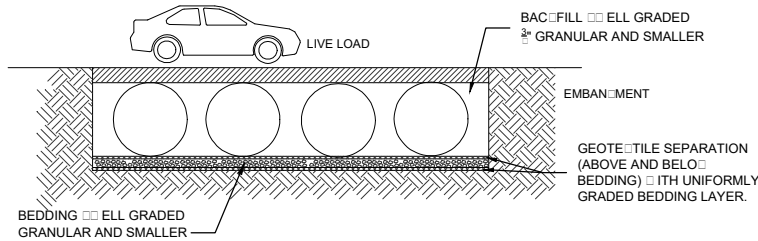
THE PROJECT'S ENGINEER OF RECORD IS TO EVALUATE WHETHER SALTING AGENTS WILL BE USED ON OR NEAR THE PROJECT SITE AND USE HIS/BEST JUDGEMENT TO DETERMINE IF ANY ADDITIONAL PROTECTIVE MEASURES ARE REQUIRED. BELOW IS A TYPICAL DETAIL SHOWING THE PLACEMENT OF A GEOMEMBRANE BARRIER FOR PROJECTS WHERE SALTING AGENTS ARE USED ON OR NEAR THE PROJECT SITE.



IN-SITU TRENCH WALL

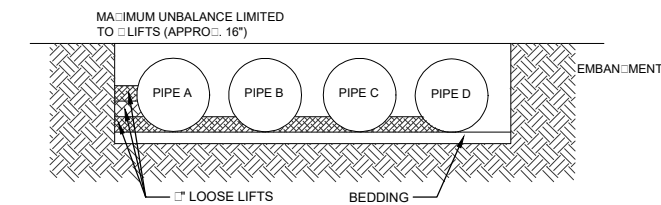
IF EXCAVATION IS REQUIRED THE TRENCH WALL NEEDS TO BE CAPABLE OF SUPPORTING THE LOAD THAT THE PIPE SHEDS AS THE SYSTEM IS LOADED. IF SOILS ARE NOT CAPABLE OF SUPPORTING THESE LOADS THE PIPE CAN DEFLECT. PERFORM A SIMPLE SOIL PRESSURE CHECK USING THE APPLIED LOADS TO DETERMINE THE LIMITS OF EXCAVATION BEYOND THE SPRING LINE OF THE OUTER MOST PIPES.

IN MOST CASES THE REQUIREMENTS FOR A SAFE WORK ENVIRONMENT AND PROPER BACKFILL PLACEMENT AND COMPACTION TAKE CARE OF THIS CONCERN.



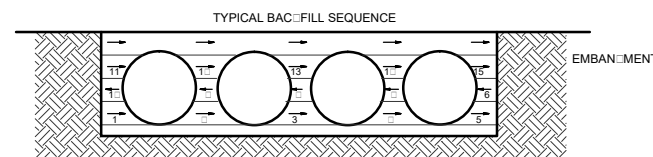
BACKFILL PLACEMENT

MATERIAL SHALL BE PLACED INTO THE PIPE HAUNCHES BY MEANS OF SHOVEL/SLICING/RODDING/AIR TAMPER/VIBRATORY ROD/OR OTHER EFFECTIVE METHODS.

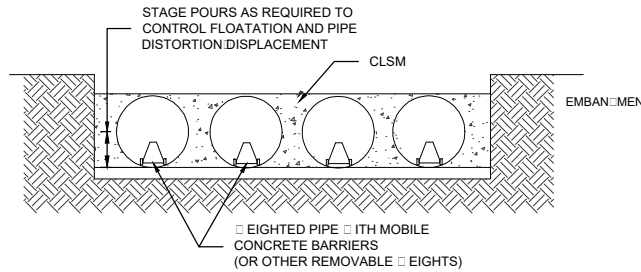


IF AASHTO TEST PROCEDURES ARE DETERMINED INFEASIBLE BY THE GEOTECHNICAL ENGINEER OF RECORD COMPACTION IS CONSIDERED ADEQUATE WHEN NO FURTHER YIELDING OF THE MATERIAL IS OBSERVED UNDER THE COMPACTOR OR UNDER FOOT AND THE GEOTECHNICAL ENGINEER OF RECORD (OR REPRESENTATIVE THEREOF) IS SATISFIED WITH THE LEVEL OF COMPACTION.

FOR LARGE SYSTEMS CONVEYOR SYSTEMS BACKHOES WITH LONG REACHES OR DRAGLINES WITH STONE BUCKETS MAY BE USED TO PLACE BACKFILL. ONCE MINIMUM COVER FOR CONSTRUCTION LOADING ACROSS THE ENTIRE WIDTH OF THE SYSTEM IS REACHED ADVANCE THE EQUIPMENT TO THE END OF THE RECENTLY PLACED FILL AND BEGIN THE SEQUENCE AGAIN UNTIL THE SYSTEM IS COMPLETELY BACKFILLED. THIS TYPE OF CONSTRUCTION SEQUENCE PROVIDES ROOM FOR STOCKPILED BACKFILL DIRECTLY BEHIND THE BACKHOE AS WELL AS THE MOVEMENT OF CONSTRUCTION TRAFFIC. MATERIAL STOCKPILES ON TOP OF THE BACKFILLED DETENTION SYSTEM SHOULD BE LIMITED TO 10 FEET HIGH AND MUST PROVIDE BALANCED LOADING ACROSS ALL BARRELS. TO DETERMINE THE PROPER COVER OVER THE PIPES TO ALLOW THE MOVEMENT OF CONSTRUCTION EQUIPMENT SEE TABLE 1 OR CONTACT YOUR LOCAL CONTECH SALES ENGINEER.



WHEN FLOWABLE FILL IS USED YOU MUST PREVENT PIPE FLOATATION. TYPICALLY SMALL LIFTS ARE PLACED BETWEEN THE PIPES AND THEN ALLOWED TO SET UP PRIOR TO THE PLACEMENT OF THE NEXT LIFT. THE ALLOWABLE THICKNESS OF THE CLSM LIFT IS A FUNCTION OF A PROPER BALANCE BETWEEN THE UPLIFT FORCE OF THE CLSM, THE OPPOSING WEIGHT OF THE PIPE AND THE EFFECT OF OTHER RESTRAINING MEASURES. THE PIPE CAN CARRY LIMITED FLUID PRESSURE WITHOUT PIPE DISTORTION OR DISPLACEMENT WHICH ALSO AFFECTS THE CLSM LIFT THICKNESS. YOUR LOCAL CONTECH SALES ENGINEER CAN HELP DETERMINE THE PROPER LIFT THICKNESS.

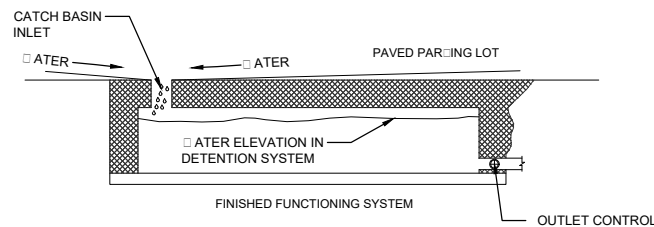


CONSTRUCTION LOADING

TYPICALLY THE MINIMUM COVER SPECIFIED FOR A PROJECT ASSUMES A LIVE LOAD. BECAUSE CONSTRUCTION LOADS OFTEN EXCEED DESIGN LIVE LOADS INCREASED TEMPORARY MINIMUM COVER REQUIREMENTS ARE NECESSARY. SINCE CONSTRUCTION EQUIPMENT VARIES FROM JOB TO JOB IT IS BEST TO ADDRESS EQUIPMENT SPECIFIC MINIMUM COVER REQUIREMENTS WITH YOUR LOCAL CONTECH SALES ENGINEER DURING YOUR PRE-CONSTRUCTION MEETING.

ADDITIONAL CONSIDERATIONS

BECAUSE MOST SYSTEMS ARE CONSTRUCTED BELOW GRADE RAINFALL CAN RAPIDLY FILL THE EXCAVATION POTENTIALLY CAUSING FLOATATION AND MOVEMENT OF THE PREVIOUSLY PLACED PIPES. TO HELP MITIGATE POTENTIAL PROBLEMS IT IS BEST TO START THE INSTALLATION AT THE DOWNSTREAM END WITH THE OUTLET ALREADY CONSTRUCTED TO ALLOW A ROUTE FOR THE WATER TO ESCAPE. TEMPORARY DIVERSION MEASURES MAY BE REQUIRED FOR HIGH FLOWS DUE TO THE RESTRICTED NATURE OF THE OUTLET PIPE.



CMP DETENTION SYSTEM INSPECTION AND MAINTENANCE

UNDERGROUND STORMWATER DETENTION AND INFILTRATION SYSTEMS MUST BE INSPECTED AND MAINTAINED AT REGULAR INTERVALS FOR PURPOSES OF PERFORMANCE AND LONGEVITY.

INSPECTION

INSPECTION IS THE KEY TO EFFECTIVE MAINTENANCE OF CMP DETENTION SYSTEMS AND IS EASILY PERFORMED. CONTECH RECOMMENDS ONGOING QUARTERLY INSPECTIONS. THE RATE AT WHICH THE SYSTEM COLLECTS POLLUTANTS WILL DEPEND MORE ON SITE SPECIFIC ACTIVITIES RATHER THAN THE SIZE OR CONFIGURATION OF THE SYSTEM.

INSPECTIONS SHOULD BE PERFORMED MORE OFTEN IN EQUIPMENT OPERATIONS TAKE PLACE AND IN OTHER VARIOUS INSTANCES IN WHICH ONE COULD EXPECT HIGHER ACCUMULATIONS OF SEDIMENT OR ABRASIVE CORROSIVE CONDITIONS. A RECORD OF EACH INSPECTION IS TO BE MAINTAINED FOR THE LIFE OF THE SYSTEM

MAINTENANCE

CMP DETENTION SYSTEMS SHOULD BE CLEANED WHEN AN INSPECTION REVEALS ACCUMULATED SEDIMENT OR TRASH IS CLOGGING THE DISCHARGE ORIFICE.

ACCUMULATED SEDIMENT AND TRASH CAN TYPICALLY BE EVACUATED THROUGH THE MANHOLE OVER THE OUTLET ORIFICE. IF MAINTENANCE IS NOT PERFORMED AS RECOMMENDED SEDIMENT AND TRASH MAY ACCUMULATE IN FRONT OF THE OUTLET ORIFICE. MANHOLE COVERS SHOULD BE SECURELY SEATED FOLLOWING CLEANING ACTIVITIES. CONTECH SUGGESTS THAT ALL SYSTEMS BE DESIGNED WITH AN ACCESS/INSPECTION MANHOLE SITUATED AT OR NEAR THE INLET AND THE OUTLET ORIFICE. SHOULD IT BE NECESSARY TO GET INSIDE THE SYSTEM TO PERFORM MAINTENANCE ACTIVITIES ALL APPROPRIATE PRECAUTIONS REGARDING CONFINED SPACE ENTRY AND OSHA REGULATIONS SHOULD BE FOLLOWED.

ANNUAL INSPECTIONS ARE BEST PRACTICE FOR ALL UNDERGROUND SYSTEMS. DURING THIS INSPECTION IF EVIDENCE OF SALTING/DEICING AGENTS IS OBSERVED WITHIN THE SYSTEM IT IS BEST PRACTICE FOR THE SYSTEM TO BE RINSED INCLUDING ABOVE THE SPRING LINE SOON AFTER THE SPRING THAW AS PART OF THE MAINTENANCE PROGRAM FOR THE SYSTEM.

MAINTAINING AN UNDERGROUND DETENTION OR INFILTRATION SYSTEM IS EASIEST WHEN THERE IS NO FLOW ENTERING THE SYSTEM. FOR THIS REASON IT IS A GOOD IDEA TO SCHEDULE THE CLEANOUT DURING DRY WEATHER.

THE FOREGOING INSPECTION AND MAINTENANCE EFFORTS HELP ENSURE UNDERGROUND PIPE SYSTEMS USED FOR STORMWATER STORAGE CONTINUE TO FUNCTION AS INTENDED BY IDENTIFYING RECOMMENDED REGULAR INSPECTION AND MAINTENANCE PRACTICES. INSPECTION AND MAINTENANCE RELATED TO THE STRUCTURAL INTEGRITY OF THE PIPE OR THE SOUNDNESS OF PIPE JOINT CONNECTIONS IS BEYOND THE SCOPE OF THIS GUIDE.

C:\D\DATA\CPC\DYODS\150115.DWG 15:00:00 15:PM

The design and information shown on this drawing is provided as a service to the job owner, engineer and contractor by Contech Engineered Solutions LLC ("Contech"). Neither this drawing nor any part thereof shall be used, reproduced or modified in any manner without the prior written consent of Contech. Failure to comply with these conditions shall constitute a breach of contract and shall be deemed to be a release of liability for Contech. Contech shall not be liable for designs based on information or data furnished by others.

| MARK | DATE | REVISION DESCRIPTION | BY |
|------|------|----------------------|----|
| | | | |
| | | | |
| | | | |

CONTECH
ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
513.675.1100 513.675.5000 513.675.3344

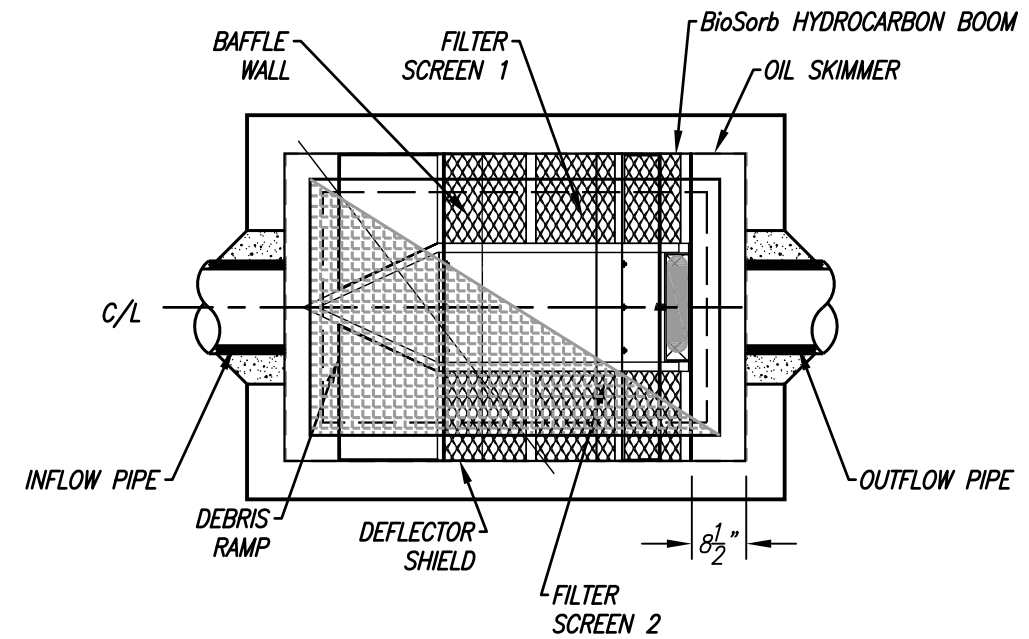
CONTECH
CMP DETENTION SYSTEMS
CONTECH
DYODS
DRAWING

DYODS 0100010000
PROJECT NAME: 0010150
Cino CA
DESCRIPTION: 0010150 CMP DESIGN

| | | |
|---------------------|--------------|----------------|
| PROJECT No.: 100001 | SEQ. No.: 0 | DATE: 10/00/00 |
| DESIGNED: DYODS | DRAWN: DYODS | |
| CHECKED: | APPROVED: | |
| SHEET NO.: D | | |

| SITE SPECIFIC DATA | | | |
|---|---------------|----------|----------|
| PROJECT NUMBER | | | |
| PROJECT NAME | | | |
| PROJECT LOCATION | | | |
| STRUCTURE ID | UNIT 1 | | |
| TREATMENT REQUIRED | | | |
| WATER QUALITY FLOW RATE (CFS) | | | |
| PEAK FLOW RATE (CFS) | | | |
| PEAK STORM DURATION (YEARS) | | | |
| PIPE & ELEVATION DATA | | | |
| PIPE DATA | I.E. | MATERIAL | DIAMETER |
| INLET PIPE | 1548.21 | HDPE | 12" |
| OUTLET PIPE | 1548.21 | HDEP | 12" |
| RIM ELEVATION | 1563.67 | | |
| LOADING & SOIL DATA | | | |
| SURFACE LOADING | PEDESTRIAN | | |
| FRAME & COVER | 3' X 5' HATCH | | |
| CORROSIVE SOIL CONDITIONS | N/K | | |
| GROUNDWATER ELEVATION | N/K | | |
| NOTES: PRELIMINARY, NOT FOR CONSTRUCTION. | | | |

| DSBB PERFORMANCE DATA | | | | |
|-------------------------------------|-------------|------------|-------------|------------|
| TREATMENT FLOW RATE (CFS) | | | | |
| SETTLING AREA (SF) | 24.0 | | | |
| LOADING RATE (GPM/SF) | ### | | | |
| SCREEN SYSTEM STORAGE CAPACITY (CF) | 12.26 | | | |
| SEDIMENT CHAMBER CAPACITY (CF) | 71.52 | | | |
| 80% TSS REMOVAL @ --- MICRON | | | | |
| DSBB STORAGE CAPACITIES | | | | |
| CAGE SCREEN CAPACITY | | | | |
| | LENGTH (FT) | WIDTH (FT) | HEIGHT (FT) | TOTAL (CF) |
| SCREEN 1 | 3.27 | 1.25 | 1.50 | 6.13 |
| SCREEN 2 | 3.27 | 1.25 | 1.50 | 6.13 |
| SEDIMENT CHAMBER CAPACITY | | | | |
| CHAMBER 1 | 2.00 | 4.00 | 3.00 | 24.00 |
| CHAMBER 2 | 1.92 | 4.00 | 3.00 | 23.04 |
| CHAMBER 3 | 2.04 | 4.00 | 3.00 | 24.48 |

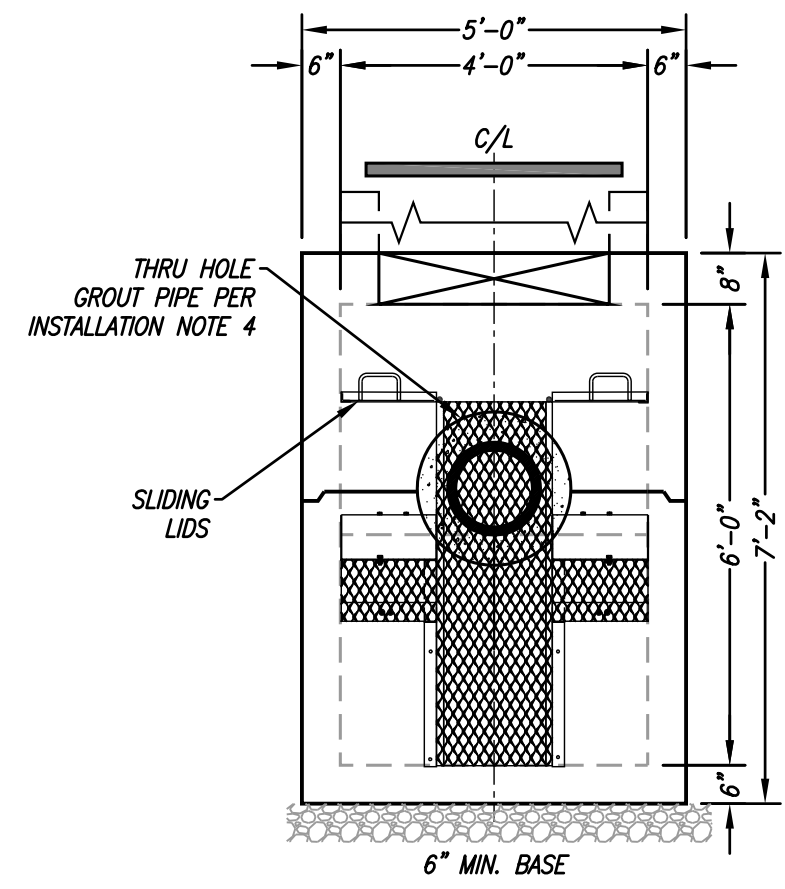


GENERAL NOTES

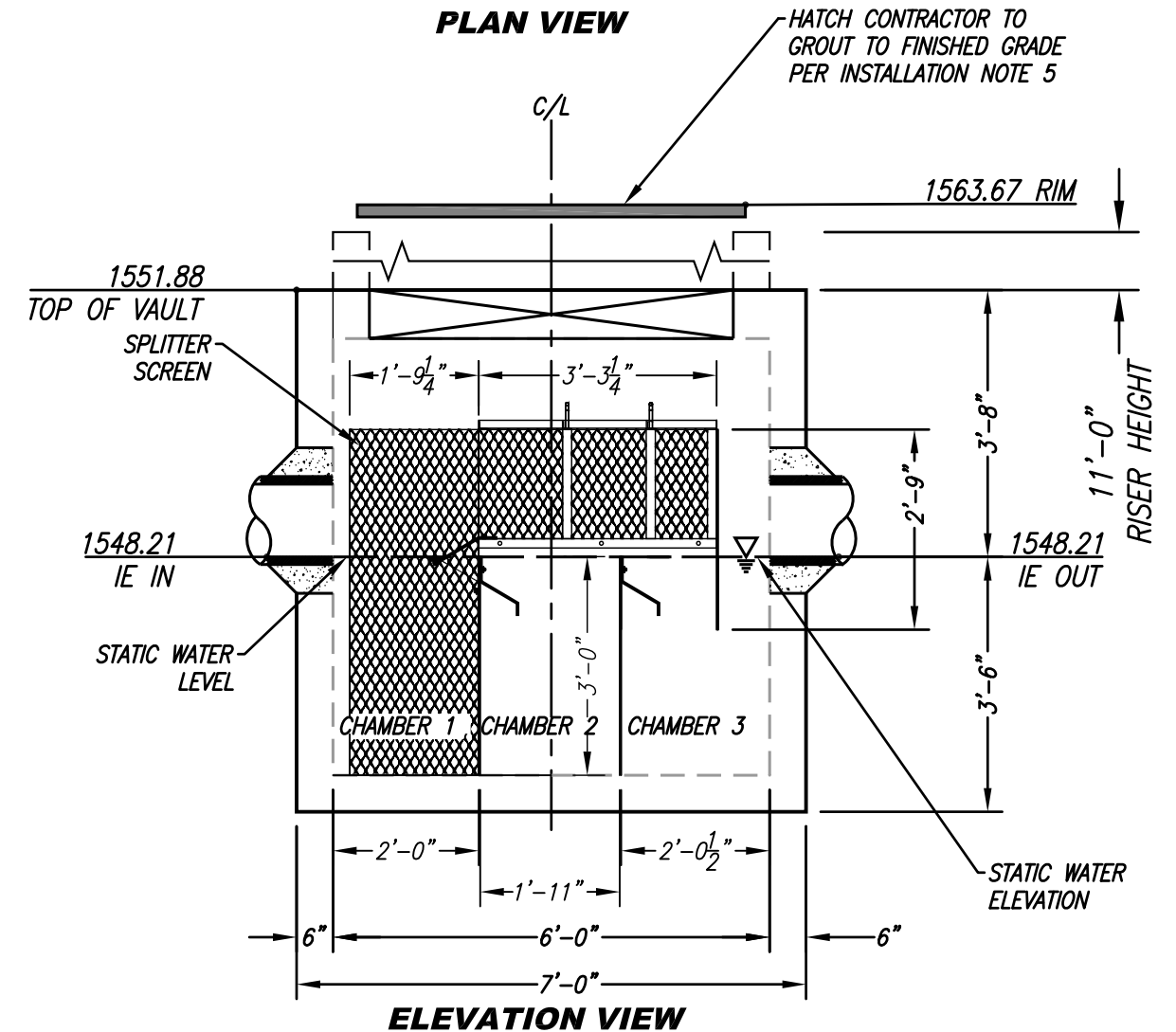
- BIO CLEAN TO PROVIDE ALL MATERIALS UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS, ELEVATIONS, SPECIFICATIONS, AND CAPACITIES ARE SUBJECT TO CHANGE. FOR PROJECT SPECIFIC DRAWINGS DETAILING EXACT DIMENSIONS, WEIGHTS, AND ACCESSORIES PLEASE CONTACT BIO CLEAN.
- LIDS FOR SCREEN SYSTEM & ALTERNATIVE HATCHES AVAILABLE UPON REQUEST.

INSTALLATION NOTES

- CONTRACTOR TO PROVIDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO OFFLOAD AND INSTALL THE DSBB UNIT AND APPURTENANCES IN ACCORDANCE WITH THIS DRAWING AND THE MANUFACTURER'S SPECIFICATIONS, UNLESS OTHERWISE STATED IN MANUFACTURER'S CONTRACT.
- MANUFACTURER RECOMMENDS A 6"-12" LEVEL ROCK BASE UNLESS SPECIFIED BY THE PROJECT ENGINEER. CONTRACTOR IS RESPONSIBLE TO VERIFY PROJECT ENGINEERS RECOMMENDED BASE SPECIFICATIONS.
- ALL PIPES MUST BE FLUSH WITH INSIDE SURFACE OF CONCRETE. (PIPES CANNOT INTRUDE BEYOND FLUSH).
- ALL GAPS AROUND PIPES SHALL BE SEALED WATER TIGHT WITH A NON-SHRINK GROUT PER MANUFACTURERS STANDARD CONNECTION DETAIL AND SHALL MEET OR EXCEED REGIONAL PIPE CONNECTION STANDARDS.
- CONTRACTOR RESPONSIBLE FOR INSTALLATION OF ALL RISERS, MANHOLES, AND HATCHES. ALL COVERS SHALL BE SHIPPED LOOSE. CONTRACTOR TO GROUT ALL MANHOLES AND HATCHES TO MATCH FINISHED SURFACE UNLESS SPECIFIED OTHERWISE.



END VIEW



ELEVATION VIEW

PROPRIETARY AND CONFIDENTIAL:
 THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF BIOCLEAN, A FORTERRA COMPANY. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF BIOCLEAN, A FORTERRA COMPANY IS PROHIBITED.



DSBB-4-6-72
 DUAL STAGE HYDRODYNAMIC SEPARATOR
 STANDARD DETAIL

8/30/18DSMITH

4.3.2 Site Design BMP

Section E.12.e. of the Small Phase II MS4 Permit emphasizes the use of LID preventative measures; and the use of Site Design Measures reduces the portion of the DCV that must be addressed in downstream BMPs. Therefore, all applicable Site Design Measures shall be provided except where they are mutually exclusive with each other, or with other BMPs. Mutual exclusivity may result from overlapping BMP footprints such that either would be potentially feasible by itself, but both could not be implemented. Please note that while there are no numeric standards regarding the use of Site Design BMPs. If a project cannot feasibly meet BMP sizing requirements or cannot fully address hydromodification, feasibility of all applicable Site Design BMPs must be part of demonstrating that the BMP system has been designed to retain the maximum feasible portion of the DCV. Refer to Section 5.4 in the TGD for more detailed guidance.

| Form 4.3-2 Site Design BMPs (DA 1) | | | |
|---|---|-----------------------|--|
| 1 Implementation of Impervious Area Dispersion BMP (i.e. routing runoff from impervious to pervious areas), excluding impervious areas planned for routing to on-lot infiltration BMP: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <i>If yes, complete Items 2-5; If no, proceed to Item 6</i> | DA DMA BMP Type | DA DMA BMP Type | DA DMA BMP Type <i>(Use additional forms for more BMPs)</i> |
| 2 Total impervious area draining to pervious area (ft ²) | | | |
| 3 Ratio of pervious area receiving runoff to impervious area | | | |
| 4 Retention volume achieved from impervious area dispersion (ft ³) $V = \text{Item 2} * \text{Item 3} * (0.5/12)$, assuming retention of 0.5 inches of runoff | | | |
| 5 Sum of retention volume achieved from impervious area dispersion (ft ³): $V_{\text{retention}} = \text{Sum of Item 4 for all BMPs}$ | | | |
| 6 Implementation of Localized On-lot Infiltration BMPs (e.g. on-lot rain gardens): Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <i>If yes, complete Items 7-13 for aggregate of all on-lot infiltration BMP in each DA; If no, proceed to Item 14</i> | DA 1 DMA G BMP Type Rain Garden | DA DMA BMP Type | DA DMA BMP Type <i>(Use additional forms for more BMPs)</i> |
| 7 Ponding surface area (ft ²) | 8,929 | | |
| 8 Ponding depth (ft) (min. 0.5 ft.) | 0.6 | | |
| 9 Surface area of amended soil/gravel (ft ²) | 8,929 | | |
| 10 Average depth of amended soil/gravel (ft) (min. 1 ft.) | 2 | | |
| 11 Average porosity of amended soil/gravel | 0.35 | | |
| 12 Retention volume achieved from on-lot infiltration (ft ³) $V_{\text{retention}} = (\text{Item 7} * \text{Item 8}) + (\text{Item 9} * \text{Item 10} * \text{Item 11})$ | 11,608 | | |
| 13 Runoff volume retention from on-lot infiltration (ft ³): 11,608 $V_{\text{retention}} = \text{Sum of Item 12 for all BMPs}$ | | | |

Form 4.3-3 Infiltration LID BMP - including underground BMPs (DA 1)

1 Remaining LID DCV not met by site design BMP (ft³): 156,331 $V_{unmet} = \text{Form 4.2-1 Item 7} - \text{Form 4.3-2 Item 19}$

| BMP Type <i>Use columns to the right to compute runoff volume retention from proposed infiltration BMP (select BMP from Table 5-4 in TGD for WQMP) - Use additional forms for more BMPs</i> | DA 1 DMA A, B, C, D, E, F, G, H BMP Type Infiltration/ Detention Basin | DA1 DMA A, B, C, D, E, F, G, H BMP Type Underground CMP | |
|---|---|--|--|
| 2 Infiltration rate of underlying soils (in/hr) <i>See Section 5.4.2 and Appendix C of the TGD for WQMP for minimum requirements for assessment methods</i> | 2.4 | 2.4 | |
| 3 Infiltration safety factor <i>See TGD Section 5.4.2 and Appendix D</i> | 2 | 2 | |
| 4 Design percolation rate (in/hr) $P_{design} = \text{Item 2} / \text{Item 3}$ | 1.2 | 1.2 | |
| 5 Pondered water drawdown time (hr) <i>Copy Item 6 in Form 4.2-1</i> | 48 | 48 | |
| 6 Maximum ponding depth (ft) <i>BMP specific, see Table 5-4 of the TGD for WQMP for BMP design details</i> | 5 | N/A | |
| 7 Ponding Depth (ft) $d_{BMP} = \text{Minimum of } (1/12 * \text{Item 4} * \text{Item 5}) \text{ or Item 6}$ | 5 | N/A | |
| 8 Infiltrating surface area, SA_{BMP} (ft ²) <i>the lesser of the area needed for infiltration of full DCV or minimum space requirements from Table 5.7 of the TGD for WQMP</i> | 6,641 | 30,037.5 | |
| 9 Amended soil depth, d_{media} (ft) <i>Only included in certain BMP types, see Table 5-4 in the TGD for WQMP for reference to BMP design details</i> | 4 | N/A | |
| 10 Amended soil porosity | 0.35 | N/A | |
| 11 Gravel depth, d_{media} (ft) <i>Only included in certain BMP types, see Table 5-4 of the TGD for WQMP for BMP design details</i> | 0 | 2 | |
| 12 Gravel porosity | 0 | 0.35 | |
| 13 Duration of storm as basin is filling (hrs) <i>Typical ~ 3hrs</i> | 3 | 3 | |
| 14 Above Ground Retention Volume (ft ³) $V_{retention} = \text{Item 8} * [\text{Item 7} + (\text{Item 9} * \text{Item 10}) + (\text{Item 11} * \text{Item 12}) + (\text{Item 13} * (\text{Item 4} / 12))]$ | 44,495 | N/A | |
| 15 Underground Retention Volume (ft ³) <i>Volume determined using manufacturer's specifications and calculations</i> | N/A | 112,348 | |

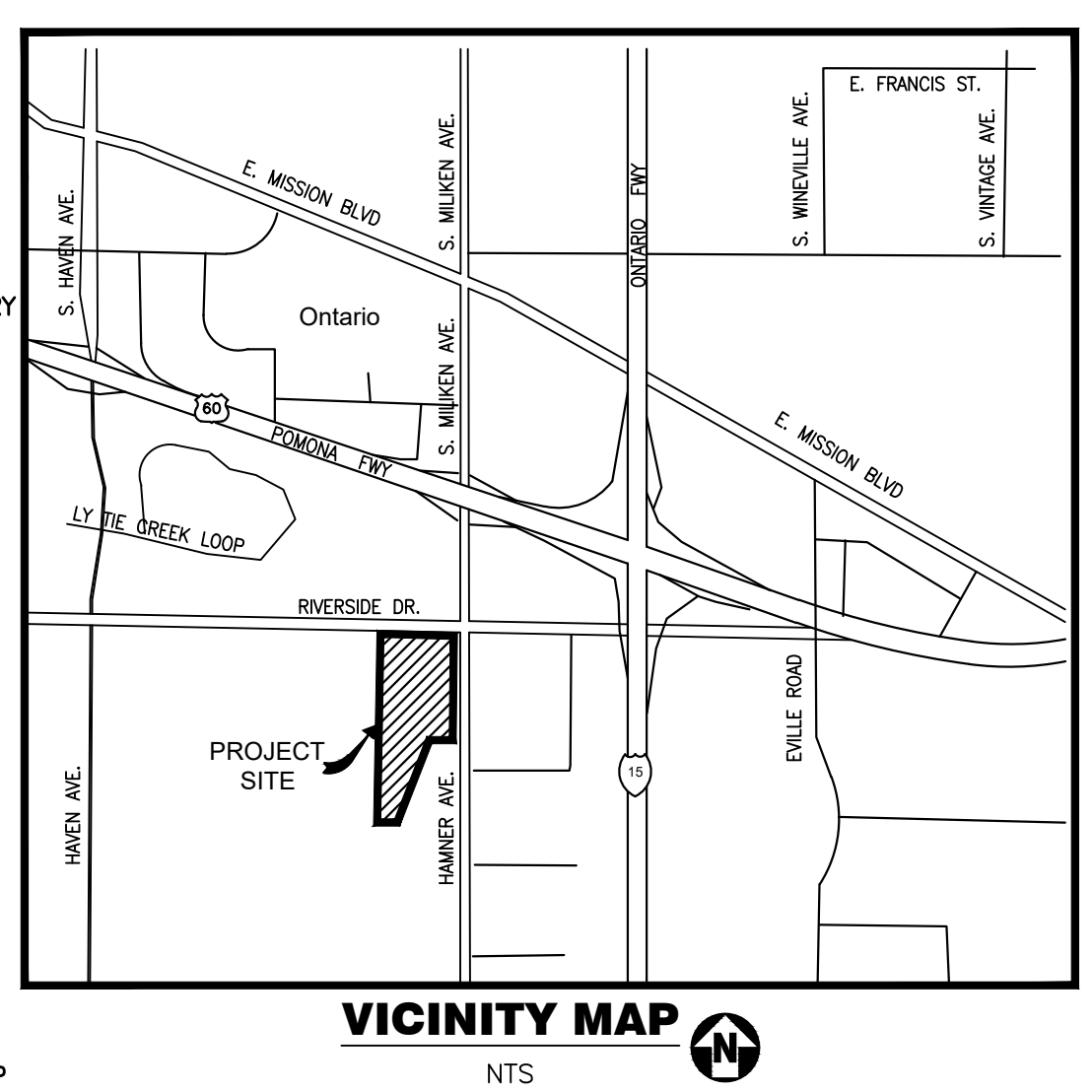
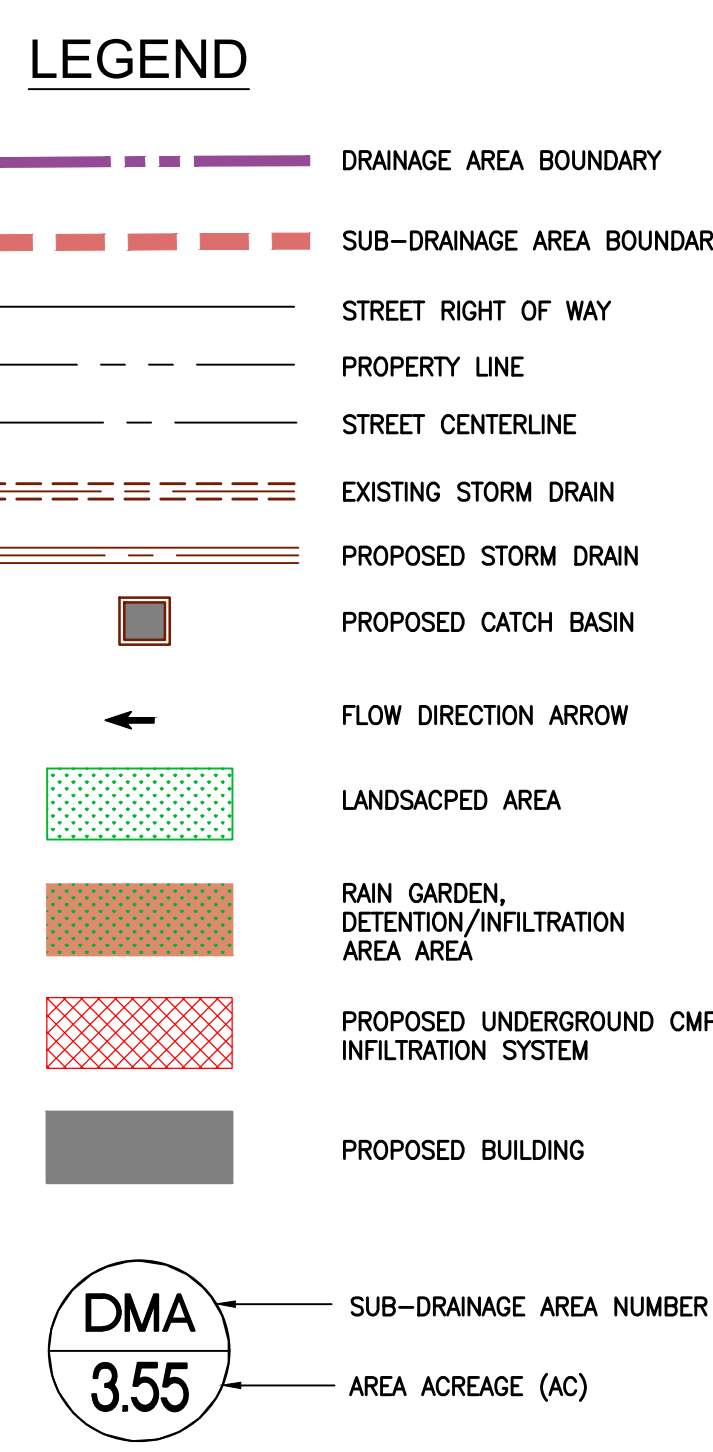
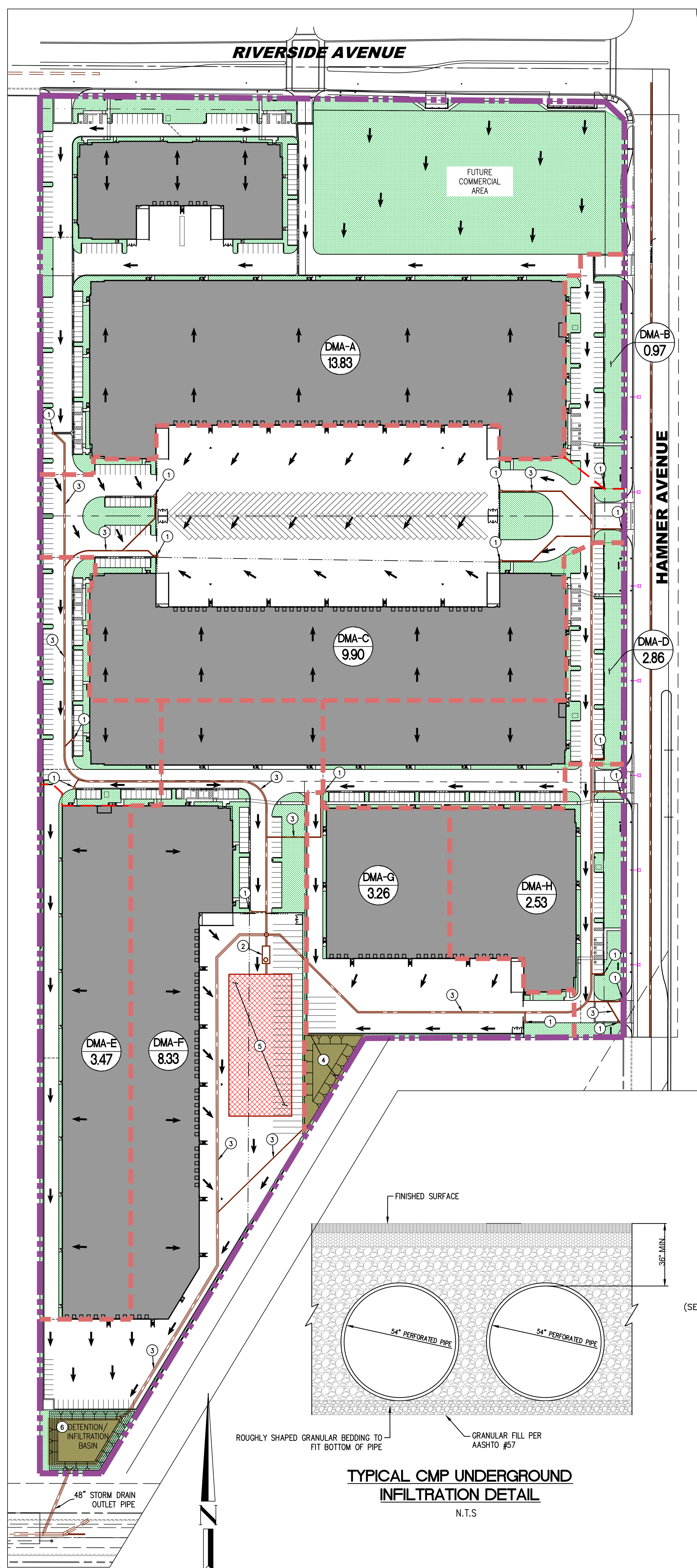
16 Total Retention Volume from LID Infiltration BMPs: 156,843 *(Sum of Items 14 and 15 for all infiltration BMP included in plan)*

17 Fraction of DCV achieved with infiltration BMP: 100% $\text{Retention\%} = \text{Item 16} / \text{Form 4.2-1 Item 7}$

18 Is full LID DCV retained onsite with combination of hydrologic source control and LID retention/infiltration BMPs? Yes No
If yes, demonstrate conformance using Form 4.3-10; If no, then reduce Item 3, Factor of Safety to 2.0 and increase Item 8, Infiltrating Surface Area, such that the portion of the site area used for retention and infiltration BMPs equals or exceeds the minimum effective area thresholds (Table 5-7 of the TGD for WQMP) for the applicable category of development and repeat all above calculations.

Reference-4

PWQMP EXHIBIT



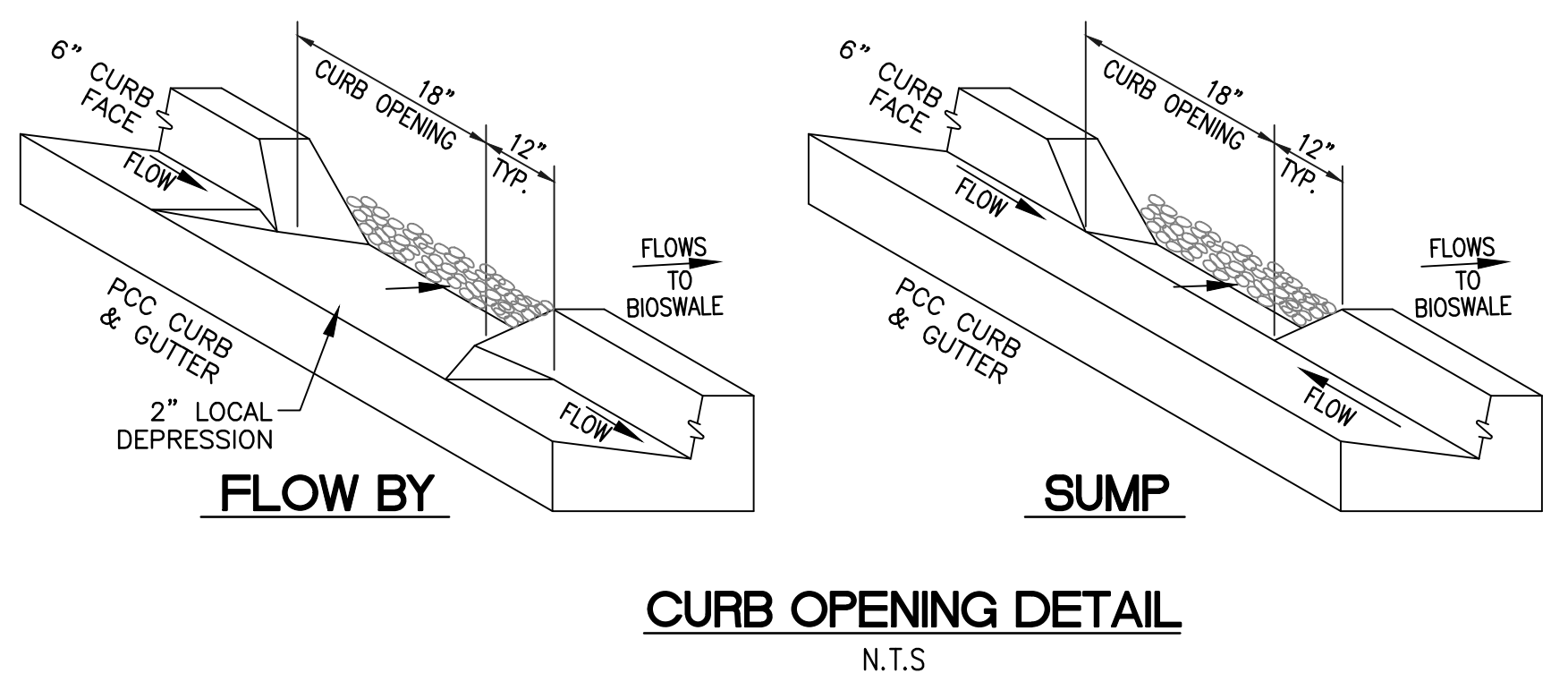
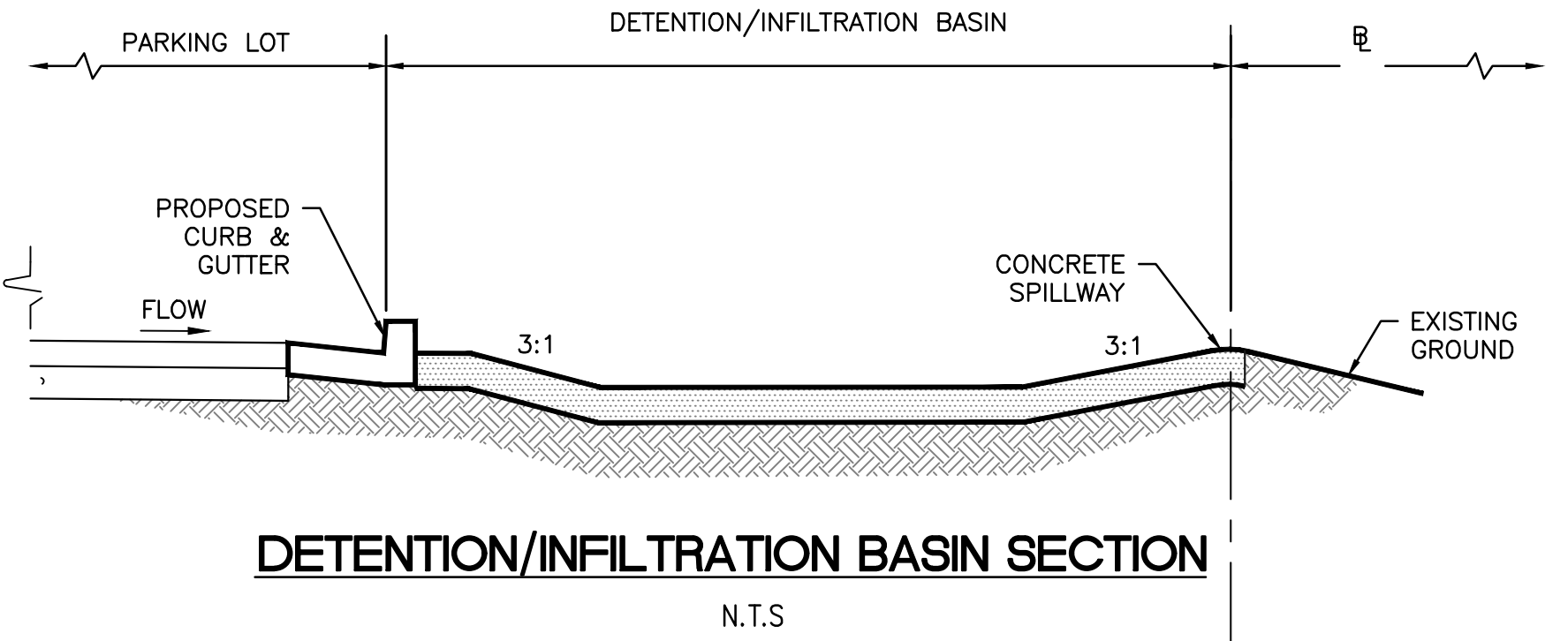
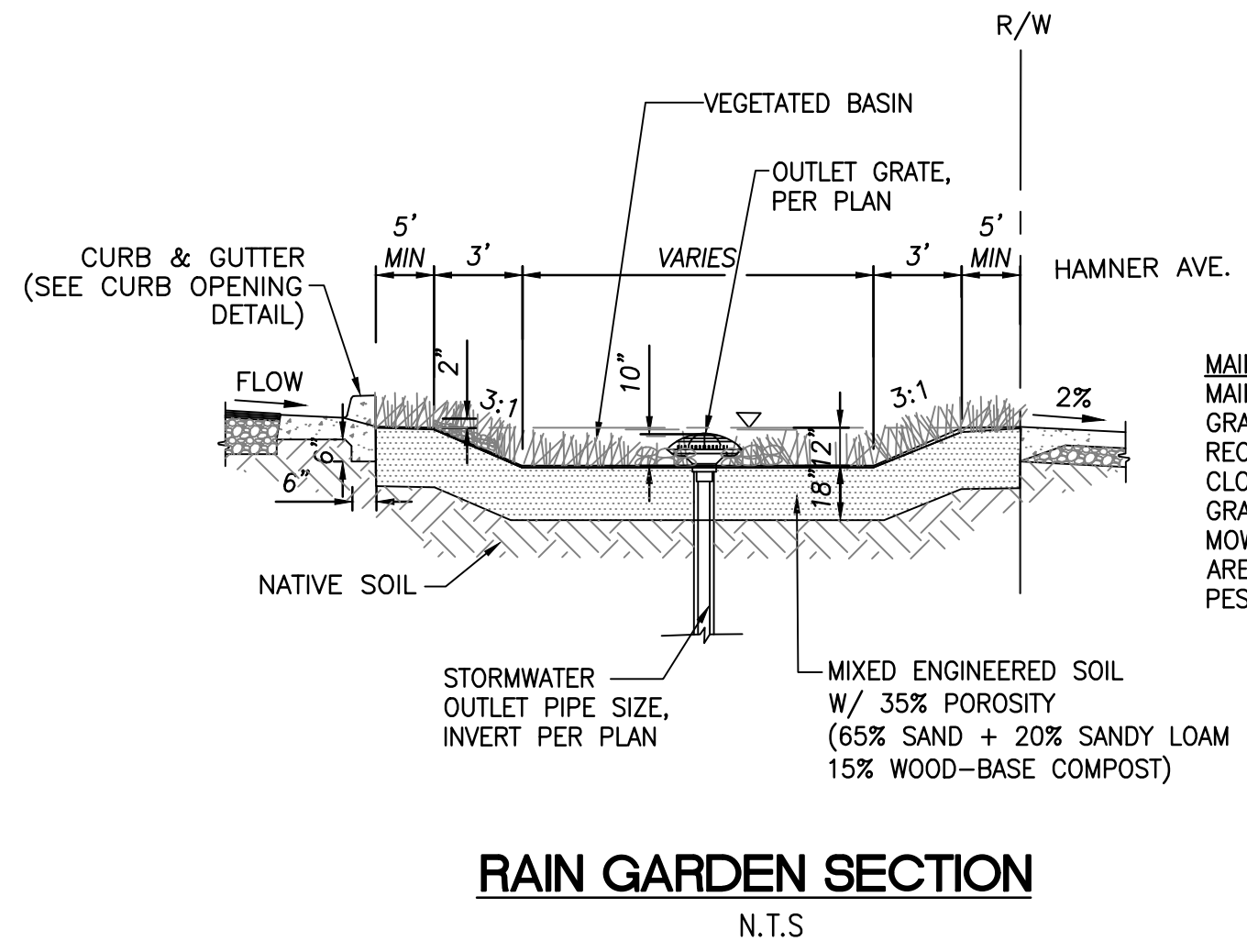
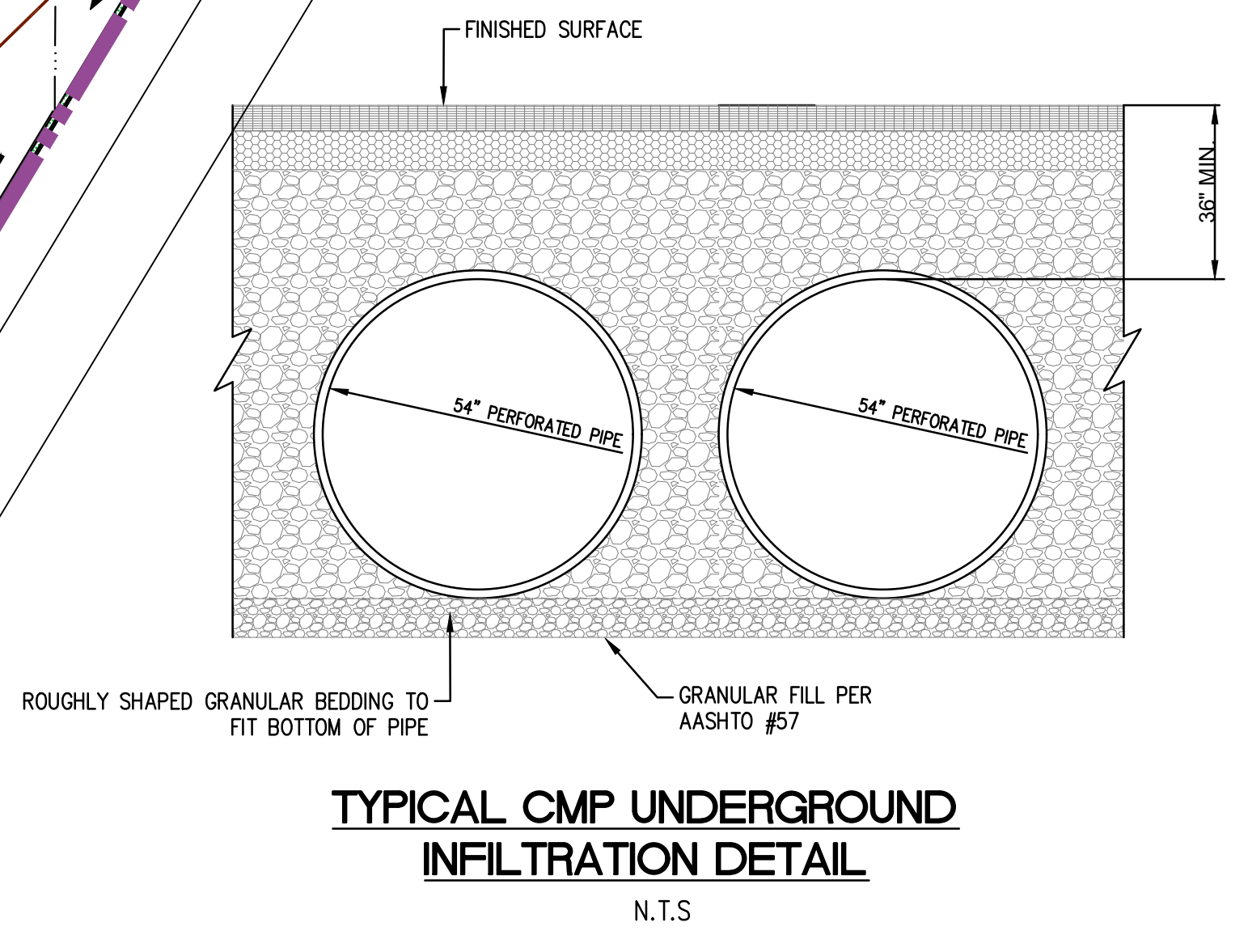
HYDROLOGY INFORMATION

SITE AREA: 47.38 AC
 SOIL GROUP: B (PER SOIL MAP)
 IMPERVIOUS: 86% (PER CALCULATIONS)
 RAINFALL RATE: 0.54" (2-YEAR 1 HOUR)
 FREQUENCY: 2 YEAR (For STORMWATER TREATMENT)
 METHOD: SAN BERNARDINO COUNTY WQMP MANUAL

BMPs Table:

| DA No. | BMP TYPE | TRIBUTARY AREA (AC) | IMPERVIOUS RATIO | PROVIDED VOLUME (CF) | REQUIRED DCV (CF) |
|--------|--|---------------------|------------------|---|-------------------|
| DMA A | UNDERGROUND CMP, DETENTION/INFILTRATION BASIN | 13.83 | 0.68 | | 9,003 |
| DMA B | UNDERGROUND CMP, DETENTION/INFILTRATION BASIN | 0.97 | 0.60 | | 13,077 |
| DMA C | UNDERGROUND CMP, DETENTION/INFILTRATION BASIN | 9.90 | 0.94 | | 34,744 |
| DMA D | UNDERGROUND CMP, DETENTION/INFILTRATION BASIN | 2.86 | 0.85 | RAIN GARDEN- 11,608 FT ³ UNDERGROUND CMP- 112,348 FT ³ | 15,359 |
| DMA E | DETENTION/INFILTRATION BASIN | 3.47 | 0.93 | DETENTION/INFILTRATION BASIN- 44,495 FT ³ | 10,801 |
| DMA F | UNDERGROUND CMP, DETENTION/INFILTRATION BASIN | 8.33 | 0.90 | | 44,707 |
| DMA G | RAIN GARDEN, DETENTION/INFILTRATION BASIN | 3.26 | 0.88 | | 2,254 |
| DMA H | RAIN GARDEN, UNDERGROUND CMP, DETENTION/INFILTRATION BASIN | 2.53 | 0.82 | | 37,522 |

- ### DRAINAGE NOTES:
- ① PROPOSED CATCH BASIN WITH FILTER INSERT
 - ② PROPOSED LID DEVICE - HYDRODYNAMIC SEPERATOR
 - ③ PROPOSED STORM DRAIN PIPE PRIVATE MAINTAINED
 - ④ PROPOSED LID DEVICE - RAIN GARDEN
 - ⑤ PROPOSED LID DEVICE - UNDERGROUND CMP (INFILTRATION)
 - ⑥ PROPOSED LID DEVICE - DETENTION/INFILTRATION BASIN



P:\YEAR_2018\2018-150_MILL_CREEK_AVE_STORM_DRAIN_AND_SEWER-ONTARIO_CC_LLC-CH\GIS_ENGINEERING\REPORTS\PRELIMINARY_WQMP\EXHIBIT\2018-150_PRELIMINARY_WQMP.DWG (01-08-20 7:45:52PM) Plotted by: Sean Oliver

| | | |
|--|---|---|
| WestLAND Group, Inc. Land Surveyors • Civil Engineers • GIS 4150 CONCOURS, ONTARIO, CA 91764 PHONE: (909) 989-9789 FAX: (909) 989-9660 | PRELIMINARY WQMP EXHIBIT FOR CROW HOLDINGS INDUSTRIAL PROJECT IN THE CITY OF ONTARIO | PROJECT NO. 2018-150 SHEET 1 OF 1 SCALE: 1"=100' |
| | SCALE: 1"=100' | |

June 15, 2020

Mr. Jared J. Riemer
Ontario CC, LLC
527 W. 7th Street, Suite 398
Los Angeles, CA 90014
jriemer@chindustrial.com

LLG Reference: 2.18.4009.1

Subject: **Edenglen Business Park Project Alternative Trip Generation
Assessment**
Ontario, California

Engineers & Planners

Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Dear Mr. Riemer:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Alternative Trip Generation Assessment for the proposed Edenglen Business Park project (herein after referred to as Project) in the City of Ontario, California. It is our understanding that the warehousing component identified in the *Revised Focused Traffic Assessment for Edenglen Business Park Project dated April 21, 2020* prepared by LLG is likely to have a cold storage component. Therefore, this supplemental analysis evaluates the trip generation implications if 50% or 100% of the warehousing component were converted to high cube cold storage warehousing.

This letter summarizes the traffic generation forecast potential for the proposed Project Alternative and compares it to the trip budget of the Project as assessed in the April 2020 Study.

PROJECT DESCRIPTION

The Project site made up of several vacant parcels of land that are located south of Riverside Drive and north of Chino Avenue, between Milliken Avenue and a Southern California Edison easement within the Edenglen Specific Plan. **Figure 1** presents a vicinity map for the proposed Project, inclusive of the area allocated to business park uses and commercial retail uses. **Figure 2** is an existing aerial photograph of the Project site.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE (Ret.)
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

An LG2WB Company Founded 1966

Project Land Use Mix from the April 2020 Study

The Project as proposed in the April 2020 Study includes the development of up to 1,008,092 SF of floor area within six (6) buildings, identified as Buildings A through F, inclusive of 60,000 SF of mezzanine space. The northern half of the Project includes 621,643 SF of floor area on 29.45-acres of land, whereas the southern half includes 386,449 SF of floor area on 17.17 acres of land. Based on our understanding, the four (4) larger buildings (Buildings C through F) would likely be developed with warehousing/distribution uses, Building A would most likely be developed as general light industrial, and Building B will be developed with commercial retail uses, which is proposed to be located on the southwest corner of Riverside Drive and Hamner Avenue. It should be noted that overall design for Building B has yet to be determined, so a placeholder of 40,000 SF of commercial retail uses has been assumed. Below presents the tenant mix from the April 2020 Study. *Figure 3* presents the site plan for the proposed Project, including the area now allocation to commercial retail uses.

| Land Use / Project Description | <u>April 2020 Study</u> Building / Project Alternatives (PA) Square-Footage (SF) | |
|-------------------------------------|--|---------------------|
| | PA No. 1 | PA No. 2 |
| ☐ 110: General Light Industrial | 59,585 SF | 59,585 SF |
| ☐ 140: Manufacturing | -- | 386,449 SF |
| ☐ 150: Warehousing | 908,507 SF | 522,058 SF |
| ☐ 820: Shopping Center ¹ | 40,000 SF | 40,000 SF |
| Total Square Feet (SF) | 1,008,092 SF | 1,008,092 SF |

¹ Shopping Center assumes a mix of commercial retail uses, inclusive of restaurant/food uses.

Proposed Project Alternative

The Project is now proposing to modify the tenant mix identified above to convert 50% or 100% of the proposed warehousing component to high cube cold storage warehousing. Below presents the tenant mix for each of these options.

| Land Use / Project Description | PA No. 1A 50% Cold Storage | PA No. 1B 100% Cold Storage | PA No. 2A 50% Cold Storage | PA No. 2B 100% Cold Storage |
|--|----------------------------------|-----------------------------------|----------------------------------|-----------------------------------|
| ☐ 110: General Light Industrial | 59,585 SF | 59,585 SF | 59,585 SF | 59,585 SF |
| ☐ 140: Manufacturing | -- | -- | 386,449 SF | 386,449 SF |
| ☐ 150: Warehousing | 454,254 SF | -- | 261,029 SF | -- |
| ☐ 157: High Cube Cold Storage Warehousing | 454,253 SG | 908,507 SF | 261,029 SF | 522,058 SF |
| ☐ 820: Shopping Center ² | 40,000 SF | 40,000 SF | 40,000 SF | 40,000 SF |
| Total Square Feet (SF) | 1,008,092 SF | 1,008,092 SF | 1,008,092 SF | 1,008,092 SF |

TRAFFIC GENERATION FORECAST

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. For this analysis, generation equations and/or rates used in the traffic forecasting procedure for the proposed Project as well as the Entitled Land Uses have been estimated based on the most current version of the *Trip Generation Manual* and can be found in the 10th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2017].

Table 1 summarizes the trip generation rates/equations used in forecasting the vehicular trips generated by the proposed Project Alternatives and the Entitled Land Use Alternatives. As shown in *Table 1*, ITE Land Use 110: General Light Industrial, ITE Land Use 140: Manufacturing, ITE Land Use 150: Warehousing and ITE Land Use 157: High Cube Cold Storage Warehousing, while ITE Land Use 820: Shopping Center trip generation equations were used. The use of trip generation equations for the Project's retail components allows for the most flexibility in future design. This assumption yields similar trips to a project that consists of a 5,000 SF fast food

² Shopping Center assumes a mix of commercial retail uses, inclusive of restaurant/food uses.

restaurant with drive-thru, 5,000 SF high-turnover sit-down restaurant and 30,000 SF of retail using ITE trip rates.

Project Trip Generation Comparison

Proposed Project versus Project Alternative 1A and 1B

Table 2 presents the trip generation forecast for Project Alternatives 1A and 1B. The upper portion of **Table 2** summarizes the trip generation forecast for Alternative 1A of the proposed Project. A review of the upper portion of **Table 2** indicates that Alternative 1A which converts 50% of the warehousing to high cube cold storage warehousing is forecast to generate approximately 5,579 daily trips, with 403 trips (286 inbound, 117 outbound) produced in the AM peak hour and 446 trips (158 inbound, 288 outbound) produced in the PM peak hour on a “typical” weekday. Direct comparison between the Project Alternative 1A to the April 2020 Study shows Project Alternative 1A results in 221 more daily trips, 39 fewer AM peak hour trips and 54 fewer PM peak hour trips. It should be noted that the intersection level of service focuses on the AM and PM peak hour analysis. Therefore, it can be concluded that the proposed Project Alternative 1A would have similar if not lesser impacts to the street system than what was evaluated as part of the April 2020 Study.

Review of the lower portion of **Table 2** indicates that Alternative 1B which converts 100% of the warehousing to high cube cold storage warehousing is forecast to generate approximately 5,798 daily trips, with 365 trips (252 inbound, 113 outbound) produced in the AM peak hour and 392 trips (139 inbound, 253 outbound) produced in the PM peak hour on a “typical” weekday. Direct comparison between the Project Alternative 1B to the April 2020 Study shows Project Alternative 1B results in 440 more daily trips, 77 fewer AM peak hour trips and 108 fewer PM peak hour trips. It should be noted that the intersection level of service focuses on the AM and PM peak hour analysis. Therefore, it can be concluded that the proposed Project Alternative 1B would have similar if not lesser impacts to the street system than what was evaluated as part of the April 2020 Study.

Proposed Project versus Project Alternative 2A and 2B

Table 3 presents the trip generation forecast for Project Alternatives 2A and 2B. The upper portion of **Table 3** summarizes the trip generation forecast for Alternative 2A of the proposed Project. A review of the upper portion of **Table 3** indicates that Alternative 2A which converts 50% of the warehousing to high cube cold storage warehousing is forecast to generate approximately 6,584 daily trips, with 670 trips (499 inbound, 171 outbound) produced in the AM peak hour and 756 trips (252 inbound, 504 outbound) produced in the PM peak hour on a “typical” weekday.

Direct comparison between the Project Alternative 2A to the April 2020 Study shows Project Alternative 2A results in 125 more daily trips, 23 fewer AM peak hour trips and 33 fewer PM peak hour trips. It should be noted that the intersection level of service focuses on the AM and PM peak hour analysis. Therefore, it can be concluded that the proposed Project Alternative 2A would have similar if not lesser impacts to the street system than what was evaluated as part of the April 2020 Study.

Review of the lower portion of *Table 3* indicates that Alternative 2B which converts 100% of the warehousing to high cube cold storage warehousing is forecast to generate approximately 6,711 daily trips, with 648 trips (479 inbound, 169 outbound) produced in the AM peak hour and 725 trips (241 inbound, 484 outbound) produced in the PM peak hour on a “typical” weekday. Direct comparison between the Project Alternative 2B to the April 2020 Study shows Project Alternative 2B results in 252 more daily trips, 45 fewer AM peak hour trips and 64 fewer PM peak hour trips. It should be noted that the intersection level of service focuses on the AM and PM peak hour analysis. Therefore, it can be concluded that the proposed Project Alternative 2B would have similar if not lesser impacts to the street system than what was evaluated as part of the April 2020 Study.

CONCLUSION

Given the results of the trip generation forecast comparison, we conclude that the conversion of between 50% and 100% of the warehousing component to high cube cold storage warehousing would result in AM and PM peak hour trips less than what was evaluated in the Project’s April 2020 Study. Therefore, the Project Alternative would have similar if not less impacts than what was evaluated as part of the April 2020 Study and as a result no further analysis is recommended or necessary.

* * * * *

We appreciate the opportunity to prepare this investigation. Should you have any questions regarding this analysis, please call us at (949) 825-6175.

Sincerely,

Linscott, Law & Greenspan, Engineers

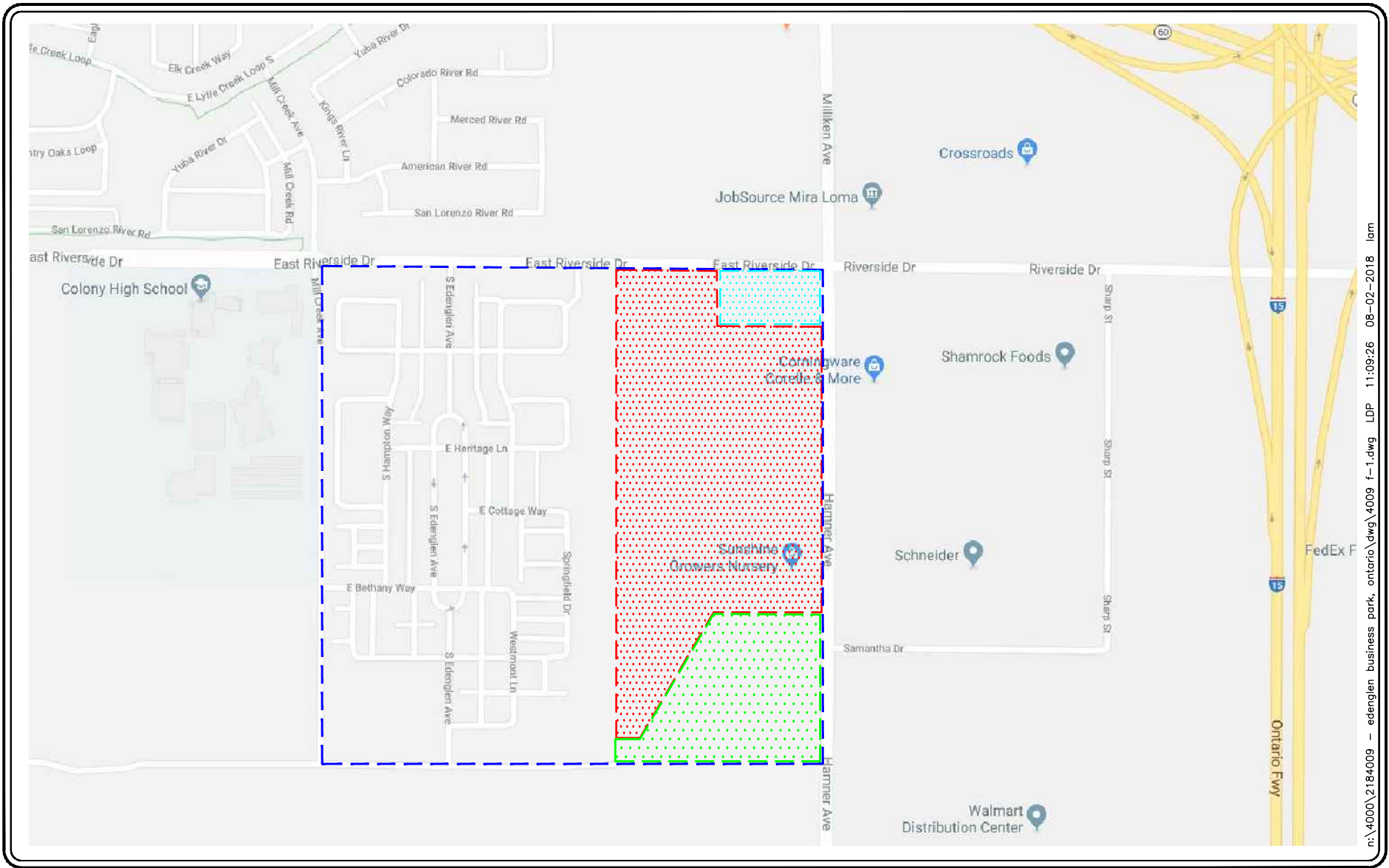


Principal

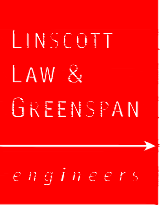
cc: File

Shane S. Green, P.E., Senior Transportation Engineer





n:\4000\2184009 - edenglen business park, ontario.dwg\4009 f-1.dwg_LDP 11:09:26 08-02-2018 lam



SOURCE: GOOGLE

KEY

- = PROJECT SITE (INDUSTRIAL)
- = PROJECT SITE (RETAIL)
- = SCE SITE
- = SPECIFIC PLAN BOUNDARY

FIGURE 1

VICINITY MAP
EDENGLLEN BUSINESS PARK, ONTARIO



n:\4000\2184009 - edenglen business park, ontario.dwg 4009 f-2.dwg LDP 11:34:07 08-02-2018 lam

LINSCOTT
LAW &
GREENSPAN
engineers



SOURCE: GOOGLE

KEY





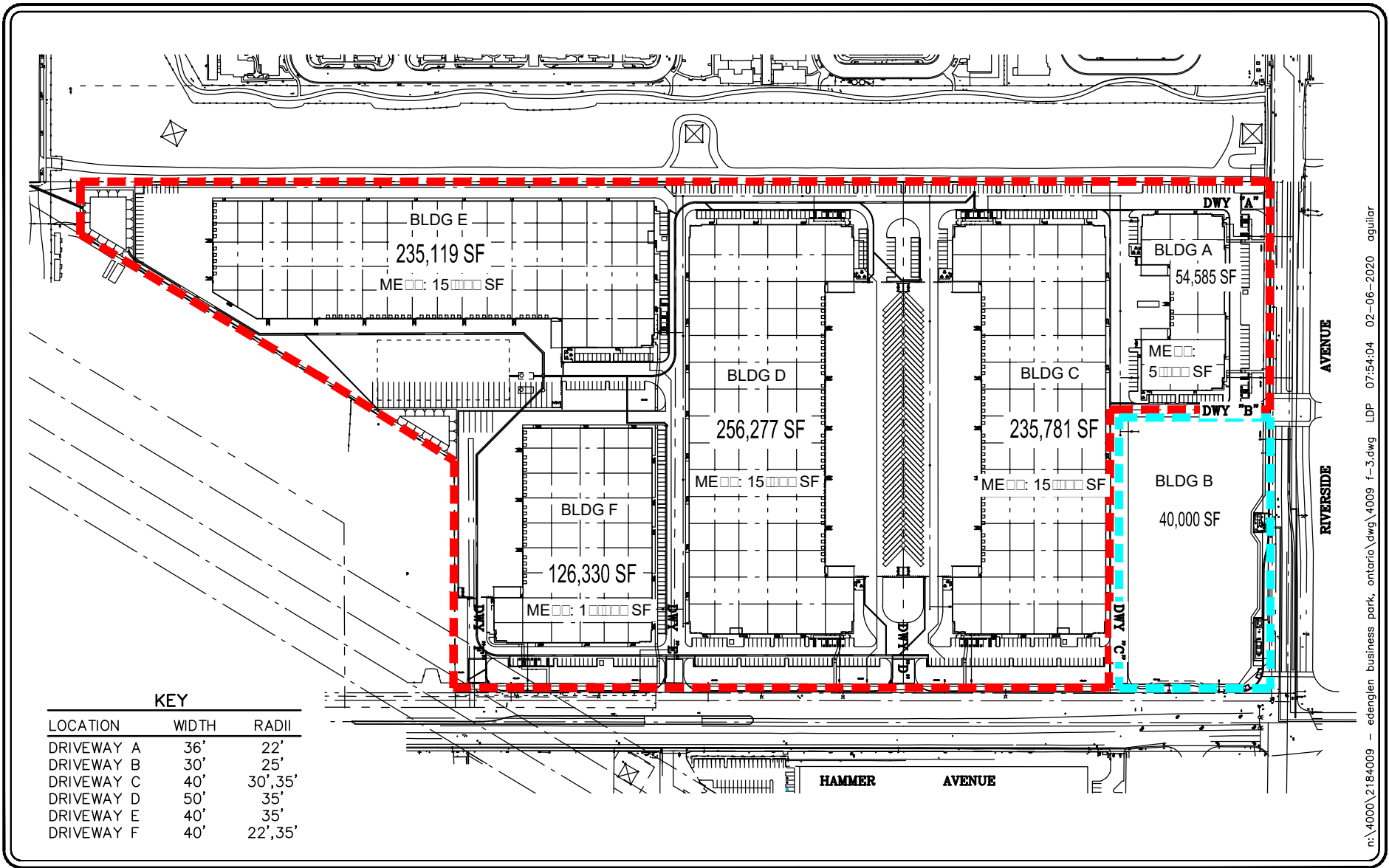
-  = PROJECT SITE (INDUSTRIAL)
-  = PROJECT SITE (RETAIL)
-  = SCE SITE
-  = SPECIFIC PLAN BOUNDARY

FIGURE 2

EXISTING SITE AERIAL PHOTOGRAPH
EDENGLLEN BUSINESS PARK, ONTARIO



KEY

| LOCATION | WIDTH | RADII |
|------------|-------|----------|
| DRIVEWAY A | 36' | 22' |
| DRIVEWAY B | 30' | 25' |
| DRIVEWAY C | 40' | 30', 35' |
| DRIVEWAY D | 50' | 35' |
| DRIVEWAY E | 40' | 35' |
| DRIVEWAY F | 40' | 22', 35' |

n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-3.dwg LP 07:54:04 02-06-2020 agular

LINSCOTT
LAW &
GREENSPAN
engineers

SOURCE: RGA

KEY

- = INDUSTRIAL COMPONENT
- = RETAIL COMPONENT

FIGURE 3

PROPOSED SITE PLAN
EDENGLLEN BUSINESS PARK, ONTARIO

TABLE 1
TRIP GENERATION RATES WITH PCE CONVERSION FACTORS³

| ITE Land Use Code | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|----------------|--------------|-------------|-------------|--------------|-------------|-------------|
| | | Enter | Exit | Total | Enter | Exit | Total |
| <i>Trip Generation Rates:</i> | | | | | | | |
| ▪ 110: General Light Industrial – Total (TE/1000 SF) | 4.96 | 0.62 | 0.08 | 0.70 | 0.08 | 0.55 | 0.63 |
| ❑ Passenger Cars – 78.6% Daily (TE/1000 SF) | 3.90 | 0.38 | 0.04 | 0.42 | 0.06 | 0.42 | 0.48 |
| ❑ 2 Axle Trucks – 8.0% Daily/32.7% Peak Hour (TE/1000 SF) | 0.40 | 0.08 | 0.01 | 0.09 | 0.01 | 0.04 | 0.05 |
| ❑ 3 Axle Trucks – 3.9% Daily/17.9% Peak Hour (TE/1000 SF) | 0.19 | 0.04 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 |
| ❑ 4+ Axle Trucks – 9.5% Daily/49.4% Peak Hour (TE/1000 SF) | 0.47 | 0.12 | 0.02 | 0.14 | 0.01 | 0.06 | 0.07 |
| ▪ 140: Manufacturing – Total (TE/1000 SF) | 3.93 | 0.48 | 0.14 | 0.62 | 0.21 | 0.46 | 0.67 |
| ❑ Passenger Cars – 79.57% Daily (TE/1000 SF) | 3.13 | 0.34 | 0.10 | 0.44 | 0.14 | 0.29 | 0.43 |
| ❑ 2 Axle Trucks – 3.46% Daily/16.95% Peak Hour (TE/1000 SF) | 0.14 | 0.02 | 0.01 | 0.03 | 0.01 | 0.03 | 0.04 |
| ❑ 3 Axle Trucks – 4.64% Daily/22.71% Peak Hour (TE/1000 SF) | 0.18 | 0.03 | 0.01 | 0.04 | 0.02 | 0.03 | 0.05 |
| ❑ 4+ Axle Trucks – 12.33% Daily/60.34% Peak Hour (TE/1000 SF) | 0.48 | 0.09 | 0.02 | 0.11 | 0.04 | 0.11 | 0.15 |
| ▪ 150: Warehousing – Total (TE/1000 SF) | 1.74 | 0.13 | 0.04 | 0.17 | 0.05 | 0.14 | 0.19 |
| ❑ Passenger Cars – 79.57% Daily (TE/1000 SF) | 1.38 | 0.09 | 0.03 | 0.12 | 0.03 | 0.09 | 0.12 |
| ❑ 2 Axle Trucks – 3.46% Daily/16.95% Peak Hour (TE/1000 SF) | 0.06 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 |
| ❑ 3 Axle Trucks – 4.64% Daily/22.71% Peak Hour (TE/1000 SF) | 0.08 | 0.01 | 0.00 | 0.01 | 0.00 | 0.02 | 0.02 |
| ❑ 4+ Axle Trucks – 12.33% Daily/60.34% Peak Hour (TE/1000 SF) | 0.22 | 0.02 | 0.01 | 0.03 | 0.02 | 0.02 | 0.04 |
| ▪ 157: High Cube Cold Storage Warehouse – Total (TE/1000 SF)⁴ | 2.12 | 0.08 | 0.03 | 0.11 | 0.03 | 0.09 | 0.12 |
| ❑ Passenger Cars – 79.57% Daily (TE/1000 SF) | 1.69 | 0.06 | 0.02 | 0.08 | 0.02 | 0.06 | 0.08 |
| ❑ 2 Axle Trucks – 3.46% Daily/16.95% Peak Hour (TE/1000 SF) | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 |
| ❑ 3 Axle Trucks – 4.64% Daily/22.71% Peak Hour (TE/1000 SF) | 0.10 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 |
| ❑ 4+ Axle Trucks – 12.33% Daily/60.34% Peak Hour (TE/1000 SF) | 0.26 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.02 |
| ▪ 820: Shopping Center (TE/1000 SF) | [a] | 62% | 38% | [a] | 48% | 52% | [a] |

Notes:

TE/1000 SF = Trip end per 1,000 SF

PCE = Passenger Car Equivalents

[a] = Shopping Center equations were used:

Daily: $\ln(T) = 0.68\ln(X) + 5.57$

AM Peak Hour: $T = 0.50(X) + 151.78$

PM Peak Hour: $\ln(T) = 0.74\ln(X) + 2.89$

³ Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

⁴ ITE's *Trip Generation* does not provide AM and PM peak hour inbound and outbound splits for Land Use 157: High Cube Cold Storage Warehouse. Therefore, splits were matched to those of Land Use 150: Warehousing.

TABLE 2
ALTERNATIVE 1A AND 1B PROJECT TRIP GENERATION FORECAST⁵

| ITE Land Use Code / Project Description | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|--|----------------|--------------|------------|------------|--------------|------------|-------------|
| | | Enter | Exit | Total | Enter | Exit | Total |
| <i>Trip Generation Forecast Updated Project Alternative 1A:</i> | | | | | | | |
| ▪ 110: General Light Industrial (59,585 SF) | | | | | | | |
| ❑ Passenger Cars | 232 | 23 | 2 | 25 | 4 | 25 | 29 |
| ❑ 2 Axle Trucks | 36 | 7 | 1 | 8 | 1 | 3 | 4 |
| ❑ 3 Axle Trucks | 23 | 5 | 1 | 6 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | 84 | 21 | 4 | 25 | 2 | 11 | 13 |
| General Light Industrial Total | 375 | 56 | 8 | 64 | 7 | 43 | 50 |
| ▪ 150: Warehousing (454,254 SF) | | | | | | | |
| ❑ Passenger Cars | 627 | 41 | 14 | 55 | 14 | 41 | 55 |
| ❑ 2 Axle Trucks | 41 | 7 | 0 | 7 | 0 | 7 | 7 |
| ❑ 3 Axle Trucks | 73 | 9 | 0 | 9 | 0 | 18 | 18 |
| ❑ 4+ Axle Trucks | 300 | 27 | 14 | 41 | 27 | 28 | 55 |
| Warehousing Total | 1,041 | 84 | 28 | 112 | 41 | 94 | 135 |
| ▪ 157: High Cube Cold Storage Warehouse (454,253 SF) | | | | | | | |
| ❑ Passenger Cars | 768 | 27 | 9 | 36 | 9 | 27 | 36 |
| ❑ 2 Axle Trucks | 48 | 0 | 0 | 0 | 0 | 7 | 7 |
| ❑ 3 Axle Trucks | 91 | 9 | 0 | 9 | 0 | 9 | 9 |
| ❑ 4+ Axle Trucks | 354 | 14 | 13 | 27 | 14 | 13 | 27 |
| High Cube Cold Storage Warehousing Total | 1,261 | 50 | 22 | 72 | 23 | 56 | 79 |
| ▪ 820: Shopping Center (40,000 SF) | 3,224 | 107 | 65 | 172 | 132 | 144 | 276 |
| <i>Passby Trips⁶</i> | <i>-322</i> | <i>-11</i> | <i>-6</i> | <i>-17</i> | <i>-45</i> | <i>-49</i> | <i>-94</i> |
| Retail Total | 2,902 | 96 | 59 | 155 | 87 | 95 | 182 |
| Total Passenger Car Traffic | 4,529 | 187 | 84 | 271 | 114 | 188 | 302 |
| Total Truck PCE Traffic | 1,050 | 99 | 33 | 132 | 44 | 100 | 144 |
| Total Updated Project Alternative 1A Trip Generation [A] | 5,579 | 286 | 117 | 403 | 158 | 288 | 446 |
| Original Project Alternative 1 Trip Generation [B] | 5,358 | 321 | 121 | 442 | 176 | 324 | 500 |
| Alternative 1A Trip Generation Comparison ([A] – [B]) | 221 | -35 | -4 | -39 | -18 | -36 | -54 |
| <i>Trip Generation Forecast Updated Project Alternative 1B:</i> | | | | | | | |
| ▪ 110: General Light Industrial (59,585 SF) | | | | | | | |
| ❑ Passenger Cars | 232 | 23 | 2 | 25 | 4 | 25 | 29 |
| ❑ 2 Axle Trucks | 36 | 7 | 1 | 8 | 1 | 3 | 4 |
| ❑ 3 Axle Trucks | 23 | 5 | 1 | 6 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | 84 | 21 | 4 | 25 | 2 | 11 | 13 |
| General Light Industrial Total | 375 | 56 | 8 | 64 | 7 | 43 | 50 |
| ▪ 157: High Cube Cold Storage Warehouse (908,507 SF) | | | | | | | |
| ❑ Passenger Cars | 1,535 | 55 | 18 | 73 | 18 | 55 | 73 |
| ❑ 2 Axle Trucks | 95 | 0 | 0 | 0 | 0 | 14 | 14 |
| ❑ 3 Axle Trucks | 182 | 18 | 0 | 18 | 0 | 18 | 18 |
| ❑ 4+ Axle Trucks | 709 | 27 | 28 | 55 | 27 | 28 | 55 |
| High Cube Cold Storage Warehousing Total | 2,521 | 100 | 46 | 146 | 45 | 115 | 160 |
| ▪ 820: Shopping Center (40,000 SF) | 3,224 | 107 | 65 | 172 | 132 | 144 | 276 |
| <i>Passby Trips⁶</i> | <i>-322</i> | <i>-11</i> | <i>-6</i> | <i>-17</i> | <i>-45</i> | <i>-49</i> | <i>-94</i> |
| Retail Total | 2,902 | 96 | 59 | 155 | 87 | 95 | 182 |
| Total Passenger Car Traffic | 4,669 | 174 | 79 | 253 | 109 | 175 | 284 |
| Total Truck PCE Traffic | 1,129 | 78 | 34 | 112 | 30 | 78 | 108 |
| Total Updated Project Alternative 1B Trip Generation [C] | 5,798 | 252 | 113 | 365 | 139 | 253 | 392 |
| Original Project Alternative 1 Trip Generation [D] | 5,358 | 321 | 121 | 442 | 176 | 324 | 500 |
| Alternative 1B Trip Generation Comparison ([C] – [D]) | 440 | -69 | -8 | -77 | -37 | -71 | -108 |

⁵ Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

⁶ Source: *Trip Generation Handbook, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. The Daily and AM peak hour pass-by rate was assumed to be 10%, whereas the PM rate is 34% per the ITE handbook.

TABLE 3
ALTERNATIVE 2A AND 2B PROJECT TRIP GENERATION FORECAST⁷

| ITE Land Use Code / Project Description | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|--|----------------|--------------|------------|------------|--------------|------------|------------|
| | | Enter | Exit | Total | Enter | Exit | Total |
| <i>Trip Generation Forecast Updated Project Alternative 2A:</i> | | | | | | | |
| ▪ 110: General Light Industrial (59,585 SF) | | | | | | | |
| ❑ Passenger Cars | 232 | 23 | 2 | 25 | 4 | 25 | 29 |
| ❑ 2 Axle Trucks | 36 | 7 | 1 | 8 | 1 | 3 | 4 |
| ❑ 3 Axle Trucks | 23 | 5 | 1 | 6 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | <u>84</u> | <u>21</u> | <u>4</u> | <u>25</u> | <u>2</u> | <u>11</u> | <u>13</u> |
| General Light Industrial Total | 375 | 56 | 8 | 64 | 7 | 43 | 50 |
| ▪ 150: Warehousing (261,029 SF) | | | | | | | |
| ❑ Passenger Cars | 360 | 23 | 8 | 31 | 8 | 23 | 31 |
| ❑ 2 Axle Trucks | 23 | 4 | 0 | 4 | 0 | 4 | 4 |
| ❑ 3 Axle Trucks | 42 | 5 | 0 | 5 | 0 | 10 | 10 |
| ❑ 4+ Axle Trucks | <u>172</u> | <u>16</u> | <u>7</u> | <u>23</u> | <u>16</u> | <u>15</u> | <u>31</u> |
| Warehousing Total | 597 | 48 | 15 | 63 | 24 | 52 | 76 |
| ▪ 157: High Cube Cold Storage Warehouse (261,029 SF) | | | | | | | |
| ❑ Passenger Cars | 441 | 16 | 5 | 21 | 5 | 16 | 21 |
| ❑ 2 Axle Trucks | 27 | 0 | 0 | 0 | 0 | 4 | 4 |
| ❑ 3 Axle Trucks | 52 | 5 | 0 | 5 | 0 | 5 | 5 |
| ❑ 4+ Axle Trucks | <u>204</u> | <u>8</u> | <u>8</u> | <u>16</u> | <u>8</u> | <u>8</u> | <u>16</u> |
| High Cube Cold Storage Warehousing Total | 724 | 29 | 13 | 42 | 13 | 33 | 46 |
| ▪ 140: Manufacturing (386,449 SF) | | | | | | | |
| ❑ Passenger Cars | 1,210 | 131 | 39 | 170 | 54 | 112 | 166 |
| ❑ 2 Axle Trucks | 81 | 12 | 5 | 17 | 6 | 17 | 23 |
| ❑ 3 Axle Trucks | 139 | 23 | 8 | 31 | 15 | 24 | 39 |
| ❑ 4+ Axle Trucks | <u>556</u> | <u>104</u> | <u>24</u> | <u>128</u> | <u>46</u> | <u>128</u> | <u>174</u> |
| Manufacturing Total | 1,986 | 270 | 76 | 346 | 121 | 281 | 402 |
| ▪ 820: Shopping Center (40,000 SF) | 3,224 | 107 | 65 | 172 | 132 | 144 | 276 |
| <i>Passby Trips⁸</i> | <i>-322</i> | <i>-11</i> | <i>-6</i> | <i>-17</i> | <i>-45</i> | <i>-49</i> | <i>-94</i> |
| Retail Total | 2,902 | 96 | 59 | 155 | 87 | 95 | 182 |
| Total Passenger Car Traffic | 5,145 | 289 | 113 | 402 | 158 | 271 | 429 |
| Total Truck PCE Traffic | 1,439 | 210 | 58 | 268 | 94 | 233 | 327 |
| Total Updated Project Alternative 2A Trip Generation [A] | 6,584 | 499 | 171 | 670 | 252 | 504 | 756 |
| Original Project Alternative 2 Trip Generation [B] | 6,459 | 518 | 175 | 693 | 262 | 527 | 789 |
| Alternative 2A Trip Generation Comparison ([A] – [B]) | 125 | -19 | -4 | -23 | -10 | -23 | -33 |
| <i>Trip Generation Forecast Updated Project Alternative 2B:</i> | | | | | | | |
| ▪ 110: General Light Industrial (59,585 SF) | | | | | | | |
| ❑ Passenger Cars | 232 | 23 | 2 | 25 | 4 | 25 | 29 |
| ❑ 2 Axle Trucks | 36 | 7 | 1 | 8 | 1 | 3 | 4 |
| ❑ 3 Axle Trucks | 23 | 5 | 1 | 6 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | <u>84</u> | <u>21</u> | <u>4</u> | <u>25</u> | <u>2</u> | <u>11</u> | <u>13</u> |
| General Light Industrial Total | 375 | 56 | 8 | 64 | 7 | 43 | 50 |
| ▪ 157: High Cube Cold Storage Warehouse (522,058 SF) | | | | | | | |
| ❑ Passenger Cars | 882 | 31 | 11 | 42 | 10 | 32 | 42 |
| ❑ 2 Axle Trucks | 55 | 0 | 0 | 0 | 0 | 8 | 8 |
| ❑ 3 Axle Trucks | 104 | 10 | 0 | 10 | 0 | 10 | 10 |
| ❑ 4+ Axle Trucks | <u>407</u> | <u>16</u> | <u>15</u> | <u>31</u> | <u>16</u> | <u>15</u> | <u>31</u> |
| High Cube Cold Storage Warehousing Total | 1,448 | 57 | 26 | 83 | 26 | 65 | 91 |

⁷ Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

⁸ Source: *Trip Generation Handbook, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. The Daily and AM peak hour pass-by rate was assumed to be 10%, whereas the PM rate is 34% per the ITE handbook.

TABLE 3 (CONTINUED)
ALTERNATIVE 2A AND 2B PROJECT TRIP GENERATION FORECAST⁹

| ITE Land Use Code / Project Description | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|----------------|--------------|------------|------------|--------------|------------|------------|
| | | Enter | Exit | Total | Enter | Exit | Total |
| <i>Trip Generation Forecast Updated Project Alternative 2B (Cont.):</i> | | | | | | | |
| <ul style="list-style-type: none"> ▪ 140: Manufacturing (386,449 SF) <ul style="list-style-type: none"> ☐ Passenger Cars ☐ 2 Axle Trucks ☐ 3 Axle Trucks ☐ 4+ Axle Trucks | | | | | | | |
| Manufacturing Total | 1,986 | 270 | 76 | 346 | 121 | 281 | 402 |
| <ul style="list-style-type: none"> ▪ 820: Shopping Center (40,000 SF) | 3,224 | 107 | 65 | 172 | 132 | 144 | 276 |
| <i>Passby Trips¹⁰</i> | <u>-322</u> | <u>-11</u> | <u>-6</u> | <u>-17</u> | <u>-45</u> | <u>-49</u> | <u>-94</u> |
| Retail Total | 2,902 | 96 | 59 | 155 | 87 | 95 | 182 |
| Total Passenger Car Traffic | 5,226 | 281 | 111 | 392 | 155 | 264 | 419 |
| Total Truck PCE Traffic | 1,485 | 198 | 58 | 256 | 86 | 220 | 306 |
| Total Updated Project Alternative 2B Trip Generation [C] | 6,711 | 479 | 169 | 648 | 241 | 484 | 725 |
| Original Project Alternative 2 Trip Generation [D] | 6,459 | 518 | 175 | 693 | 262 | 527 | 789 |
| Alternative 2B Trip Generation Comparison ([C] – [D]) | 252 | -39 | -6 | -45 | -21 | -43 | -64 |

⁹ Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

¹⁰ Source: *Trip Generation Handbook, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. The Daily and AM peak hour pass-by rate was assumed to be 10%, whereas the PM rate is 34% per the ITE handbook.

April 21, 2020

Mr. Jared J. Riemer
Ontario CC, LLC
527 W. 7th Street, Suite 398
Los Angeles, CA 90014
jriemer@chindustrial.com

LLG Reference: 2.18.4009.1

Subject: **Revised Focused Traffic Assessment for
Edenglen Business Park Project**
Ontario, California

Dear Mr. Riemer:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Revised Focused Traffic Assessment for the proposed Edenglen Business Park project (herein after referred to as Project) in the City of Ontario, California. This letter has been revised to reflect the City's request to keep the northeast quadrant of the property designated for commercial retail use. In addition, this updated letter satisfies the City's comments as part of the Development Plan Review Letter dated January 6, 2020 and comment provided on April 15, 2020 provided via email. The Project site is made up of several vacant parcels of land that are located south of Riverside Drive and north of Chino Avenue, between Milliken Avenue and a Southern California Edison easement within the Edenglen Specific Plan (herein after referred to as Specific Plan).

The subject property, according to the Specific Plan, is identified/entitled for commercial development consisting of a mixture of Community Commercial uses and Business Park/Light Industrial uses. In place of the approved (entitled) uses, the Project is proposing to develop a Business Park consisting of warehouse/distribution and/or general light industrial uses, plus maintain the ability to development a commercial retail center consistent with the Specific Plan.

This letter documents that the proposed Project fits within the original entitlement for the site and includes a focused traffic access at the project driveways in response to the City's comments on the *Trip Generation Assessment for the Edenglen Business Park Project, dated August 6, 2018, prepared by LLG.*

Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE (Ret.)
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

PROJECT DESCRIPTION

The Project site made up of several vacant parcels of land that are located south of Riverside Drive and north of Chino Avenue, between Milliken Avenue and a Southern California Edison easement within the Edenglen Specific Plan. **Figure 1** presents a vicinity map for the proposed Project, inclusive of the area allocated to business park uses and commercial retail uses. **Figure 2** is an existing aerial photograph of the Project site.

According to the Specific Plan, the development of commercial land uses on approximately 20-acres, commercial/business flex zone land uses on approximately 10-acres, and business park/light industrial land uses on 26.9-acres (includes 10.9-acre SCE property) is currently allowed/approved. Based on a review of *Exhibit 10 – Land Use Plan, Table 2 – Land Use Summary*, and *Section 4 – Land Use of the Specific Plan* document, up to 217,520 square-feet (SF)¹ of community commercial retail and service uses is entitled on 20-acres, as well as approximately 550,000 SF of business park/light industrial uses on up to 36.9-acres that would allow for research and development, light manufacturing, technology development, medical, entertainment facilities, wholesale retail sales, professional offices and warehousing facilities.

Project Land Use Mix

The proposed Project includes the development of up to 1,008,092 SF of floor area within six (6) buildings, identified as Buildings A through F, inclusive of 60,000 SF of mezzanine space. The northern half of the Project includes 621,643 SF of floor area on 29.45-acres of land, whereas the southern half includes 386,449 SF of floor area on 17.17 acres of land. Based on our understanding, the four (4) larger buildings (Buildings C through F) would likely be developed with warehousing/distribution uses, Building A would most likely be developed as general light industrial, and Building B will be developed with commercial retail uses, which is proposed to be located on the southwest corner of Riverside Drive and Hamner Avenue. It should be noted that overall design for Building B has yet to be determined, so a placeholder of 40,000 SF of commercial retail uses has been assumed. **Figure 3** presents the site plan for the proposed Project, including the area now allocation to commercial retail uses.

¹ Maximum commercial floor area between Community Commercial and Commercial/Business Park Flex Zone is 217,520 SF.

Given the above description of the proposed Project, for this focused analysis, and as an addendum to the trip generation assessment, we have assumed the following tenant mixes for proposed Project's two alternative mix of uses:

| Land Use / Project Description | Building / Project Alternatives (PA) Square-Footage (SF) | |
|--|---|---------------------|
| | PA No. 1 | PA No. 2 |
| <input type="checkbox"/> 110: General Light Industrial | 59,585 SF | 59,585 SF |
| <input type="checkbox"/> 140: Manufacturing | -- | 386,449 SF |
| <input type="checkbox"/> 150: Warehousing | 908,507 SF | 522,058 SF |
| <input type="checkbox"/> 820: Shopping Center ² | 40,000 SF | 40,000 SF |
| Total Square Feet (SF) | 1,008,092 SF | 1,008,092 SF |

For the tabular summary provided above,

➤ ***Project Alternative 1 includes:***

- General Light Industrial: 59,585 SF (Building A)
- Warehousing: 908,507 SF (Buildings C, D, E and F combined)
- Retail: 40,000 SF (Building B)

➤ ***Project Alternative 2 includes***

- General Light Industrial: 59,585 (Building A)
- Warehousing: 522,058 SF (Buildings C and D combined)
- Manufacturing: 386,449 SF (Buildings E and F combined)
- Retail: 40,000 SF (Building B)

Based on our understanding, the proposed Project will likely be developed based on Alternative 1. However, the other alternative was included to provide flexibility in development options.

² Shopping Center assumes a mix of commercial retail uses, inclusive of restaurant/food uses.

Relative to the Entitled Land Uses, the information provided in the Specific Plan and EIR documents are unclear on the land use assumptions and/or method by which trips were forecast. As such, the following tenant mixes for the two (2) Entitled Land Use Alternatives have been assumed based on the uses that would be allowed in the Specific Plan:

- ***Entitled Land Use Alternative 1***
 - Retail: 217,520 SF
 - Business Park: 550,000 SF

- ***Entitled Land Use Alternative 2***
 - Retail: 217,520 SF
 - Industrial Park: 550,000 SF

| Land Use / Entitled Land Use Description | Entitled Land Use Alternatives (ELUA) Square-Footage (SF) | |
|--|--|-------------------|
| | ELUA No. 1 | ELUA No. 2 |
| ☐ 130: Industrial Park | -- | 550,000 SF |
| ☐ 770: Business Park | 550,000 SF | -- |
| ☐ 820: Shopping Center | 217,520 SF | 217,500 SF |
| Total Square Feet (SF) | 767,520 SF | 767,520 SF |

Site Access

As shown in *Figure 3*, access to the proposed Project will be provided by a total of six (6) driveways. Access along Riverside Drive is proposed to be provided via a right-turn in/out only driveway (Driveway A) and a signalized driveway (Driveway B), whereas access from Hamner Avenue is proposed via three (3) right-turn in/out only driveways (Driveway C, D, and F) and another signalized driveway (Driveway E). It should be noted that the southernmost driveway for the Snapware facility will be integrated into the proposed signal at Driveway E. For this assessment, it is assumed that large truck access at all project driveways will need to be accommodated.

TRAFFIC GENERATION FORECAST

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. For this analysis, generation equations and/or rates used in the traffic forecasting procedure for the proposed Project as well as the Entitled Land Uses have been estimated based on the most current version of the *Trip Generation Manual* and can be found in the 10th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2017].

Table 1 summarizes the trip generation rates/equations used in forecasting the vehicular trips generated by the proposed Project Alternatives and the Entitled Land Use Alternatives. As shown in **Table 1**, ITE Land Use 110: General Light Industrial, ITE Land Use 130: Industrial Park, ITE Land Use 140: Manufacturing, ITE Land Use 150: Warehousing and ITE Land Use 770: Business Park rates were used, while ITE Land Use 820: Shopping Center trip generation equations were used. The use of trip generation equations for the Project's retail components allows for the most flexibility in future design. This assumption yields similar trips to a project that consists of a 5,000 SF fast food restaurant with drive-thru, 5,000 SF high-turnover sit-down restaurant and 30,000 SF of retail using ITE trip rates.

Project Trip Generation

Table 2 presents the trip generation forecast for the two (2) Project Alternatives. The upper portion of **Table 2** summarizes the trip generation forecast for Alternative 1 of the proposed Project. A review of the upper portion of **Table 2** indicates that Alternative 1 is forecast to generate approximately 5,358 daily trips, with 442 trips (321 inbound, 121 outbound) produced in the AM peak hour and 500 trips (176 inbound, 324 outbound) produced in the PM peak hour on a "typical" weekday. Of the total trips generated by Alternative 1, truck trips related to the warehousing component after applying passenger car equivalent (PCE) factors are anticipated to generate 970 daily trips, with 153 trips produced in the AM peak hour and 180 trips produced in the PM peak hour.

The lower portion of **Table 2** summarizes the trip generation forecast for Alternative 2 of the proposed Project. A review of the lower portion of **Table 2** indicates that Alternative 2 is forecast to generate approximately 6,459 daily trips, with 693 trips (518 inbound, 175 outbound) produced in the AM peak hour and 789 trips (262 inbound, 527 outbound) produced in the PM peak hour on a "typical" weekday. Of the total trips generated by Alternative 2, truck trips related to the warehousing and

manufacturing components after applying passenger car equivalent (PCE) factors are anticipated to generate 1,395 daily trips, with 280 trips produced in the AM peak hour and 349 trips produced in the PM peak hour.

Entitled Land Use Trip Generation

Table 3 presents the trip generation forecast for the two (2) Entitled Land Use Alternatives. The upper portion of *Table 3* summarizes the trip generation forecast for Alternative 1 of the Entitled Land Use. A review of the upper portion of *Table 3* indicates that Alternative 1 is forecast to generate approximately 16,020 daily trips, with 455 trips (280 inbound, 175 outbound) produced in the AM peak hour and 869 trips (412 inbound, 457 outbound) produced in the PM peak hour on a “typical” weekday.

The lower portion of *Table 3* summarizes the trip generation forecast for Alternative 2 of the Entitled Land Use. A review of the lower portion of *Table 3* indicates that Alternative 2 is forecast to generate approximately 12,613 daily trips, with 617 trips (452 inbound, 165 outbound) produced in the AM peak hour and 1,057 trips (394 inbound, 663 outbound) produced in the PM peak hour on a “typical” weekday. Of the total trips generated by Alternative 2, truck trips related to the industrial park component after applying passenger car equivalent (PCE) factors are anticipated to generate 2,456 daily trips, with 250 trips produced in the AM peak hour and 309 trips produced in the PM peak hour.

Proposed Project vs. Entitled Land Use Trip Generation Comparison

Table 4 presents a summary of the Project Alternatives compared to the Entitled Land Use Alternatives. Review of *Table 4* indicates the following:

- A comparison of trips from Project Alternative 1 and Entitled Land Use Alternative 1 indicates that the net trip generation for the proposed Project would result in 10,662 fewer daily trips, 13 fewer AM peak hour trips, and 369 fewer PM peak hour trips.
- A comparison of trips from Project Alternative 1 and Entitled Land Use Alternative 2 indicates that the net trip generation for the proposed Project would result in 7,255 fewer daily trips, 175 fewer AM peak hour trips, and 557 fewer PM peak hour trips.
- A comparison of trips from Project Alternative 2 and Entitled Land Use Alternative 1 indicates that the net trip generation for the proposed Project would result in 9,561 fewer daily trips, but 238 more AM peak hour trips, and 80 fewer PM peak hour trips.

- A comparison of trips from Project Alternative 2 and Entitled Land Use Alternative 2 indicates that the net trip generation for the proposed Project would result in 6,154 fewer daily trips, 76 more AM peak hour trips, and 268 fewer PM peak hour trips.

Please note that of the total floor area within Buildings C, D, E and F (908,507 SF), the trip generation associated with a mix of 45% manufacturing (408,828SF) and 55% warehousing (499,679 SF) would result in fewer trips only during the PM peak hour when compared to the entitled trip budget of Entitled Land Use Alternative 2. However, trip generation based on a mix of 29% manufacturing (263,467 SF) and 71% warehousing (645,040 SF) would result in fewer trips during both the AM and PM peak hour when compared to the Entitled trip budget of Entitled Land Use Alternative 2.

Based on the findings above, Project Alternative 1 (General Light Industrial + Warehousing + Retail) results in lower trip generation estimates when compared to either Entitled Land Use Alternative 1 or 2. Project Alternative 2 (General Light Industrial + Warehousing + Manufacturing + Retail) resulted in lower trip generation only during the PM peak hour when compared to Entitled Land Use Alternative 2.

It is our understanding that the proposed Project uses for the subject property are consistent with what is represented in Project Alternative 1 (General Light Industrial + Warehousing + Retail). Therefore, it is concluded that proposed Project is expected to generate trips that would be within the trip budget established by a mixture of Community Commercial uses and Business Park/Light Industrial uses originally approved for the Project site in the Edenglen Specific Plan. Further, given the results of trip generation comparison, it can be concluded that the peak hour trips resulting from implementation of the proposed Project would not create any new traffic impacts beyond those already previously identified in *Edenglen Specific Plan Traffic Impact Analysis*.

Since the proposed Project trip budget fits within the entitlement for the site the traffic study prepared for the Specific Plan is considered adequate and no additional service level analysis is needed. However, as directed by City staff, a focused traffic assessment has been conducted at the project driveways for the purposes of determining lane configurations at the Project's signalized driveways on Riverside Drive and Milliken Avenue.

Please note to provide a conservative assessment Project Alternative 2 (General Light Industrial + Warehousing + Manufacturing + Retail) has been assumed in forecasting Project volumes at the Project Driveways.

YEAR 2040 FOCUSED TRAFFIC ASSESSMENT

The City has requested that a focused traffic assessment be conducted to validate the lane configurations at the proposed driveways, signalized and unsignalized. **Figure 4** presents the lane configurations assumed for Year 2040 traffic conditions. The cross-section / travel lanes utilized along Riverside Drive and Hamner Avenue is consistent with the General Plan, whereas the lane configurations for all Project driveways, which all show that one (1) inbound lane and one (1) outbound lane as planned, are consistent with the Project's site plan. Please note, it is not uncommon for the City to require that signalized driveways be designed with cross-section of up to 50 feet and provide a single inbound lane, one outbound left-turn lane and one outbound right-turn lane (or shared through/right turn lane). However, the lanes shown in **Figure 4** represent the minimum lanes need based on the level of service analysis.

Year 2040 Traffic Volumes

Year 2040 Plus Project Traffic Conditions were forecast using long-term model data along Riverside Drive and Hamner Avenue and layered Project volumes directly on top. **Figures 5** through **7** presents the Project distribution pattern for industrial/manufacturing passenger vehicles, industrial/manufacturing trucks, and retail component, respectively.

The anticipated AM and PM peak hour project traffic volumes associated with the proposed Project are presented in **Figures 8** and **9**, respectively. The traffic volume assignments presented in **Figures 8** and **9** reflect the traffic distribution characteristics shown in **Figures 5** through **7** the traffic generation forecast presented in **Table 2** for Alternative 2.

The anticipated Year 2040 AM and PM peak hour traffic volumes with the inclusion of the proposed Project, are presented in **Figures 10** and **11**, respectively. **Figures 10** and **11** also include traffic volumes at the unsignalized project driveways for informational purposes only.

Year 2040 Capacity Analysis

Table 5 summarizes the peak hour level of service results at the two (2) signalized driveways for Year 2040. The first column (1) of **Table 5** identifies Year 2040 LOS

traffic conditions with the proposed Project.

Review of column (1) of *Table 5* indicates that the traffic associated with the proposed Project will operate at an acceptable service level during the AM and PM peak hours.

QUEUEING ASSESSMENT

A “turn pocket” queuing evaluation which was prepared for the key study intersections to determine the minimum required stacking/storage lengths for all exclusive left-turn lanes and right-turn lanes. This evaluation utilized the HCM methodology. The 95th percentile vehicle queue value corresponds to a condition that is generally taken as the maximum queue for the indicated movement and is presented with each turn movement at the key intersections.

Table 6 summarizes the queues for all movements at the Project Driveway for Year 2040 Plus Project traffic conditions. Review of Column 1 of *Table 6* indicates that the anticipated queues at the project driveways are adequate. Please note that the left-turn pockets along Riverside Avenue and Hamner Avenue at the two signalized driveways should be design with a minimum pocket of 150 feet.

Appendix A presents the queuing calculation worksheets.

SIGHT DISTANCE AND INTERNAL CIRCULATION

Sight distance and internal circulation evaluations were completed for all project driveways.

Sight Distance Evaluation

At 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.

This assessment is based on the intersection sight distance requirements of the State of California Department of Transportation (Caltrans) as published in the State’s *Highway Design Manual (HDM)* and focuses on the sight distance requirements for the Project driveways on Riverside Avenue and Hamner Avenue. The Sight Distance Evaluation prepared for the project driveway located along Riverside Avenue and

Hamner Avenue was based on the criteria and procedures set forth by the California Department of Transportation (Caltrans) in the State's Highway Design Manual for "Private Road Intersections".

The Highway Design Manual (HDM), in Section 405.1(2)(c), page 400-8, indicates that for Private Road Intersections, "The minimum corner sight distance shall be equal to the stopping sight distance as given in Table 201.1...", where stopping sight distance is defined as the distance required by the driver of a vehicle, traveling at a given speed, to bring his vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eyes, which are assumed to be 3.5 feet above the pavement surface, to an object 0.5-foot high on the roadway. The speed used in determining stopping sight distance is defined as the "critical speed" or 85th percentile speed which is the speed at which 85% of the vehicles are traveling at or less. The critical speed is the single most important factor in determining stopping sight distance. Table 201.1 in the HDM is used in determining stopping sight distance based on the critical speed of vehicles on the affected roadway. Using Table 201.1, titled *Sight Distance Standards*, in the State's Highway Design Manual for stopping, a minimum stopping sight distance of 430 feet applies based on the critical speed of 50 mph for Riverside Avenue. However, Hamner Avenue has a critical speed of 55 mph with a stopping sight distance of 500 feet.

To provide a conservative assessment, the "corner sight distance" criteria in Section 405.1(2)(b) of the HDM was utilized. Since the proposed Project consists primarily of industrial land uses, the corner sight distances are based on combination trucks. Based on critical speed of 50 mph, a corner sight distance of 772 feet was assessed for right-turn movements along Riverside Avenue. For Hamner Avenue with a critical speed of 55 mph, a corner sight distance of 849 feet was assessed for right turn movements.

Figures 12 and *13* illustrate a schematic of the sight distance evaluation for the project driveway along Hamner Avenue and Riverside Avenue, respectively. The exhibit illustrates the limited use areas. Review of *Figures 12* and *13* indicate that sight distances at the Project Driveways are expected to be adequate if obstructions within the sight triangles are minimized.

Internal Circulation Evaluation

The on-site circulation layout of the proposed Project, based upon review of the proposed site plan, is adequate pending the incorporation of recommended modifications to the plan as identified in the attached figures. Our evaluation of the

on-site circulation shown on the 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. For this focused assessment, a turning template for a large truck (WB-67) was utilized to ensure that a large delivery truck could properly access the Project site from Riverside Drive and Haven Avenue.

Figure 14 and **Figure 15** illustrate the turning movements required of a large truck (WB-67) as it enters and exit the site, respectively. For this assessment, it is assumed that all trucks would turn into the site at each driveway via a right-turn movement from the curb lane on either Riverside Drive or Haven Avenue. At both signalized access locations, truck entering the site would be required to stay to the right of each driveway's center line to avoid conflicts with vehicles that may be waiting to exit the site. However, for unsignalized locations truck entering the site are expected to utilize the entire width of the driveway. Please note that the western most driveway (Driveway A) along Riverside Drive is in close proximity to the SCE site which limits the amount the driveway could be modified to accommodate an entering truck. Therefore, at this location only, a large truck (WB-67) would need to enter the driveway by utilizing the middle lane along Riverside Drive. It is anticipated that the number of trucks entering from the west would be minimal resulting infrequent occurrences. Under these design assumptions, it becomes evident which driveways' width and/or curb return would need to be modified.

From review of *Figure 14*, to accommodate the turning requirements of a WB-67 large truck, it is recommended that the site plan be modified as noted in *Figure 14* prior to finalization/approval of the Project per the requirements of the City. The recommended driveway modifications, inclusive of recommended curb return radii and/or driveway width, to the non-signalized driveways (Driveway A, C, D and F) may be lesser to some extent, if trucks entering the site at these locations are assumed to use the enter width of the driveway to access the site.

* * * * *

Mr. Jared J. Riemer
April 21, 2020
Page 12

We appreciate the opportunity to prepare this investigation. Should you have any questions regarding this analysis, please call us at (949) 825-6175.

Sincerely,

Linscott, Law & Greenspan, Engineers

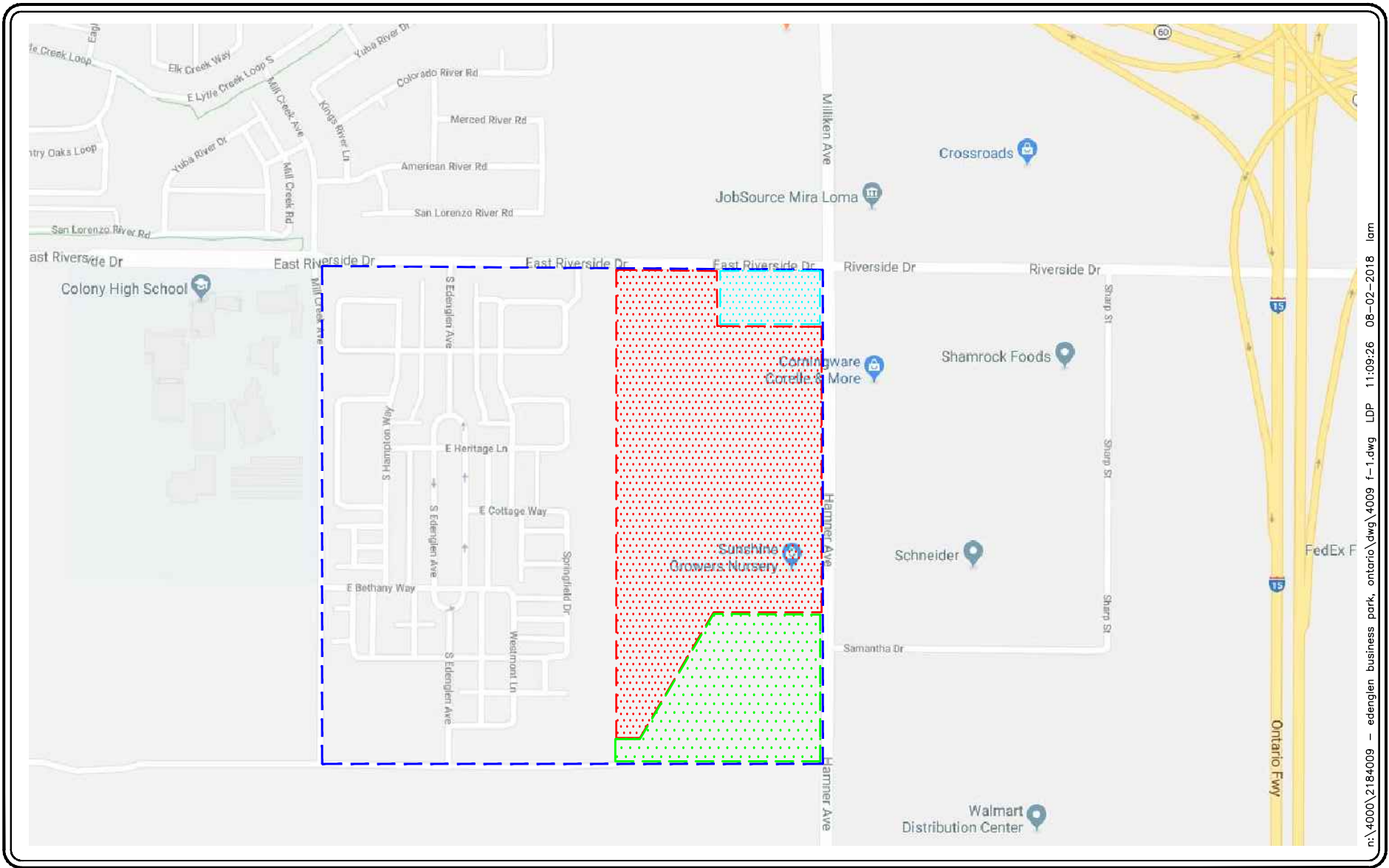


Principal

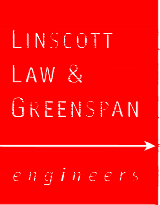
cc: File

Shane S. Green, P.E., Transportation Engineer III





n:\4000\2184009 - edenglen business park, ontario.dwg\4009 f-1.dwg_LDP 11:09:26 08-02-2018 lam



SOURCE: GOOGLE

KEY

- = PROJECT SITE (INDUSTRIAL)
- = PROJECT SITE (RETAIL)
- = SCE SITE
- = SPECIFIC PLAN BOUNDARY

FIGURE 1

VICINITY MAP
EDENGLLEN BUSINESS PARK, ONTARIO



n:\4000\2184009 - edenglen business park, ontario.dwg 4009 f-2.dwg LDP 11:34:07 08-02-2018 lam

LINSCOTT
LAW &
GREENSPAN
engineers



SOURCE: GOOGLE

KEY





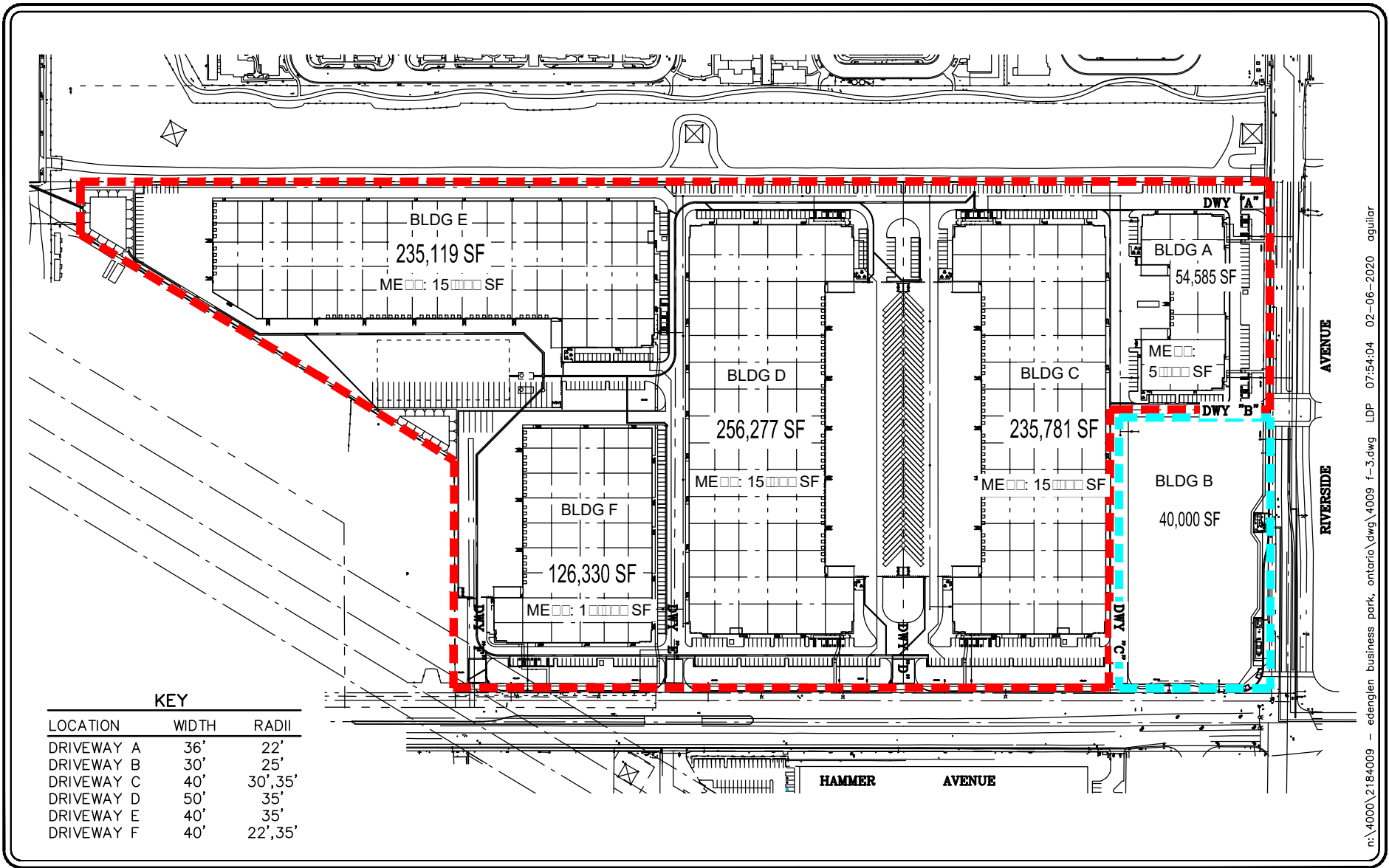
-  = PROJECT SITE (INDUSTRIAL)
-  = PROJECT SITE (RETAIL)
-  = SCE SITE
-  = SPECIFIC PLAN BOUNDARY

FIGURE 2

EXISTING SITE AERIAL PHOTOGRAPH
EDENGLLEN BUSINESS PARK, ONTARIO



n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-3.dwg LP 07:54:04 02-06-2020 agular

LINSCOTT
LAW &
GREENSPAN
engineers

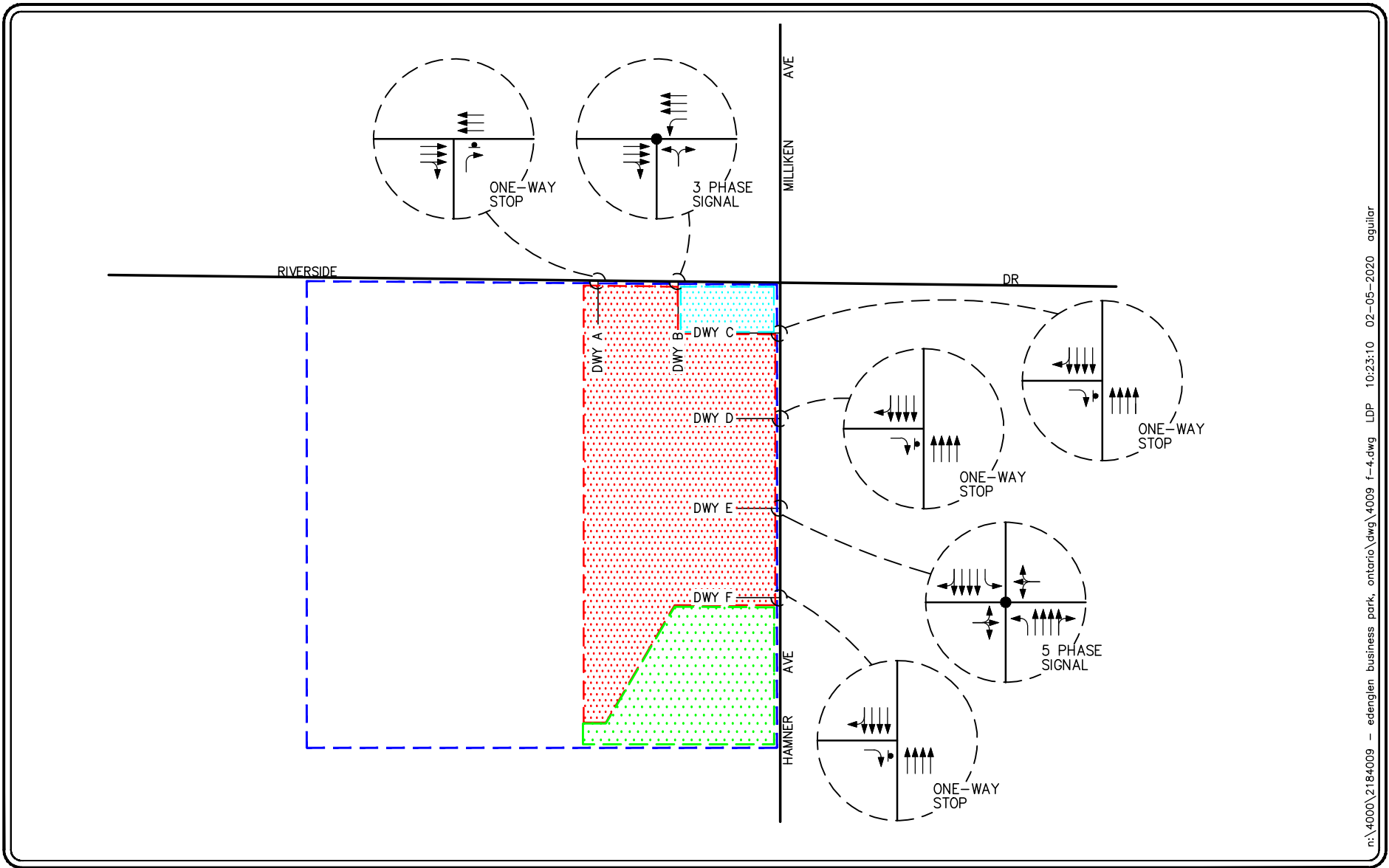
NO SCALE

SOURCE: RGA
KEY

- = INDUSTRIAL COMPONENT
- = RETAIL COMPONENT

FIGURE 3

PROPOSED SITE PLAN
EDENGLLEN BUSINESS PARK, ONTARIO



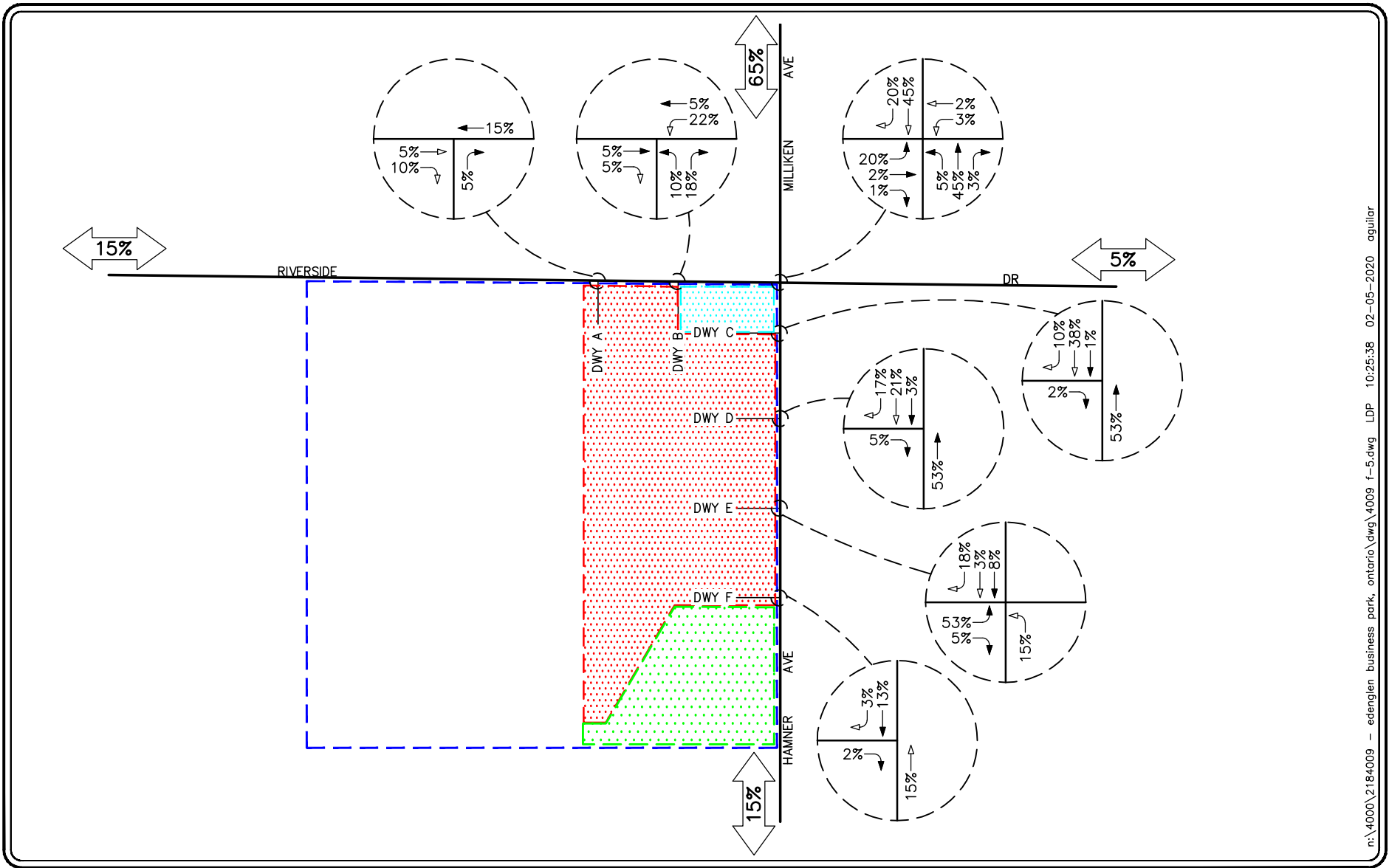
n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-4.dwg LDP 10:23:10 02-05-2020 agular

LINSCOTT
LAW &
GREENSPAN
engineers

- KEY**
- = PROJECT SITE (INDUSTRIAL)
 - = PROJECT SITE (RETAIL)
 - = SCE SITE
 - = SPECIFIC PLAN BOUNDARY
 - = APPROACH LANE ASSIGNMENT
 - = TRAFFIC SIGNAL, = STOP SIGN

FIGURE 4

PROJECT DRIVEWAY LANE CONFIGURATIONS
EDENGLLEN BUSINESS PARK, ONTARIO



n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-5.dwg_LDP 10:25:38 02-05-2020 agular

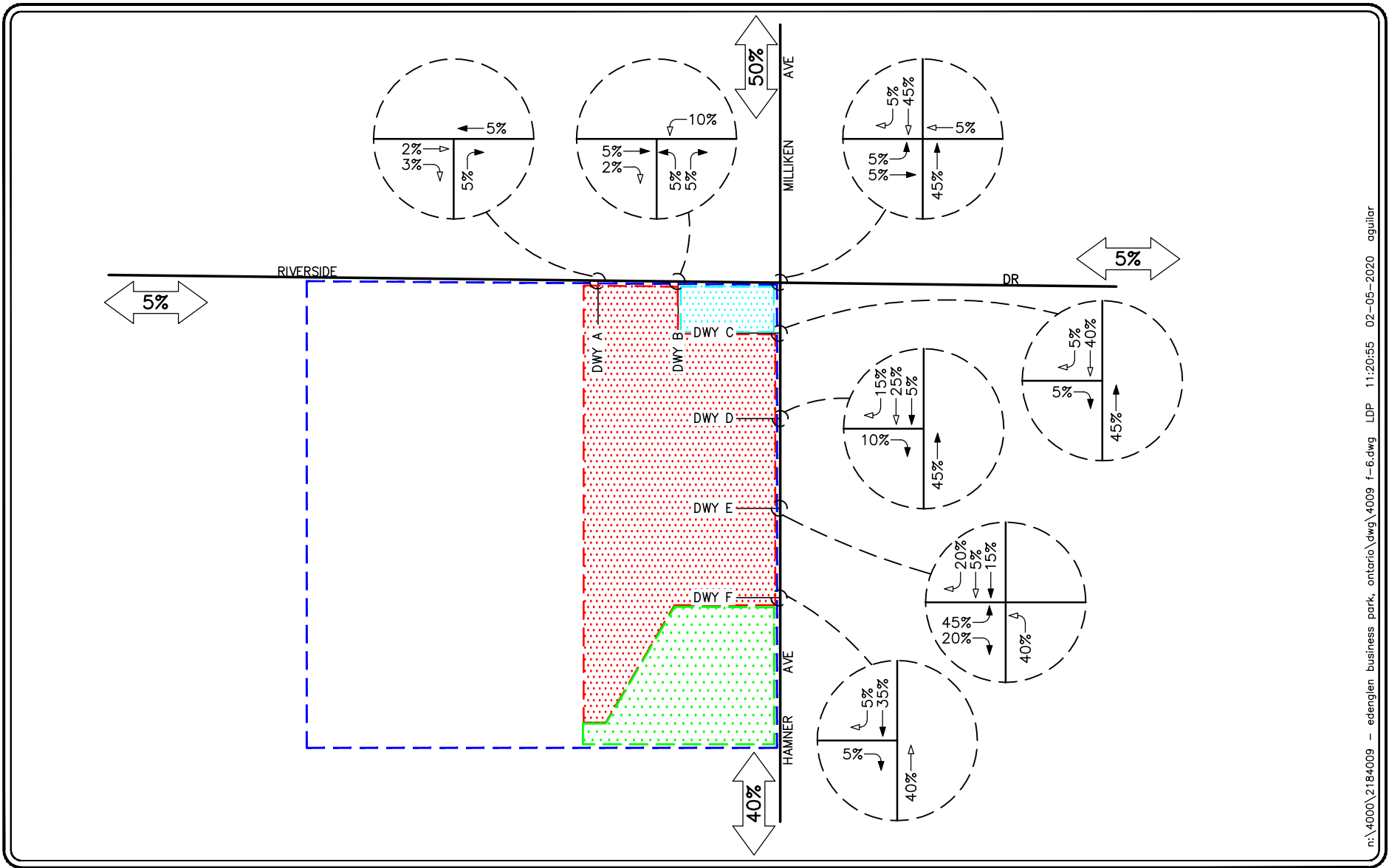
LINSCOTT
LAW &
GREENSPAN
engineers

N
NO SCALE

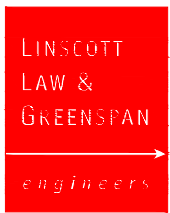
KEY


- = PROJECT SITE (INDUSTRIAL)
- = PROJECT SITE (RETAIL)
- = SCE SITE
- = SPECIFIC PLAN BOUNDARY
- ← = INBOUND PERCENTAGE
- = OUTBOUND PERCENTAGE

FIGURE 5
INDUSTRIAL/MANUFACTURING
PROJECT TRAFFIC DISTRIBUTION PATTERN
(PASSENGER VEHICLES)
EDENGLLEN BUSINESS PARK, ONTARIO



n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-6.dwg_LDP 11:20:55 02-05-2020 agular





NO SCALE

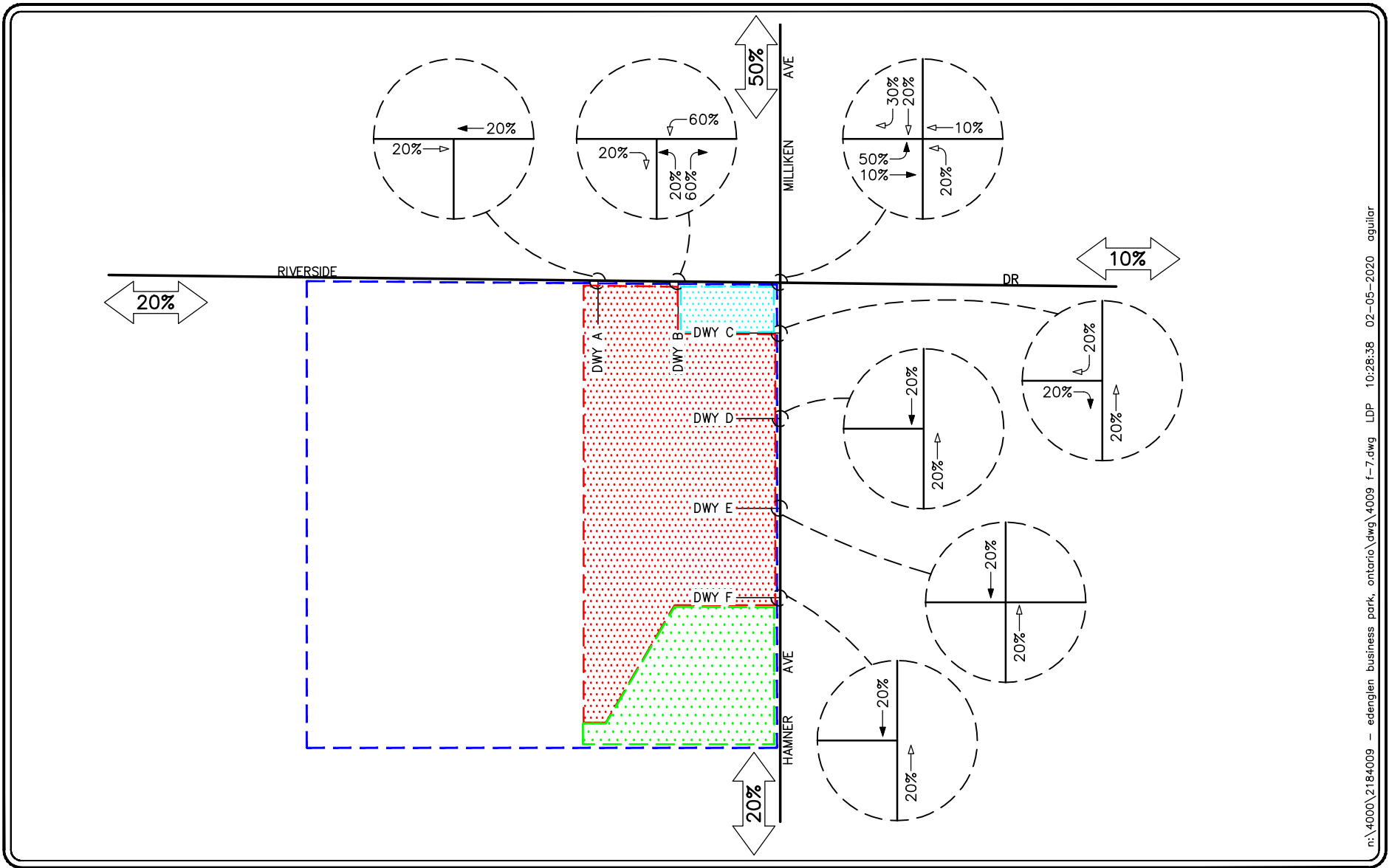
KEY

- = PROJECT SITE (INDUSTRIAL)
- = PROJECT SITE (RETAIL)
- = SCE SITE
- = SPECIFIC PLAN BOUNDARY
- = INBOUND PERCENTAGE
- = OUTBOUND PERCENTAGE

FIGURE 6

INDUSTRIAL/MANUFACTURING PROJECT TRAFFIC DISTRIBUTION PATTERN (TRUCKS)


EDENGLLEN BUSINESS PARK, ONTARIO



n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-7.dwg_LDP 10:28:38 02-05-2020 agular



**LINSCOTT
LAW &
GREENSPAN**
engineers



N
NO SCALE

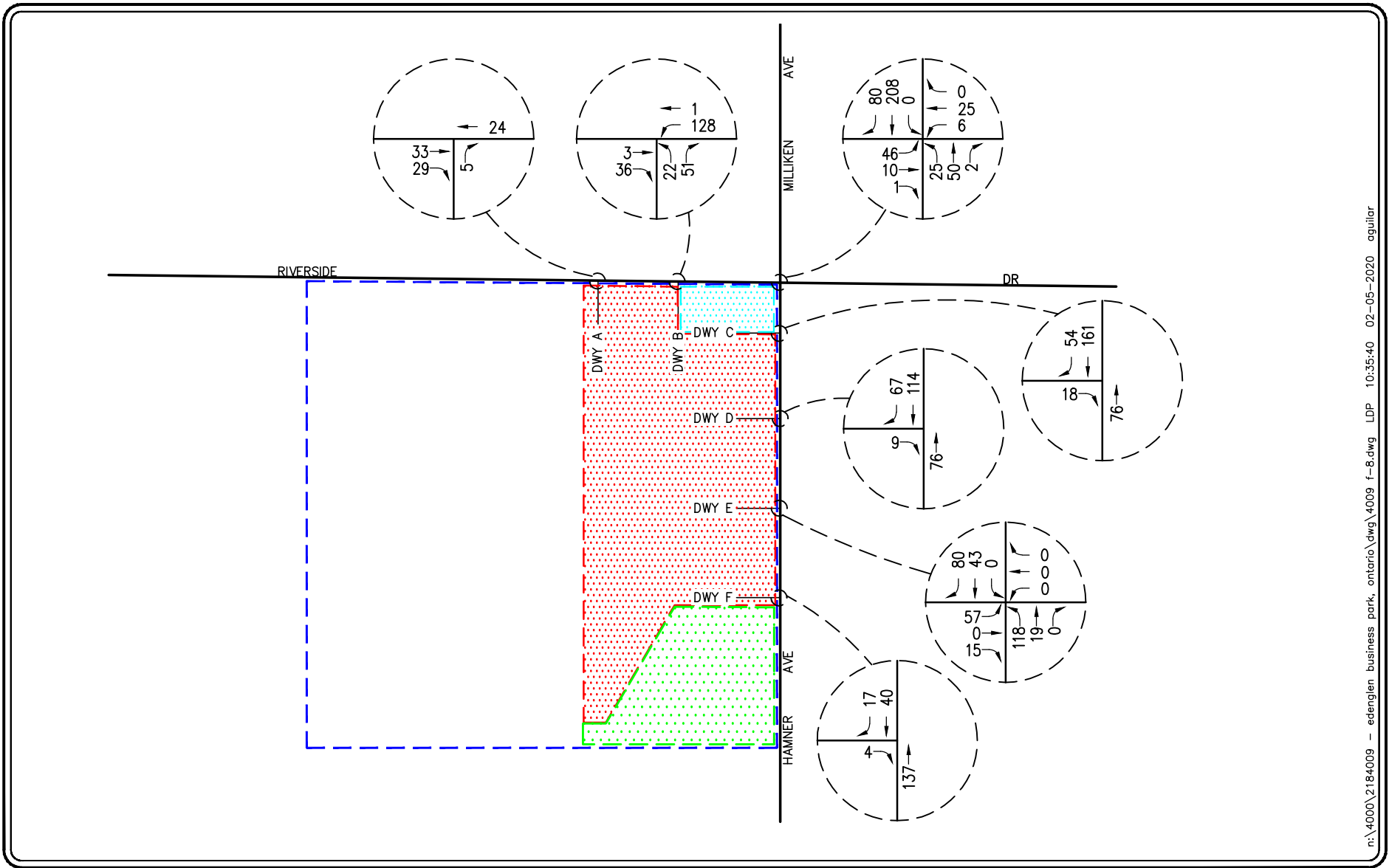
KEY

- = PROJECT SITE (INDUSTRIAL)
- = PROJECT SITE (RETAIL)
- = SCE SITE
- = SPECIFIC PLAN BOUNDARY
- = INBOUND PERCENTAGE
- = OUTBOUND PERCENTAGE

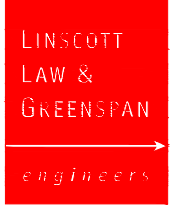
FIGURE 7


RETAIL PROJECT TRAFFIC DISTRIBUTION PATTERN

EDENGLLEN BUSINESS PARK, ONTARIO



n:\4000\2184009 - edenglen business park, ontario.dwg\4009 f-8.dwg_LDP 10:35:40 02-05-2020 agular





NO SCALE

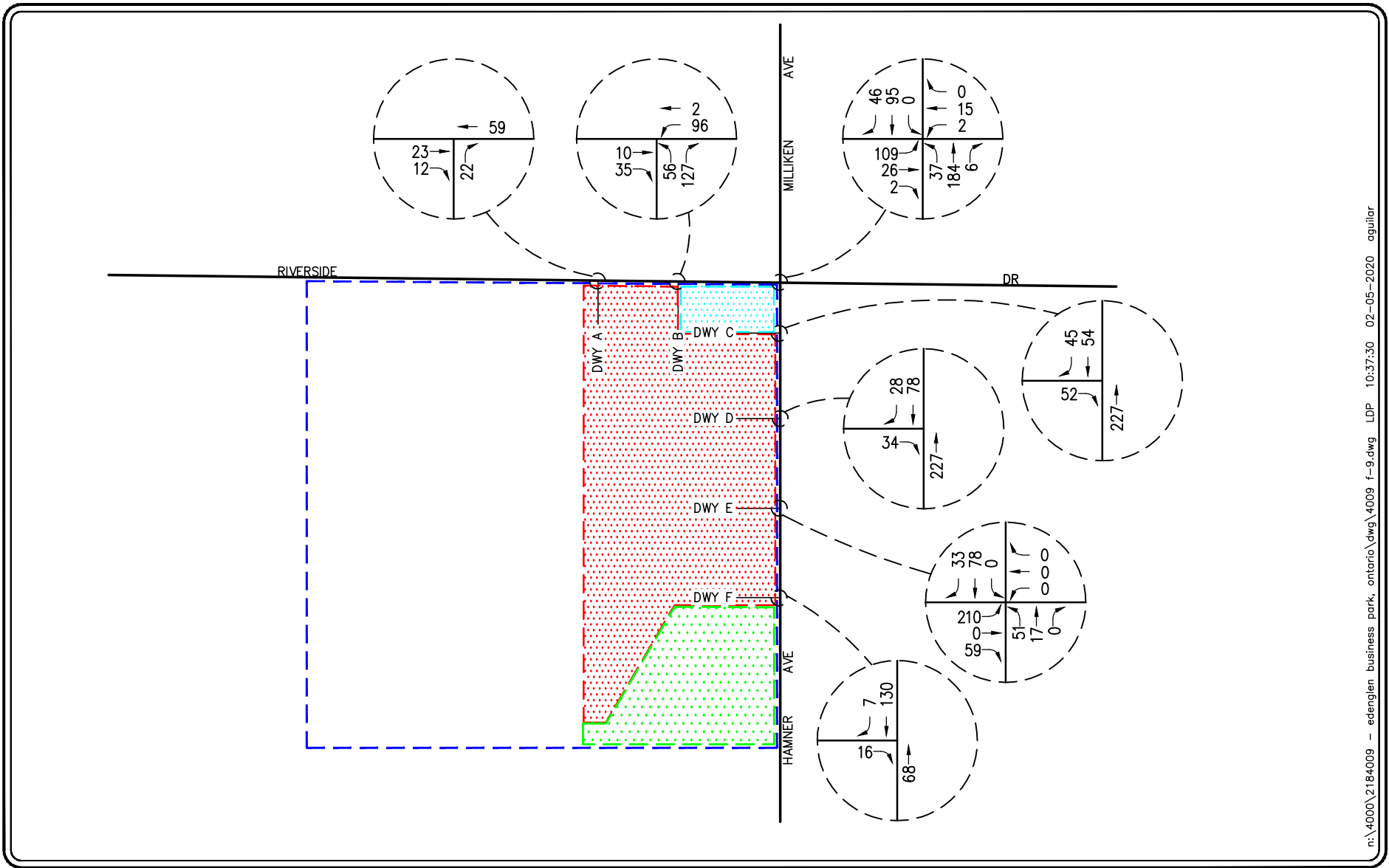
KEY

- = PROJECT SITE (INDUSTRIAL)
- = PROJECT SITE (RETAIL)
- = SCE SITE
- = SPECIFIC PLAN BOUNDARY

FIGURE 8

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

EDENGLLEN BUSINESS PARK, ONTARIO



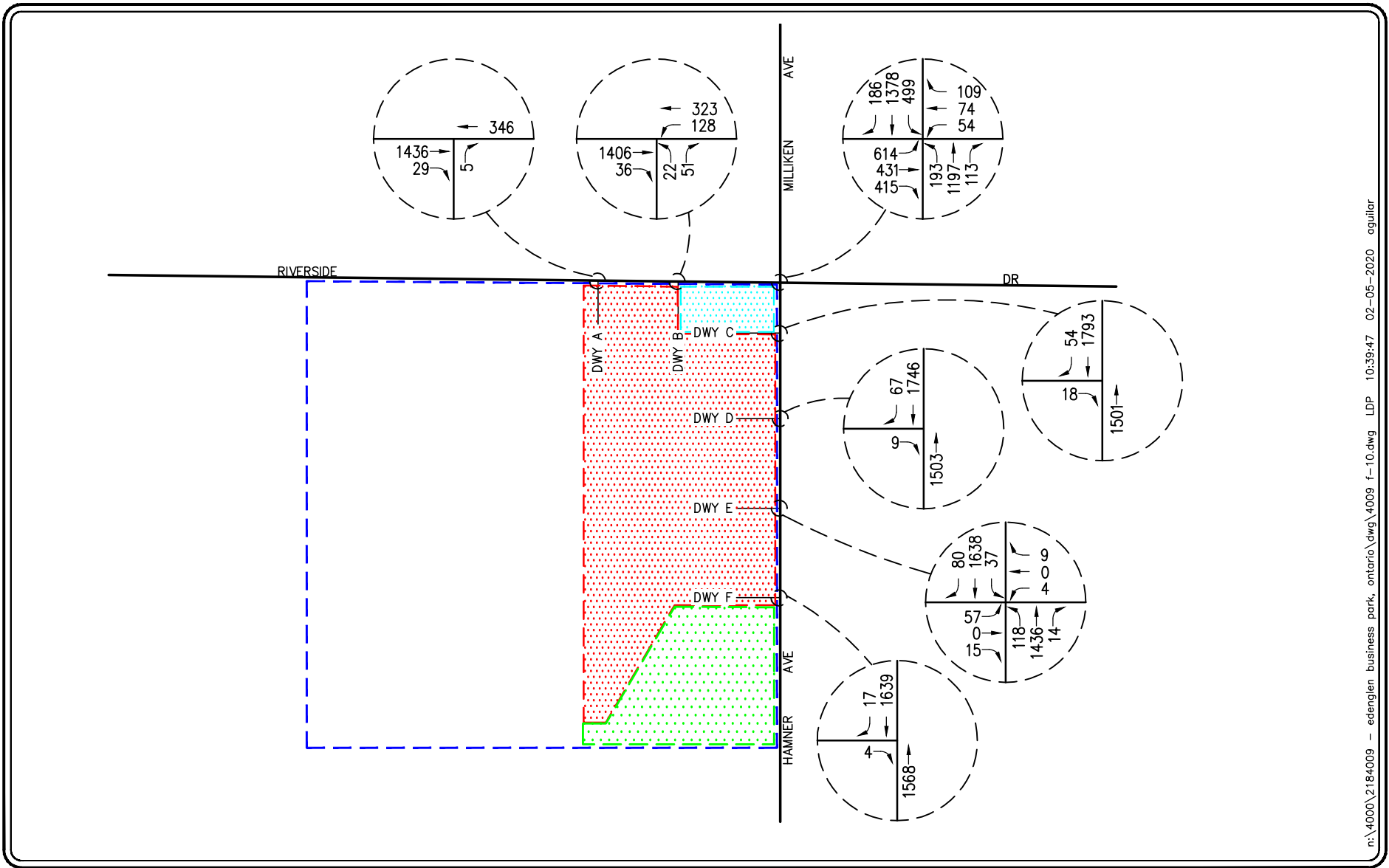
n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-9.dwg_LDP 10:37:30 02-05-2020 agular

**LINSCOTT
LAW &
GREENSPAN**
engineers

NO SCALE

- KEY**
- = PROJECT SITE (INDUSTRIAL)
 - = PROJECT SITE (RETAIL)
 - = SCE SITE
 - = SPECIFIC PLAN BOUNDARY

FIGURE 9
PM PEAK HOUR PROJECT TRAFFIC VOLUMES
EDENGLLEN BUSINESS PARK, ONTARIO



n:\4000\2184009 - edenglen business park, ontario.dwg\4009 f-10.dwg LDP 10:39:47 02-05-2020 agular

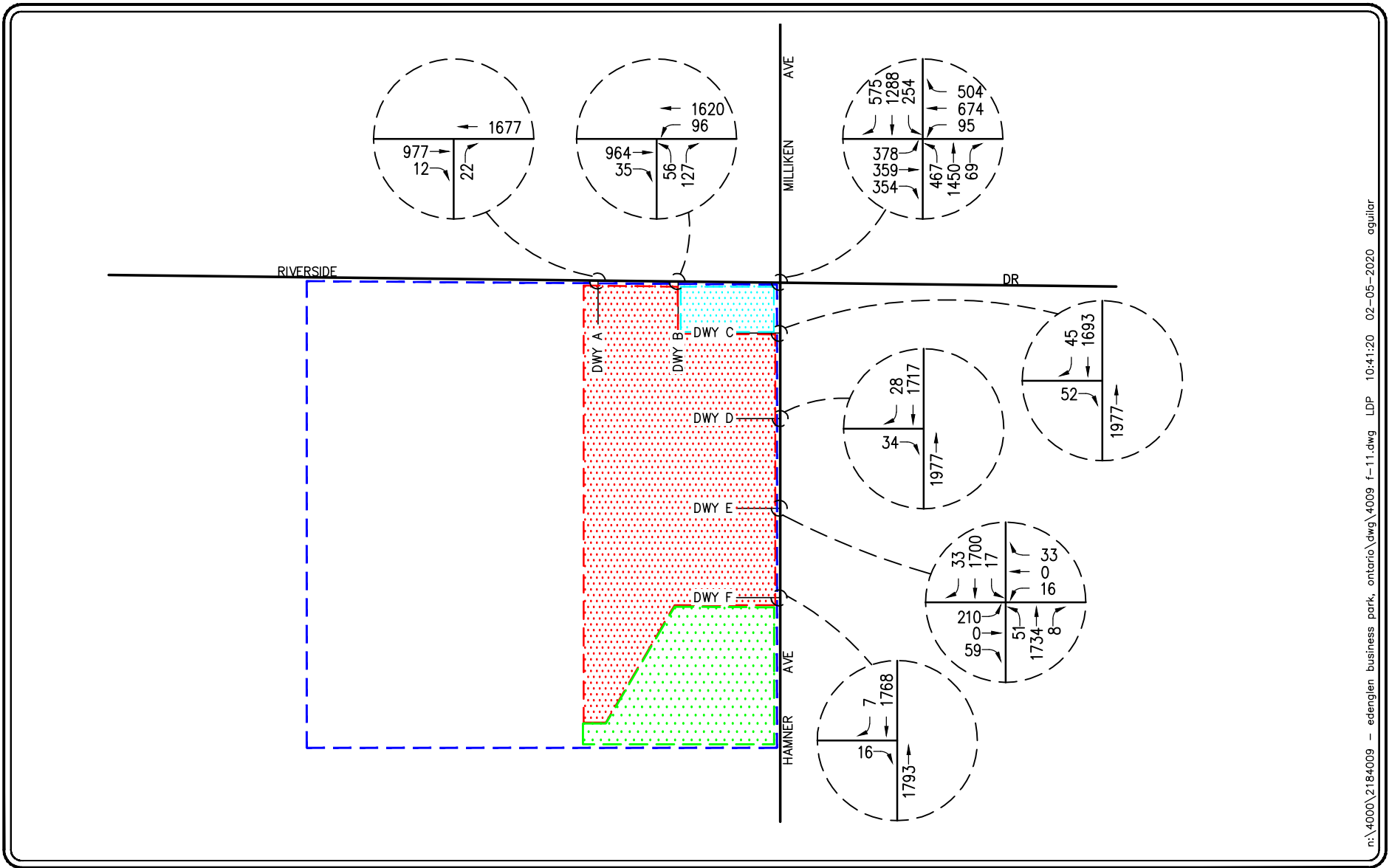
LINSCOTT
LAW &
GREENSPAN
engineers

NO SCALE

- KEY**
- = PROJECT SITE (INDUSTRIAL)
 - = PROJECT SITE (RETAIL)
 - = SCE SITE
 - = SPECIFIC PLAN BOUNDARY

FIGURE 10

YEAR 2040 PLUS PROJECT
AM PEAK HOUR TRAFFIC VOLUMES
EDENGLLEN BUSINESS PARK, ONTARIO



n:\4000\2184009 - edenglen business park, ontario.dwg\4009 f-11.dwg LDP 10:41:20 02-05-2020 agular

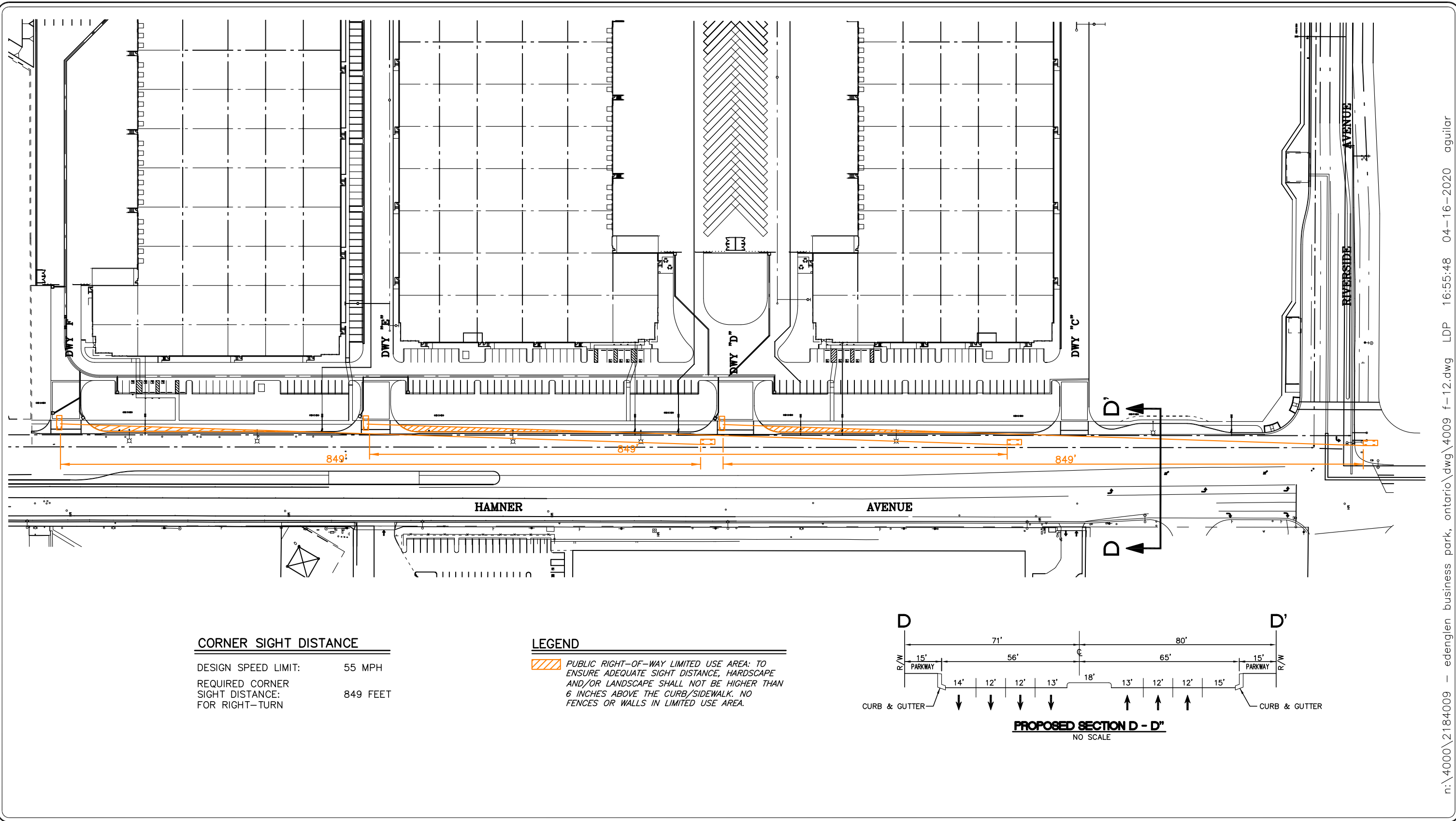
LINSCOTT
LAW &
GREENSPAN
engineers



- KEY**
- [Red dotted box] = PROJECT SITE (INDUSTRIAL)
 - [Blue dotted box] = PROJECT SITE (RETAIL)
 - [Green dotted box] = SCE SITE
 - [Blue dashed box] = SPECIFIC PLAN BOUNDARY

FIGURE 11

**YEAR 2040 PLUS PROJECT
PM PEAK HOUR TRAFFIC VOLUMES**
EDENGLLEN BUSINESS PARK, ONTARIO

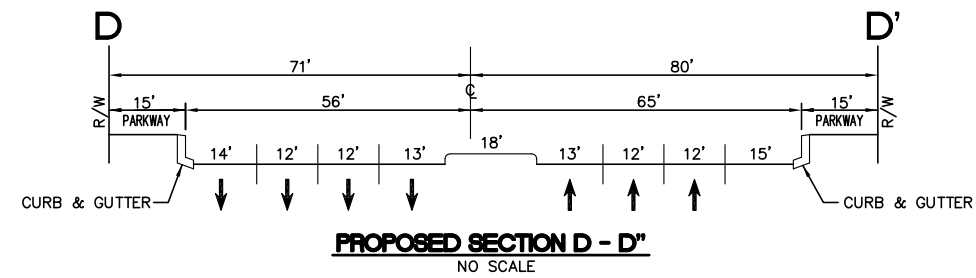


CORNER SIGHT DISTANCE

DESIGN SPEED LIMIT: 55 MPH
 REQUIRED CORNER SIGHT DISTANCE: 849 FEET
 FOR RIGHT-TURN

LEGEND

PUBLIC RIGHT-OF-WAY LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 6 INCHES ABOVE THE CURB/SIDEWALK. NO FENCES OR WALLS IN LIMITED USE AREA.

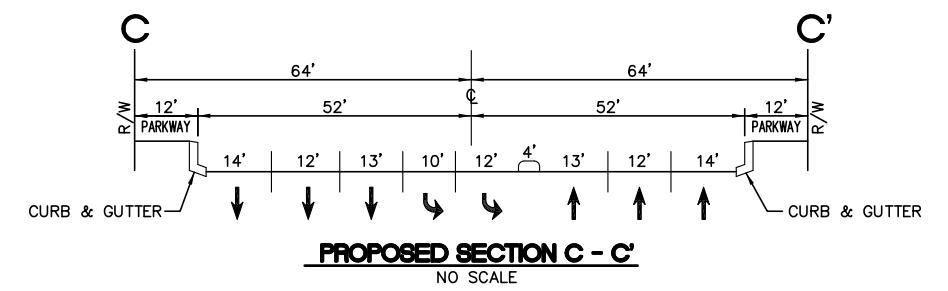
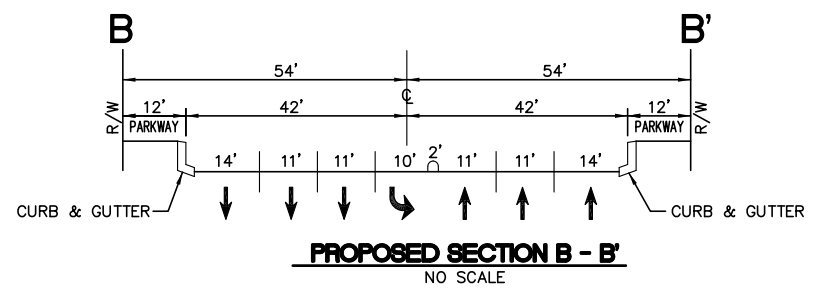
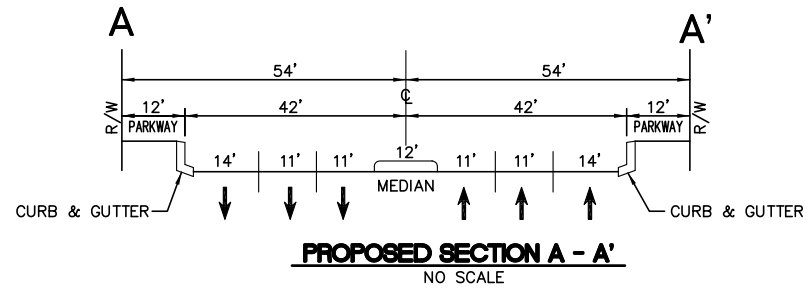


n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-12.dwg LDP 16:55:48 04-16-2020 agular



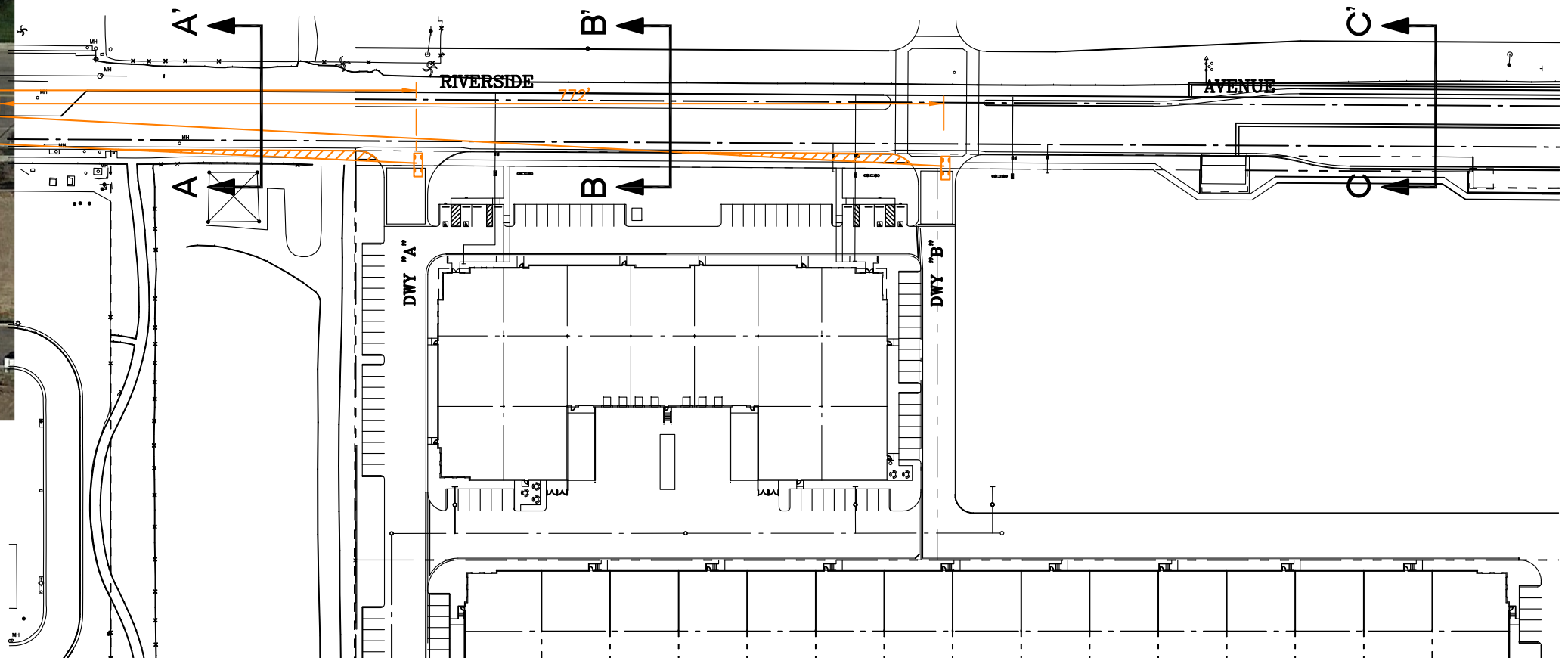
FIGURE 12

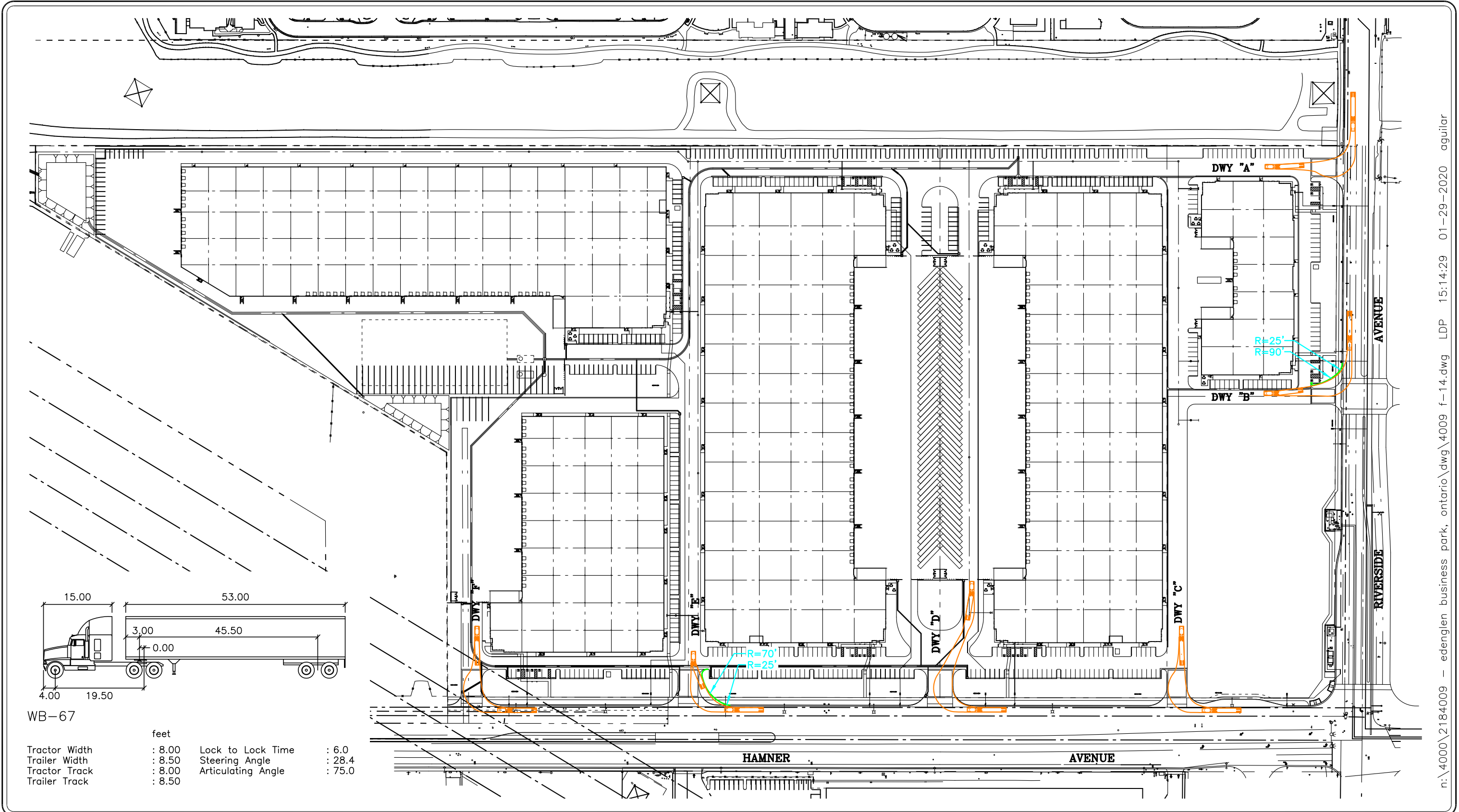
CORNER SIGHT DISTANCE ANALYSIS ON HAMNER AVENUE
 EDENGLLEN BUSINESS PARK, ONTARIO



CORNER SIGHT DISTANCE
 DESIGN SPEED LIMIT: 50 MPH
 REQUIRED CORNER SIGHT DISTANCE: 772 FEET
 FOR RIGHT-TURN

LEGEND
 PUBLIC RIGHT-OF-WAY LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 6 INCHES ABOVE THE CURB/SIDEWALK. NO FENCES OR WALLS IN LIMITED USE AREA.



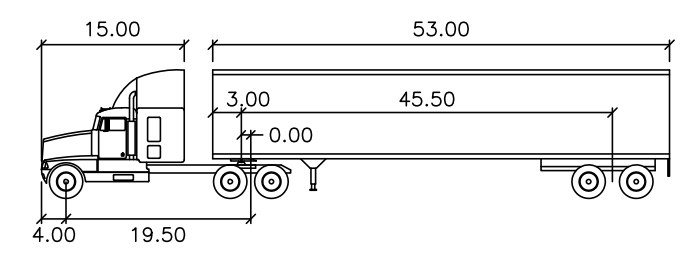
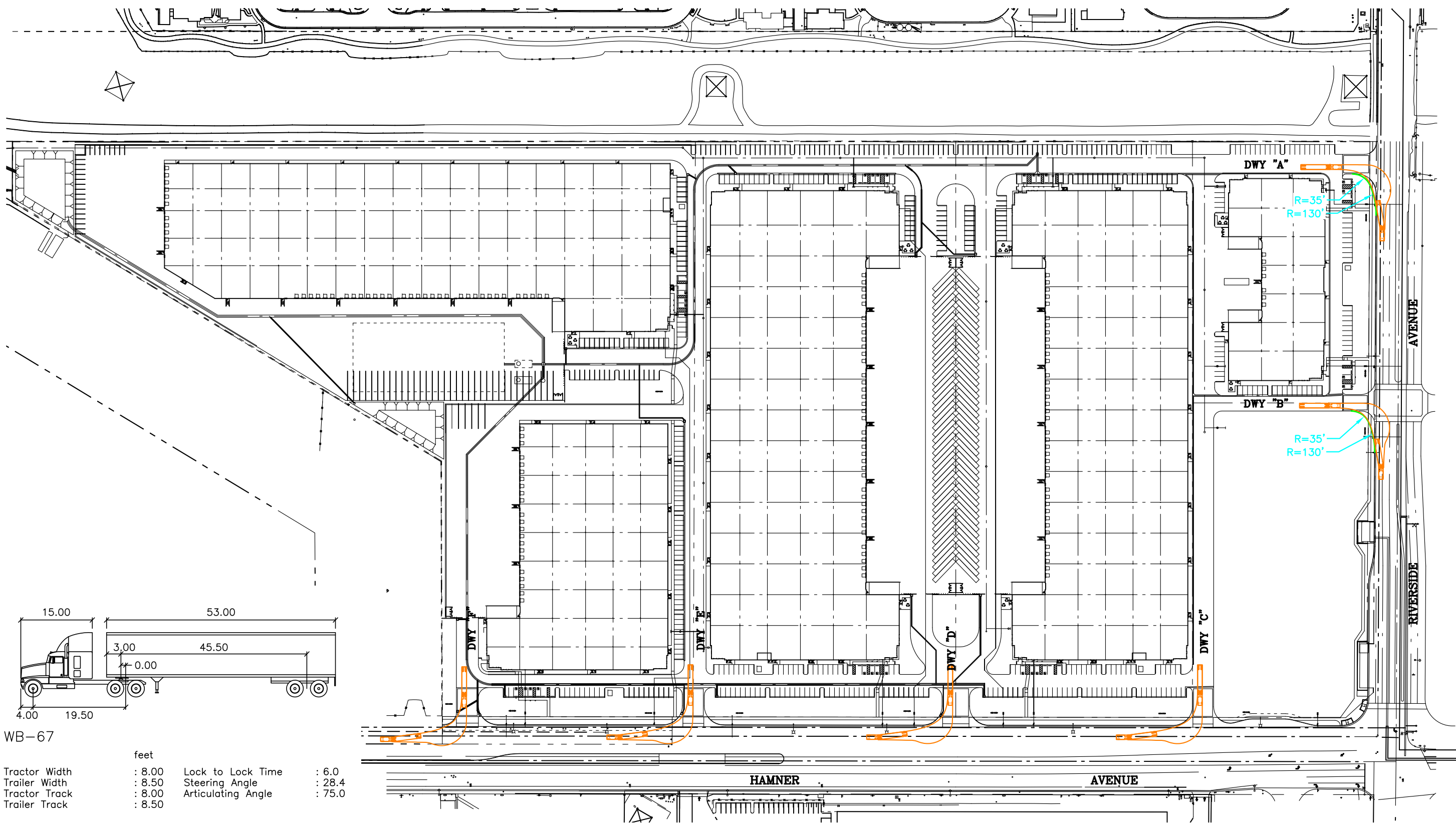


n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-14.dwg LDP 15:14:29 01-29-2020 agular



FIGURE 14

WB-67 INBOUND TRUCK TURNING ANALYSIS
EDENGLLEN BUSINESS PARK, ONTARIO



WB-67

| feet | | | |
|---------------|--------|--------------------|--------|
| Tractor Width | : 8.00 | Lock to Lock Time | : 6.0 |
| Trailer Width | : 8.50 | Steering Angle | : 28.4 |
| Tractor Track | : 8.00 | Articulating Angle | : 75.0 |
| Trailer Track | : 8.50 | | |

n:\4000\2184009 - edenglen business park, ontario\dwg\4009 f-15.dwg LDP 15:16:10 01-29-2020 agular



FIGURE 15

WB-67 OUTBOUND TRUCK TURNING ANALYSIS
EDENGLLEN BUSINESS PARK, ONTARIO

TABLE 1
TRIP GENERATION RATES WITH PCE CONVERSION FACTORS³

| ITE Land Use Code | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|----------------|--------------|-------------|-------------|--------------|-------------|-------------|
| | | Enter | Exit | Total | Enter | Exit | Total |
| <i>Trip Generation Rates:</i> | | | | | | | |
| ▪ 110: General Light Industrial – Total (TE/1000 SF) | 4.96 | 0.62 | 0.08 | 0.70 | 0.08 | 0.55 | 0.63 |
| ❑ Passenger Cars – 78.6% Daily (TE/1000 SF) | 3.90 | 0.38 | 0.04 | 0.42 | 0.06 | 0.42 | 0.48 |
| ❑ 2 Axle Trucks – 8.0% Daily/32.7% Peak Hour (TE/1000 SF) | 0.40 | 0.08 | 0.01 | 0.09 | 0.01 | 0.04 | 0.05 |
| ❑ 3 Axle Trucks – 3.9% Daily/17.9% Peak Hour (TE/1000 SF) | 0.19 | 0.04 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 |
| ❑ 4+ Axle Trucks – 9.5% Daily/49.4% Peak Hour (TE/1000 SF) | 0.47 | 0.12 | 0.02 | 0.14 | 0.01 | 0.06 | 0.07 |
| ▪ 130: Industrial Park – Total (TE/1000 SF) | 3.37 | 0.32 | 0.08 | 0.40 | 0.08 | 0.32 | 0.40 |
| ❑ Passenger Cars – 52.8% Daily (TE/1000 SF) | 1.78 | 0.19 | 0.05 | 0.24 | 0.04 | 0.16 | 0.20 |
| ❑ 2 Axle Trucks – 4.0% Daily/7.9% Peak Hour (TE/1000 SF) | 0.13 | 0.01 | 0.00 | 0.01 | 0.00 | 0.02 | 0.02 |
| ❑ 3 Axle Trucks – 3.3% Daily/7.1% Peak Hour (TE/1000 SF) | 0.11 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 |
| ❑ 4+ Axle Trucks – 39.8% Daily/85.0% Peak Hour (TE/1000 SF) | 1.35 | 0.11 | 0.03 | 0.14 | 0.04 | 0.13 | 0.17 |
| ▪ 140: Manufacturing – Total (TE/1000 SF) | 3.93 | 0.48 | 0.14 | 0.62 | 0.21 | 0.46 | 0.67 |
| ❑ Passenger Cars – 79.57% Daily (TE/1000 SF) | 3.13 | 0.34 | 0.10 | 0.44 | 0.14 | 0.29 | 0.43 |
| ❑ 2 Axle Trucks – 3.46% Daily/16.95% Peak Hour (TE/1000 SF) | 0.14 | 0.02 | 0.01 | 0.03 | 0.01 | 0.03 | 0.04 |
| ❑ 3 Axle Trucks – 4.64% Daily/22.71% Peak Hour (TE/1000 SF) | 0.18 | 0.03 | 0.01 | 0.04 | 0.02 | 0.03 | 0.05 |
| ❑ 4+ Axle Trucks – 12.33% Daily/60.34% Peak Hour (TE/1000 SF) | 0.48 | 0.09 | 0.02 | 0.11 | 0.04 | 0.11 | 0.15 |
| ▪ 150: Warehousing – Total (TE/1000 SF) | 1.74 | 0.13 | 0.04 | 0.17 | 0.05 | 0.14 | 0.19 |
| ❑ Passenger Cars – 79.57% Daily (TE/1000 SF) | 1.38 | 0.09 | 0.03 | 0.12 | 0.03 | 0.09 | 0.12 |
| ❑ 2 Axle Trucks – 3.46% Daily/16.95% Peak Hour (TE/1000 SF) | 0.06 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 |
| ❑ 3 Axle Trucks – 4.64% Daily/22.71% Peak Hour (TE/1000 SF) | 0.08 | 0.01 | 0.00 | 0.01 | 0.00 | 0.02 | 0.02 |
| ❑ 4+ Axle Trucks – 12.33% Daily/60.34% Peak Hour (TE/1000 SF) | 0.22 | 0.02 | 0.01 | 0.03 | 0.02 | 0.02 | 0.04 |
| ▪ 770: Business Park (TE/1000 SF) | 12.44 | 61% | 39% | 0.40 | 46% | 54% | 0.42 |
| ▪ 820: Shopping Center (TE/1000 SF) | [a] | 62% | 38% | [a] | 48% | 52% | [a] |

Notes:

TE/1000 SF = Trip end per 1,000 SF

PCE = Passenger Car Equivalent

[a] = Shopping Center equations were used:

Daily: $\ln(T) = 0.68\ln(X) + 5.57$

AM Peak Hour: $T = 0.50(X) + 151.78$

PM Peak Hour: $\ln(T) = 0.74\ln(X) + 2.89$

³ Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

TABLE 2
PROJECT TRIP GENERATION FORECAST⁴

| ITE Land Use Code / Project Description | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|----------------|--------------|------------|------------|--------------|------------|------------|
| | | Enter | Exit | Total | Enter | Exit | Total |
| <i>Trip Generation Forecast Project Alternative 1:</i> | | | | | | | |
| ▪ 110: General Light Industrial (59,585 SF) | | | | | | | |
| ❑ Passenger Cars | 232 | 23 | 2 | 25 | 4 | 25 | 29 |
| ❑ 2 Axle Trucks | 36 | 7 | 1 | 8 | 1 | 3 | 4 |
| ❑ 3 Axle Trucks | 23 | 5 | 1 | 6 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | <u>84</u> | <u>21</u> | <u>4</u> | <u>25</u> | <u>2</u> | <u>11</u> | <u>13</u> |
| General Light Industrial Total | 375 | 56 | 8 | 64 | 7 | 43 | 50 |
| ▪ 150: Warehousing (908,507 SF) | | | | | | | |
| ❑ Passenger Cars | 1,254 | 82 | 27 | 109 | 27 | 82 | 109 |
| ❑ 2 Axle Trucks | 82 | 14 | 0 | 14 | 0 | 14 | 14 |
| ❑ 3 Axle Trucks | 145 | 18 | 0 | 18 | 0 | 36 | 36 |
| ❑ 4+ Axle Trucks | <u>600</u> | <u>55</u> | <u>27</u> | <u>82</u> | <u>55</u> | <u>54</u> | <u>109</u> |
| Warehousing Total | 2,081 | 169 | 54 | 223 | 82 | 186 | 268 |
| ▪ 820: Shopping Center (40,000 SF) | 3,224 | 107 | 65 | 172 | 132 | 144 | 276 |
| <i>Passby Trips⁵</i> | <u>-322</u> | <u>-11</u> | <u>-6</u> | <u>-17</u> | <u>-45</u> | <u>-49</u> | <u>-94</u> |
| Retail Total | 2,902 | 96 | 59 | 155 | 87 | 95 | 182 |
| Total Passenger Car Traffic | 4,388 | 201 | 88 | 289 | 118 | 202 | 320 |
| Total Truck PCE Traffic | 970 | 120 | 33 | 153 | 58 | 122 | 180 |
| Total Project Alternative 1 Trip Generation | 5,358 | 321 | 121 | 442 | 176 | 324 | 500 |
| <i>Trip Generation Forecast Project Alternative 2:</i> | | | | | | | |
| ▪ 110: General Light Industrial (59,585 SF) | | | | | | | |
| ❑ Passenger Cars | 232 | 23 | 2 | 25 | 4 | 25 | 29 |
| ❑ 2 Axle Trucks | 36 | 7 | 1 | 8 | 1 | 3 | 4 |
| ❑ 3 Axle Trucks | 23 | 5 | 1 | 6 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | <u>84</u> | <u>21</u> | <u>4</u> | <u>25</u> | <u>2</u> | <u>11</u> | <u>13</u> |
| General Light Industrial Total | 375 | 56 | 8 | 64 | 7 | 43 | 50 |
| ▪ 150: Warehousing (522,058 SF) | | | | | | | |
| ❑ Passenger Cars | 720 | 47 | 16 | 63 | 16 | 47 | 63 |
| ❑ 2 Axle Trucks | 47 | 8 | 0 | 8 | 0 | 8 | 8 |
| ❑ 3 Axle Trucks | 84 | 10 | 0 | 10 | 0 | 21 | 21 |
| ❑ 4+ Axle Trucks | <u>345</u> | <u>31</u> | <u>16</u> | <u>47</u> | <u>31</u> | <u>32</u> | <u>63</u> |
| Warehousing Total | 1,196 | 96 | 32 | 128 | 47 | 108 | 155 |
| ▪ 140: Manufacturing (386,449 SF) | | | | | | | |
| ❑ Passenger Cars | 1,210 | 131 | 39 | 170 | 54 | 112 | 166 |
| ❑ 2 Axle Trucks | 81 | 12 | 5 | 17 | 6 | 17 | 23 |
| ❑ 3 Axle Trucks | 139 | 23 | 8 | 31 | 15 | 24 | 39 |
| ❑ 4+ Axle Trucks | <u>556</u> | <u>104</u> | <u>24</u> | <u>128</u> | <u>46</u> | <u>128</u> | <u>174</u> |
| Manufacturing Total | 1,986 | 270 | 76 | 346 | 121 | 281 | 402 |
| ▪ 820: Shopping Center (40,000 SF) | 3,224 | 107 | 65 | 172 | 132 | 144 | 276 |
| <i>Passby Trips⁵</i> | <u>-322</u> | <u>-11</u> | <u>-6</u> | <u>-17</u> | <u>-45</u> | <u>-49</u> | <u>-94</u> |
| Retail Total | 2,902 | 96 | 59 | 155 | 87 | 95 | 182 |
| Total Passenger Car Traffic | 5,064 | 297 | 116 | 413 | 161 | 279 | 440 |
| Total Truck PCE Traffic | 1,395 | 221 | 59 | 280 | 101 | 248 | 349 |
| Total Project Alternative 2 Trip Generation | 6,459 | 518 | 175 | 693 | 262 | 527 | 789 |

⁴ Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

⁵ Source: *Trip Generation Handbook, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. The Daily and AM peak hour pass-by rate was assumed to be 10%, whereas the PM rate is 34% per the ITE handbook.

TABLE 3
ENTITLED LAND USE TRIP GENERATION FORECAST⁶

| ITE Land Use Code / Project Description | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|---------------------|-------------------|------------------|-------------------|------------------|-------------------|-------------------|
| | | Enter | Exit | Total | Enter | Exit | Total |
| <u>Trip Generation Forecast Entitled Land Use Alternative 1:</u> | | | | | | | |
| ▪ 820: Shopping Center (217,520 SF) | 10,198 | 162 | 99 | 261 | 464 | 502 | 966 |
| <i>Pass-by Trips⁷</i> | <u>-1,020</u> | <u>-16</u> | <u>-10</u> | <u>-26</u> | <u>-158</u> | <u>-170</u> | <u>-328</u> |
| Shopping Center Total | 9,178 | 146 | 89 | 235 | 306 | 332 | 638 |
| ▪ 770: Business Park (550,000 SF) | 6,842 | 134 | 86 | 220 | 106 | 125 | 231 |
| Total Entitled Land Use Alternative 1 Trip Generation | 16,020 | 280 | 175 | 455 | 412 | 457 | 869 |
| <u>Trip Generation Forecast Entitled Land Use Alternative 2:</u> | | | | | | | |
| ▪ 820: Shopping Center (217,520 SF) | 10,198 | 162 | 99 | 261 | 464 | 502 | 966 |
| <i>Pass-by Trips⁷</i> | <u>-1,020</u> | <u>-16</u> | <u>-10</u> | <u>-26</u> | <u>-158</u> | <u>-170</u> | <u>-328</u> |
| Shopping Center Total | 9,178 | 146 | 89 | 235 | 306 | 332 | 638 |
| ▪ 130: Industrial Park (550,000 SF) | | | | | | | |
| <input type="checkbox"/> Passenger Cars | 979 | 105 | 27 | 132 | 22 | 88 | 110 |
| <input type="checkbox"/> 2 Axle Trucks | 107 | 8 | 0 | 8 | 0 | 17 | 17 |
| <input type="checkbox"/> 3 Axle Trucks | 121 | 11 | 0 | 11 | 0 | 11 | 11 |
| <input type="checkbox"/> 4+ Axle Trucks | <u>2,228</u> | <u>182</u> | <u>49</u> | <u>231</u> | <u>66</u> | <u>215</u> | <u>281</u> |
| Industrial Park Total | 3,435 | 306 | 76 | 382 | 88 | 331 | 419 |
| Total Passenger Car Traffic | 10,157 | 251 | 116 | 367 | 328 | 420 | 748 |
| Total Truck PCE Traffic | <u>2,456</u> | <u>201</u> | <u>49</u> | <u>250</u> | <u>66</u> | <u>243</u> | <u>309</u> |
| Total Entitled Land Use Alternative 2 Trip Generation | 12,613 | 452 | 165 | 617 | 394 | 663 | 1,057 |

⁶ Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).*

⁷ Source: *Trip Generation Handbook, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).* The Daily and AM peak hour pass-by rate was assumed to be 10%, whereas the PM rate is 34% per the ITE handbook.

TABLE 4
TRIP GENERATION FORECAST COMPARISON SUMMARY

| Scenario | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|----------------|--------------|------------|-------------|--------------|-------------|-------------|
| | | Enter | Exit | Total | Enter | Exit | Total |
| <i>Trip Generation Forecast Summary:</i> | | | | | | | |
| Project Alternative 1 (General Light Industrial + Warehouse + Retail) | 5,358 | 321 | 121 | 442 | 176 | 324 | 500 |
| Project Alternative 2 (General Light Industrial + Warehousing + Manufacturing + Retail) | 6,459 | 518 | 175 | 693 | 262 | 527 | 789 |
| Entitled Land Use Alternative 1 (Retail + Business Park) | 16,020 | 280 | 175 | 455 | 412 | 457 | 869 |
| Entitled Land Use Alternative 2 (Retail + Industrial Park) | 12,613 | 452 | 165 | 617 | 394 | 663 | 1,057 |
| Project Alternative 1 – Entitled Land Use Alternative 1 | -10,662 | 41 | -54 | -13 | -236 | -133 | -369 |
| Project Alternative 1 – Entitled Land Use Alternative 2 | -7,255 | -131 | -44 | -175 | -218 | -339 | -557 |
| Project Alternative 2 – Entitled Land Use Alternative 1 | -9,561 | 238 | 0 | 238 | -150 | 70 | -80 |
| Project Alternative 2 – Entitled Land Use Alternative 2 | -6,154 | 66 | 10 | 76 | -132 | -136 | -268 |

TABLE 5
YEAR 2040 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

| Key Intersection | Control Type | Time Period | (1) Year 2040 Plus Project Traffic Conditions | |
|--|--------------|-------------|---|-----|
| | | | Delay | LOS |
| A. Project Driveway A at Riverside Avenue | One-Way | AM | 17.5 s/v | C |
| | Stop | PM | 13.9 s/v | B |
| B. Project Driveway B at Riverside Avenue | 3Ø Traffic | AM | 9.6 s/v | A |
| | Signal | PM | 9.2 s/v | A |
| C. Hamner Avenue at Project Driveway C | One-Way | AM | 23.2 s/v | C |
| | Stop | PM | 24.8 s/v | C |
| D. Hamner Avenue at Project Driveway D | One-Way | AM | 21.9 s/v | C |
| | Stop | PM | 23.1 s/v | C |
| E. Hamner Avenue at Project Driveway E | 5Ø Traffic | AM | 7.3 s/v | A |
| | Signal | PM | 12.2 s/v | B |
| F. Hamner Avenue at Project Driveway F | One-Way | AM | 19.5 s/v | C |
| | Stop | PM | 21.9 s/v | C |

Note:

- **Bold Delay/LOS** values indicate adverse service levels based on LOS standards.

TABLE 6
YEAR 2040 PEAK HOUR INTERSECTION QUEUING ANALYSIS⁸

| Key Study Intersection | Storage Provided (feet) | (1) Year 2040 Plus 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) |
| A. Project Driveway A at Riverside Avenue <i>Northbound Right-Turn</i> | 50' | 20' | Yes | 20' | Yes |
| B. Project Driveway B at Riverside Avenue <i>Northbound Left/Right Turn</i> <i>Westbound Left-Turn</i> | 280' ⁹ -- | 92' 140' | Yes Yes | 206' 108' | Yes Yes |
| C. Hamner Avenue at Project Driveway C <i>Eastbound Right-Turn</i> | 55' | 20' | Yes | 22' | Yes |
| D. Hamner Avenue at Project Driveway D <i>Eastbound Right-Turn</i> | 55' | 20' | Yes | 20' | Yes |
| E. Hamner Avenue at Project Driveway E <i>Northbound Left-Turn</i> <i>Eastbound Left/Right Turn</i> | -- 985' ¹⁰ | 133' 80' | Yes Yes | 63' 263' | Yes Yes |
| F. Hamner Avenue at Project Driveway F <i>Eastbound Right-Turn</i> | 55' | 20' | Yes | 20' | Yes |

⁸ Queues are based on HCM 95th Percentile.

⁹ The project site can accommodate 50-feet of storage for the northbound left/right-turn movement without blocking access to the parking spaces within the drive aisle. However, the project site can accommodate additional spillover queue within the drive aisle for a total of 280-feet of storage.

¹⁰ The project site can accommodate 55-feet of storage for the eastbound left/right-turn movement without blocking access to the parking spaces within the drive aisle. However, the project site can accommodate additional spillover queue within the drive aisle for a total of 985-feet of storage.

APPENDIX A

YEAR 2040 PLUS PROJECT INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Intersection Level Of Service Report
Intersection 2: Project Driveway A at Riverside Avenue

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.017 |

Intersection Setup

| Name | Project Dwy A | | Riverside Ave | | Riverside Ave | |
|------------------------|---------------|--------|---------------|--------|---------------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↱ | | ↱ | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | 50.00 | | 50.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Project Dwy A | | Riverside Ave | | Riverside Ave | |
|---|---------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 0 | 5 | 1436 | 29 | 0 | 346 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 5 | 1436 | 29 | 0 | 346 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 1.0000 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 1 | 378 | 8 | 0 | 91 |
| Total Analysis Volume [veh/h] | 0 | 5 | 1512 | 31 | 0 | 364 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Stop | Free | Free |
|------------------------------------|------|------|------|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 17.46 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | C | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 17.46 | | 0.00 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.05 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 3: Project Driveway B at Riverside Avenue

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 9.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.470 |

Intersection Setup

| Name | Project Dwy B | | Riverside Ave | | Riverside Ave | |
|------------------------|---------------|--------|---------------|--------|---------------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | 50.00 | | 50.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | Yes | |

Volumes

| Name | Project Dwy B | | Riverside Ave | | Riverside Ave | |
|---|---------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 22 | 51 | 1406 | 36 | 128 | 323 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 22 | 51 | 1406 | 36 | 128 | 323 |
| Peak Hour Factor | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 13 | 370 | 9 | 34 | 85 |
| Total Analysis Volume [veh/h] | 23 | 54 | 1480 | 38 | 135 | 340 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|------------------------------|-------|-------|------------|------------|-----------|------------|
| Signal group | 5 | 0 | 8 | 0 | 7 | 4 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |
| Minimum Green [s] | 5 | 0 | 5 | 0 | 5 | 5 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 30 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 |
| Split [s] | 35 | 0 | 18 | 0 | 37 | 55 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 |
| Walk [s] | 7 | 0 | 7 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 24 | 0 | 7 | 0 | 0 | 0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Minimum Recall | No | | No | | No | No |
| Maximum Recall | No | | No | | No | No |
| Pedestrian Recall | No | | No | | No | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | C | C | C | L | C |
|---|-------|------|------|-------|------|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 5 | 64 | 64 | 9 | 77 |
| g / C, Green / Cycle | 0.06 | 0.71 | 0.71 | 0.10 | 0.85 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.28 | 0.27 | 0.08 | 0.07 |
| s, saturation flow rate [veh/h] | 1642 | 3560 | 1846 | 1781 | 5094 |
| c, Capacity [veh/h] | 100 | 2524 | 1308 | 173 | 4331 |
| d1, Uniform Delay [s] | 41.66 | 5.33 | 5.25 | 39.74 | 1.08 |
| k, delay calibration | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 11.69 | 0.48 | 0.86 | 7.53 | 0.04 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|-------|--------|--------|--------|------|
| X, volume / capacity | 0.77 | 0.40 | 0.39 | 0.78 | 0.08 |
| d, Delay for Lane Group [s/veh] | 53.35 | 5.80 | 6.12 | 47.27 | 1.12 |
| Lane Group LOS | D | A | A | D | A |
| Critical Lane Group | Yes | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 2.04 | 2.62 | 2.73 | 3.11 | 0.01 |
| 50th-Percentile Queue Length [ft/ln] | 51.11 | 65.42 | 68.26 | 77.68 | 0.35 |
| 95th-Percentile Queue Length [veh/ln] | 3.68 | 4.71 | 4.91 | 5.59 | 0.03 |
| 95th-Percentile Queue Length [ft/ln] | 92.01 | 117.76 | 122.86 | 139.82 | 0.64 |

Movement, Approach, & Intersection Results

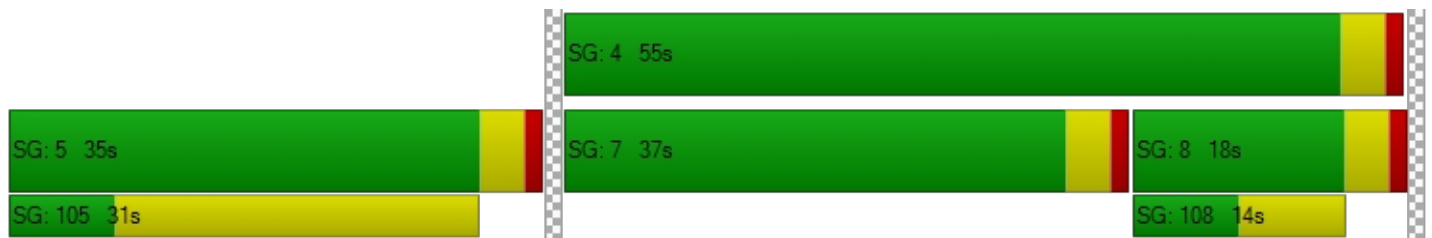
| | | | | | | |
|---------------------------------|-------|-------|------|------|-------|------|
| d_M, Delay for Movement [s/veh] | 53.35 | 53.35 | 5.90 | 6.12 | 47.27 | 1.12 |
| Movement LOS | D | D | A | A | D | A |
| d_A, Approach Delay [s/veh] | 53.35 | | 5.91 | | 14.23 | |
| Approach LOS | D | | A | | B | |
| d_I, Intersection Delay [s/veh] | 9.58 | | | | | |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.470 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 34.67 | 0.00 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.775 | 0.000 | 3.060 |
| Crosswalk LOS | A | F | C |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 0 | 0 |
| d_b, Bicycle Delay [s] | 45.00 | 45.00 | 45.00 |
| I_b,int, Bicycle LOS Score for Intersection | 4.259 | 4.967 | 4.394 |
| Bicycle LOS | E | E | E |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | - | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 7 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report
Intersection 4: Hamner Avenue at Project Driveway C

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.088 |

Intersection Setup

| Name | Hamner Ave | | | Hamner Ave | | | Project Dwy C | | | Industrial Dwy | | |
|------------------------|------------|--------|--------|------------|--------|--------|---------------|--------|--------|----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | III | | | III | | | R | | | R | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 15.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

Volumes

| Name | Hamner Ave | | | Hamner Ave | | | Project Dwy C | | | Industrial Dwy | | |
|---|------------|--------|--------|------------|--------|--------|---------------|--------|--------|----------------|--------|--------|
| Base Volume Input [veh/h] | 0 | 1501 | 0 | 0 | 1793 | 54 | 0 | 0 | 18 | 0 | 0 | 2 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1501 | 0 | 0 | 1793 | 54 | 0 | 0 | 18 | 0 | 0 | 2 |
| Peak Hour Factor | 1.0000 | 0.9500 | 1.0000 | 1.0000 | 0.9500 | 0.9500 | 1.0000 | 1.0000 | 0.9500 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 395 | 0 | 0 | 472 | 14 | 0 | 0 | 5 | 0 | 0 | 1 |
| Total Analysis Volume [veh/h] | 0 | 1580 | 0 | 0 | 1887 | 57 | 0 | 0 | 19 | 0 | 0 | 2 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|-------|------|-------|-------|------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.02 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 23.22 | 0.00 | 0.00 | 17.69 |
| Movement LOS | | A | A | | A | A | | | C | | | C |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.02 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.13 | 0.00 | 0.00 | 0.53 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 0.00 | | | 23.22 | | | 17.69 | | |
| Approach LOS | A | | | A | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 0.13 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Hamner Avenue at Project Driveway D

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 21.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.040 |

Intersection Setup

| Name | Hamner Ave | | Hamner Ave | | Project Dwy D | |
|------------------------|------------|--------|------------|--------|---------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑↑↑↑ | | ↑↑↑↑ | | ↗ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | 40.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Hamner Ave | | Hamner Ave | | Project Dwy D | |
|---|------------|--------|------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 0 | 1501 | 1746 | 67 | 0 | 9 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1501 | 1746 | 67 | 0 | 9 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 1.0000 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 395 | 459 | 18 | 0 | 2 |
| Total Analysis Volume [veh/h] | 0 | 1580 | 1838 | 71 | 0 | 9 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.04 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21.87 |
| Movement LOS | | A | A | A | | C |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.15 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 21.87 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.06 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 6: Hamner Avenue at Project Driveway E

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 7.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.437 |

Intersection Setup

| Name | Hamner Ave | | | Hamner Ave | | | Project Dwy E | | | Industrial Dwy | | |
|------------------------|------------|--------|--------|------------|--------|--------|---------------|--------|--------|----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 15.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | | Yes | | |

Volumes

| Name | Hamner Ave | | | Hamner Ave | | | Project Dwy E | | | Industrial Dwy | | |
|---|------------|--------|--------|------------|--------|--------|---------------|--------|--------|----------------|--------|--------|
| Base Volume Input [veh/h] | 118 | 1435 | 15 | 37 | 1638 | 80 | 57 | 0 | 15 | 4 | 0 | 9 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 118 | 1435 | 15 | 37 | 1638 | 80 | 57 | 0 | 15 | 4 | 0 | 9 |
| Peak Hour Factor | 0.9500 | 0.9500 | 1.0000 | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 1.0000 | 0.9500 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 31 | 378 | 4 | 9 | 431 | 21 | 15 | 0 | 4 | 1 | 0 | 2 |
| Total Analysis Volume [veh/h] | 124 | 1511 | 15 | 37 | 1724 | 84 | 60 | 0 | 16 | 4 | 0 | 9 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 5 | 5 | 0 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 30 | 30 | 0 | 30 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 30 | 39 | 0 | 9 | 18 | 0 | 0 | 42 | 0 | 0 | 42 | 0 |
| Vehicle Extension [s] | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 31 | 0 | 0 | 0 | 0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | | No | | | No | |
| Maximum Recall | No | No | | No | No | | | No | | | No | |
| Pedestrian Recall | No | No | | No | No | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | C | L | C | C | C | C |
|---|-------|------|------|-------|------|------|-------|-------|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 8 | 70 | 70 | 3 | 65 | 65 | 5 | 5 |
| g / C, Green / Cycle | 0.09 | 0.77 | 0.77 | 0.03 | 0.72 | 0.72 | 0.06 | 0.06 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.22 | 0.22 | 0.02 | 0.26 | 0.26 | 0.05 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 5094 | 1858 | 1781 | 5094 | 1813 | 1601 | 1757 |
| c, Capacity [veh/h] | 158 | 3935 | 1435 | 61 | 3655 | 1301 | 168 | 158 |
| d1, Uniform Delay [s] | 40.15 | 2.99 | 2.99 | 42.88 | 4.86 | 4.86 | 41.57 | 40.08 |
| k, delay calibration | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 | 0.11 | 0.11 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 8.15 | 0.18 | 0.50 | 9.43 | 0.28 | 0.79 | 1.90 | 0.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|-------|-------|-------|--------|--------|-------|-------|
| X, volume / capacity | 0.78 | 0.28 | 0.28 | 0.61 | 0.36 | 0.36 | 0.45 | 0.08 |
| d, Delay for Lane Group [s/veh] | 48.31 | 3.17 | 3.48 | 52.31 | 5.14 | 5.65 | 43.48 | 40.30 |
| Lane Group LOS | D | A | A | D | A | A | D | D |
| Critical Lane Group | Yes | No | No | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 2.95 | 1.18 | 1.41 | 0.95 | 2.32 | 2.67 | 1.79 | 0.28 |
| 50th-Percentile Queue Length [ft/ln] | 73.76 | 29.43 | 35.35 | 23.65 | 58.08 | 66.64 | 44.63 | 7.00 |
| 95th-Percentile Queue Length [veh/ln] | 5.31 | 2.12 | 2.55 | 1.70 | 4.18 | 4.80 | 3.21 | 0.50 |
| 95th-Percentile Queue Length [ft/ln] | 132.78 | 52.97 | 63.64 | 42.57 | 104.55 | 119.96 | 80.33 | 12.60 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 48.31 | 3.25 | 3.48 | 52.31 | 5.26 | 5.65 | 43.48 | 43.48 | 43.48 | 40.30 | 40.30 | 40.30 |
| Movement LOS | D | A | A | D | A | A | D | D | D | D | D | D |
| d_A, Approach Delay [s/veh] | 6.64 | | | 6.22 | | | 43.48 | | | 40.30 | | |
| Approach LOS | A | | | A | | | D | | | D | | |
| d_I, Intersection Delay [s/veh] | 7.33 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.437 | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 34.67 | 0.00 | 34.67 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.345 | 0.000 | 1.784 | 1.746 |
| Crosswalk LOS | C | F | A | A |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 778 | 311 | 844 | 844 |
| d_b, Bicycle Delay [s] | 16.81 | 32.09 | 15.02 | 15.02 |
| I_b,int, Bicycle LOS Score for Intersection | 2.240 | 2.321 | 1.685 | 1.581 |
| Bicycle LOS | B | B | A | A |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report
Intersection 7: Hamner Avenue at Project Driveway F

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 19.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.016 |

Intersection Setup

| Name | Hamner Ave | | Hamner Ave | | Project Dwy F | |
|------------------------|------------|--------|------------|--------|---------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑↑↑↑ | | ↑↑↑↑ | | ↗ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | 40.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Hamner Ave | | Hamner Ave | | Project Dwy F | |
|---|------------|--------|------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 0 | 1568 | 1639 | 17 | 0 | 4 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1568 | 1639 | 17 | 0 | 4 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 1.0000 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 413 | 431 | 4 | 0 | 1 |
| Total Analysis Volume [veh/h] | 0 | 1651 | 1725 | 18 | 0 | 4 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.02 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 19.49 |
| Movement LOS | | A | A | A | | C |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.21 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 19.49 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.02 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 2: Project Driveway A at Riverside Avenue

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.054 |

Intersection Setup

| Name | Project Dwy A | | Riverside Ave | | Riverside Ave | |
|------------------------|---------------|--------|---------------|--------|---------------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↻ | | ↻ | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | 50.00 | | 50.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Project Dwy A | | Riverside Ave | | Riverside Ave | |
|---|---------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 0 | 22 | 977 | 12 | 0 | 1677 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 22 | 977 | 12 | 0 | 1677 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 1.0000 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 6 | 257 | 3 | 0 | 441 |
| Total Analysis Volume [veh/h] | 0 | 23 | 1028 | 13 | 0 | 1765 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Stop | Free | Free |
|------------------------------------|------|------|------|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.05 | 0.01 | 0.00 | 0.00 | 0.02 |
| d_M, Delay for Movement [s/veh] | 0.00 | 13.88 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 4.24 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.88 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.11 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 3: Project Driveway B at Riverside Avenue

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 9.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.522 |

Intersection Setup

| Name | Project Dwy B | | Riverside Ave | | Riverside Ave | |
|------------------------|---------------|--------|---------------|--------|---------------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | 50.00 | | 50.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | Yes | |

Volumes

| Name | Project Dwy B | | Riverside Ave | | Riverside Ave | |
|---|---------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 56 | 127 | 964 | 35 | 96 | 1620 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 56 | 127 | 964 | 35 | 96 | 1620 |
| Peak Hour Factor | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 33 | 254 | 9 | 25 | 426 |
| Total Analysis Volume [veh/h] | 59 | 134 | 1015 | 37 | 101 | 1705 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|------------------------------|-------|-------|------------|------------|-----------|------------|
| Signal group | 5 | 0 | 8 | 0 | 7 | 4 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |
| Minimum Green [s] | 5 | 0 | 5 | 0 | 5 | 5 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 30 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 |
| Split [s] | 63 | 0 | 18 | 0 | 9 | 27 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 |
| Walk [s] | 7 | 0 | 7 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 24 | 0 | 7 | 0 | 0 | 0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Minimum Recall | No | | No | | No | No |
| Maximum Recall | No | | No | | No | No |
| Pedestrian Recall | No | | No | | No | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | C | C | C | L | C |
|---|-------|------|------|-------|------|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 13 | 59 | 59 | 7 | 69 |
| g / C, Green / Cycle | 0.14 | 0.65 | 0.65 | 0.07 | 0.77 |
| (v / s)_i Volume / Saturation Flow Rate | 0.12 | 0.20 | 0.19 | 0.06 | 0.33 |
| s, saturation flow rate [veh/h] | 1643 | 3560 | 1836 | 1781 | 5094 |
| c, Capacity [veh/h] | 233 | 2316 | 1194 | 133 | 3920 |
| d1, Uniform Delay [s] | 37.59 | 6.85 | 6.80 | 40.87 | 3.60 |
| k, delay calibration | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 7.39 | 0.34 | 0.63 | 8.55 | 0.35 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|
| X, volume / capacity | 0.83 | 0.30 | 0.29 | 0.76 | 0.43 |
| d, Delay for Lane Group [s/veh] | 44.97 | 7.19 | 7.43 | 49.42 | 3.95 |
| Lane Group LOS | D | A | A | D | A |
| Critical Lane Group | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 4.69 | 2.26 | 2.35 | 2.39 | 1.81 |
| 50th-Percentile Queue Length [ft/ln] | 117.25 | 56.58 | 58.65 | 59.72 | 45.19 |
| 95th-Percentile Queue Length [veh/ln] | 8.24 | 4.07 | 4.22 | 4.30 | 3.25 |
| 95th-Percentile Queue Length [ft/ln] | 206.04 | 101.84 | 105.58 | 107.49 | 81.35 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|-------|------|------|-------|------|
| d_M, Delay for Movement [s/veh] | 44.97 | 44.97 | 7.26 | 7.43 | 49.42 | 3.95 |
| Movement LOS | D | D | A | A | D | A |
| d_A, Approach Delay [s/veh] | 44.97 | | 7.27 | | 6.49 | |
| Approach LOS | D | | A | | A | |
| d_I, Intersection Delay [s/veh] | 9.19 | | | | | |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.522 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 34.67 | 0.00 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.795 | 0.000 | 3.279 |
| Crosswalk LOS | A | F | C |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 0 | 0 |
| d_b, Bicycle Delay [s] | 45.00 | 45.00 | 45.00 |
| I_b,int, Bicycle LOS Score for Intersection | 4.451 | 4.711 | 5.126 |
| Bicycle LOS | E | E | F |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | - | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 7 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report
Intersection 4: Hamner Avenue at Project Driveway C

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 24.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.233 |

Intersection Setup

| Name | Hamner Ave | | | Hamner Ave | | | Project Dwy C | | | Industrial Dwy | | |
|------------------------|------------|--------|--------|------------|--------|--------|---------------|--------|--------|----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 15.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

Volumes

| Name | Hamner Ave | | | Hamner Ave | | | Project Dwy C | | | Industrial Dwy | | |
|---|------------|--------|--------|------------|--------|--------|---------------|--------|--------|----------------|--------|--------|
| Base Volume Input [veh/h] | 0 | 1977 | 0 | 0 | 1693 | 45 | 0 | 0 | 52 | 0 | 0 | 8 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1977 | 0 | 0 | 1693 | 45 | 0 | 0 | 52 | 0 | 0 | 8 |
| Peak Hour Factor | 1.0000 | 0.9500 | 1.0000 | 1.0000 | 0.9500 | 0.9500 | 1.0000 | 1.0000 | 0.9500 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 520 | 0 | 0 | 446 | 12 | 0 | 0 | 14 | 0 | 0 | 2 |
| Total Analysis Volume [veh/h] | 0 | 2081 | 0 | 0 | 1782 | 47 | 0 | 0 | 55 | 0 | 0 | 8 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|-------|------|-------|-------|------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.02 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.04 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 24.78 | 0.00 | 0.00 | 24.26 |
| Movement LOS | | A | A | | A | A | | | C | | | C |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.88 | 0.00 | 0.00 | 0.13 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21.89 | 0.00 | 0.00 | 3.19 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 0.00 | | | 24.78 | | | 24.26 | | |
| Approach LOS | A | | | A | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 0.39 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Hamner Avenue at Project Driveway D

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.153 |

Intersection Setup

| Name | Hamner Ave | | Hamner Ave | | Project Dwy D | |
|------------------------|------------|--------|------------|--------|---------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑↑↑↑ | | ↑↑↑↑ | | ↗ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | 40.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Hamner Ave | | Hamner Ave | | Project Dwy D | |
|---|------------|--------|------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 0 | 1977 | 1717 | 28 | 0 | 34 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1977 | 1717 | 28 | 0 | 34 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 1.0000 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 520 | 452 | 7 | 0 | 9 |
| Total Analysis Volume [veh/h] | 0 | 2081 | 1807 | 29 | 0 | 36 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.15 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 23.05 |
| Movement LOS | | A | A | A | | C |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.27 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 23.05 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.21 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 6: Hamner Avenue at Project Driveway E

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 12.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.557 |

Intersection Setup

| Name | Hamner Ave | | | Hamner Ave | | | Project Dwy E | | | Industrial Dwy | | |
|------------------------|------------|--------|--------|------------|--------|--------|---------------|--------|--------|----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 15.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | | Yes | | |

Volumes

| Name | Hamner Ave | | | Hamner Ave | | | Project Dwy E | | | Industrial Dwy | | |
|---|------------|--------|--------|------------|--------|--------|---------------|--------|--------|----------------|--------|--------|
| Base Volume Input [veh/h] | 51 | 1734 | 8 | 17 | 1700 | 33 | 210 | 0 | 59 | 16 | 0 | 33 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 51 | 1734 | 8 | 17 | 1700 | 33 | 210 | 0 | 59 | 16 | 0 | 33 |
| Peak Hour Factor | 0.9500 | 0.9500 | 1.0000 | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 1.0000 | 0.9500 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 456 | 2 | 4 | 447 | 9 | 55 | 0 | 16 | 4 | 0 | 8 |
| Total Analysis Volume [veh/h] | 54 | 1825 | 8 | 17 | 1789 | 35 | 221 | 0 | 62 | 16 | 0 | 33 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 5 | 5 | 0 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 30 | 30 | 0 | 30 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 9 | 36 | 0 | 9 | 36 | 0 | 0 | 45 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 31 | 0 | 0 | 0 | 0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | | No | | | No | |
| Maximum Recall | No | No | | No | No | | | No | | | No | |
| Pedestrian Recall | No | No | | No | No | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | C | L | C | C | C | C |
|---|-------|------|------|-------|------|------|-------|-------|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 4 | 57 | 57 | 2 | 55 | 55 | 19 | 19 |
| g / C, Green / Cycle | 0.04 | 0.63 | 0.63 | 0.02 | 0.61 | 0.61 | 0.21 | 0.21 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.26 | 0.26 | 0.01 | 0.26 | 0.26 | 0.19 | 0.03 |
| s, saturation flow rate [veh/h] | 1781 | 5094 | 1865 | 1781 | 5094 | 1846 | 1490 | 1695 |
| c, Capacity [veh/h] | 75 | 3229 | 1182 | 37 | 3118 | 1130 | 387 | 413 |
| d1, Uniform Delay [s] | 42.58 | 8.19 | 8.19 | 43.61 | 9.19 | 9.19 | 34.09 | 28.78 |
| k, delay calibration | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 | 0.11 | 0.11 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 11.90 | 0.40 | 1.08 | 8.94 | 0.43 | 1.19 | 2.66 | 0.13 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|-------|--------|--------|-------|--------|--------|--------|-------|
| X, volume / capacity | 0.72 | 0.42 | 0.42 | 0.47 | 0.43 | 0.43 | 0.73 | 0.12 |
| d, Delay for Lane Group [s/veh] | 54.48 | 8.59 | 9.27 | 52.55 | 9.62 | 10.38 | 36.75 | 28.91 |
| Lane Group LOS | D | A | A | D | A | B | D | C |
| Critical Lane Group | Yes | No | No | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 1.40 | 3.64 | 4.22 | 0.45 | 3.97 | 4.55 | 6.38 | 0.86 |
| 50th-Percentile Queue Length [ft/ln] | 34.95 | 91.00 | 105.53 | 11.35 | 99.17 | 113.81 | 159.39 | 21.58 |
| 95th-Percentile Queue Length [veh/ln] | 2.52 | 6.55 | 7.59 | 0.82 | 7.14 | 8.05 | 10.52 | 1.55 |
| 95th-Percentile Queue Length [ft/ln] | 62.90 | 163.80 | 189.77 | 20.43 | 178.51 | 201.29 | 262.92 | 38.85 |

Movement, Approach, & Intersection Results

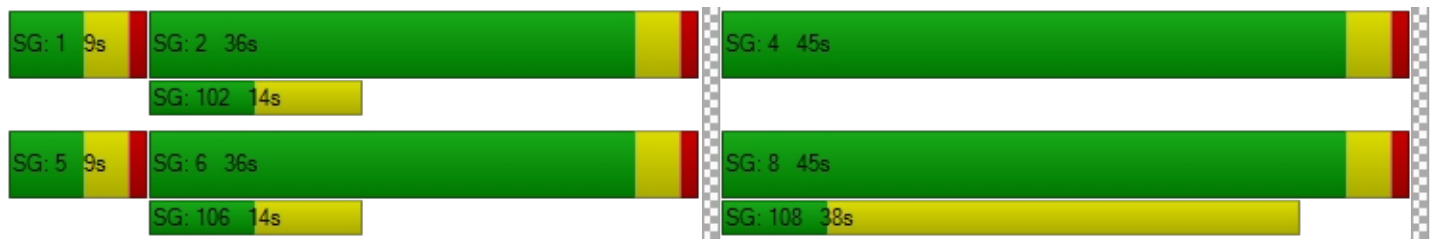
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 54.48 | 8.77 | 9.27 | 52.55 | 9.81 | 10.38 | 36.75 | 36.75 | 36.75 | 28.91 | 28.91 | 28.91 |
| Movement LOS | D | A | A | D | A | B | D | D | D | C | C | C |
| d_A, Approach Delay [s/veh] | 10.08 | | | 10.22 | | | 36.75 | | | 28.91 | | |
| Approach LOS | B | | | B | | | D | | | C | | |
| d_I, Intersection Delay [s/veh] | 12.23 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.557 | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 34.67 | 0.00 | 34.67 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.414 | 0.000 | 1.805 | 1.750 |
| Crosswalk LOS | C | F | A | A |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 711 | 711 | 911 | 911 |
| d_b, Bicycle Delay [s] | 18.69 | 18.69 | 13.34 | 13.34 |
| I_b,int, Bicycle LOS Score for Intersection | 2.338 | 2.319 | 2.027 | 1.640 |
| Bicycle LOS | B | B | B | A |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report
Intersection 7: Hamner Avenue at Project Driveway F

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 21.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.074 |

Intersection Setup

| Name | Hamner Ave | | Hamner Ave | | Project Dwy F | |
|------------------------|------------|--------|------------|--------|---------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑↑↑↑ | | ↑↑↑↑ | | ↗ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | 40.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Hamner Ave | | Hamner Ave | | Project Dwy F | |
|---|------------|--------|------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 0 | 1793 | 1768 | 7 | 0 | 16 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1793 | 1768 | 7 | 0 | 16 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 1.0000 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 472 | 465 | 2 | 0 | 4 |
| Total Analysis Volume [veh/h] | 0 | 1887 | 1861 | 7 | 0 | 17 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.07 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21.94 |
| Movement LOS | | A | A | A | | C |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.95 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 21.94 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.10 | | | | | |
| Intersection LOS | C | | | | | |

TECHNICAL MEMORANDUM

LINSCOTT
LAW &
GREENSPAN

engineers

To: Mr. Jared Riemer
Crow Holdings Industrial

Date: June 4, 2020

From: Richard E. Barretto, P.E., Principal
Zawwar Saiyed, P.E., Senior Transportation Engineer
Linscott, Law and Greenspan, Engineers

LLG Ref: 2.18.4009.1

Subject: ***Vehicle Miles Traveled (VMT) Analysis for the
Ontario Commerce Center, Ontario***

Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Analysis Technical Memorandum for the proposed Ontario Commerce Center project (herein after referred to as Project) in the City of Ontario, California. This Technical Memorandum presents the VMT screening criteria, analysis methodology, significance thresholds and VMT analyses. It should be noted that the approach and methodology outlined in this Technical Memorandum is generally consistent with the *Technical Advisory for Evaluating Transportation Impacts In CEQA*, published by the Governor's Office of Planning and Research (OPR), December 2018 (OPR Technical Advisory), which provides additional detail on the language and analysis procedures described in this Technical Memorandum.

The Project site is made up of several vacant parcels of land that are located south of Riverside Drive and north of Chino Avenue, between Milliken Avenue and a Southern California Edison easement within the Edenglen Specific Plan (herein after referred to as Specific Plan). The subject property, according to the Specific Plan, is identified/entitled for commercial development consisting of a mixture of Community Commercial uses and Business Park/Light Industrial uses. In place of the approved (entitled) uses, the Project is proposing to develop a an industrial park consisting of warehouse/distribution, manufacturing and/or general light industrial uses, plus maintain the ability to develop a neighborhood retail center consistent with the Specific Plan.

The following sections of this Technical Memorandum provide a brief history of Senate Bill 743 (SB 743), summarize the Project description, present OPRs VMT screening criteria, analysis methodology and thresholds, Project VMT and cumulative VMT.

HISTORY OF SENATE BILL 743 (SB 743)

On September 27, 2013, Governor Jerry Brown signed Senate Bill 743 (SB 743). SB 743 created a process to change the way analysis of transportation impacts under the California Environmental Quality Act (CEQA) is conducted. The Governor's Office of Planning and Research (OPR) was tasked to amend the CEQA Guidelines to provide an alternative to the traditional metric of automobile delay which would

Philip M. Linscott, PE (1924-2000)
William A. Law, PE (1921-2018)
Jack M. Greenspan, PE (Ret.)
Paul W. Wilkinson, PE (Ret.)
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
Walter B. Musial, PE

promote three statutory goals: 1) the reduction of greenhouse gas (GHG) emissions; 2) the development of multimodal transportation networks; and 3) a diversity of land uses. OPR concluded that the use of Vehicle Miles Traveled (VMT), with thresholds linked to GHG reduction targets, would adequately analyze a project's transportation impacts while supporting all three statutory goals.

OPR released a preliminary evaluation of alternative methods for transportation analysis in December 2013, and by August 2014, released a preliminary discussion draft of potential updates to the CEQA Guidelines, which specified VMT as the selected metric for analysis. In 2016, OPR released a draft of the proposed revisions to the CEQA Guidelines. At the same time, OPR released a new *Technical Advisory for Evaluating Transportation Impacts In CEQA*, which provides technical recommendations regarding the implementation of VMT analysis state-wide in a document external to the CEQA statute.

After extensive stakeholder outreach, OPR transmitted the final proposed revisions to the CEQA Guidelines and the current draft of the *Technical Advisory* to the California Natural Resources Agency (the body responsible for certifying, adopting, and amending the CEQA Guidelines) in November 2017. Beginning in January 2018, the California Natural Resources Agency initiated the formal rulemaking process to adopt the proposed revisions, including the new Section 15064.3 which specifies VMT as the metric for transportation analysis. On December 28, 2018, the California Office of Administrative Law filed the revised CEQA Guidelines with the Secretary of the State on behalf of the Natural Resources Agency, thereby formally implementing vehicle miles traveled as the metric for transportation analysis under CEQA. Pursuant to the adopted Section 15064.3, a lead agency may elect to implement the new criteria for analyzing transportation impacts immediately. Beginning on July 1, 2020, the criteria must be applied state-wide.

PROJECT DESCRIPTION

The Project site is made up of several vacant parcels of land that are located south of Riverside Drive and north of Chino Avenue, between Milliken Avenue and a Southern California Edison easement within the Edenglen Specific Plan. **Figure 1** presents a vicinity map for the proposed Project, inclusive of the area allocated to business park uses and commercial retail uses. **Figure 2** presents the existing aerial photograph of the Project site.

According to the Specific Plan, the development of commercial land uses on approximately 20-acres, commercial/business flex zone land uses on approximately 10-acres, and business park/light industrial land uses on 26.9-acres (includes 10.9-acre SCE property) is currently allowed/approved. Based on a review of *Exhibit 10 – Land Use Plan, Table 2 – Land Use Summary*, and *Section 4 – Land Use of the*

Specific Plan document (on file with the City of Ontario), up to 217,520 square-feet (SF)¹ of community commercial retail and service uses is entitled on 20-acres, as well as approximately 550,000 SF of business park/light industrial uses on up to 36.9-acres that would allow for research and development, light manufacturing, technology development, medical, entertainment facilities, wholesale retail sales, professional offices and warehousing facilities.

Project Land Use Mix

The proposed Project includes the development of up to 1,008,092 SF of floor area within six (6) buildings, identified as Buildings A through F, inclusive of 60,000 SF of mezzanine space. The northern half of the Project includes 621,643 SF of floor area on 29.45-acres of land, whereas the southern half includes 386,449 SF of floor area on 17.17 acres of land. Based on our understanding, the four (4) larger buildings (Buildings C through F) would likely be developed with warehousing/distribution uses, Building A would most likely be developed as general light industrial, and Building B will be developed with commercial retail uses, which is proposed to be located on the southwest corner of Riverside Drive and Hamner Avenue. It should be noted that overall design for Building B has yet to be determined, so a placeholder of 40,000 SF of commercial retail uses has been assumed. **Figure 3** presents the site plan for the proposed Project, including the area now allocated to commercial retail uses.

Given the above description of the proposed Project, we have assumed the following tenant mixes for the proposed Project’s two alternative mix of uses:

| Land Use / Project Description | Building / Project Alternatives (PA) Square-Footage (SF) | |
|--|---|---------------------|
| | PA No. 1 | PA No. 2 |
| <input type="checkbox"/> 110: General Light Industrial | 59,585 SF | 59,585 SF |
| <input type="checkbox"/> 140: Manufacturing | -- | 386,449 SF |
| <input type="checkbox"/> 150: Warehousing | 908,507 SF | 522,058 SF |
| <input type="checkbox"/> 820: Shopping Center ² | 40,000 SF | 40,000 SF |
| Total Square Feet (SF) | 1,008,092 SF | 1,008,092 SF |

¹ Maximum commercial floor area between Community Commercial and Commercial/Business Park Flex Zone is 217,520 SF.

² Shopping Center assumes a mix of commercial retail uses, inclusive of restaurant/food uses.

For the tabular summary provided above:

- Project Alternative 1 includes:
 - General Light Industrial: 59,585 SF (Building A)
 - Warehousing: 908,507 SF (Buildings C, D, E and F combined)
 - Retail: 40,000 SF (Building B)

- Project Alternative 2 includes:
 - General Light Industrial: 59,585 (Building A)
 - Warehousing: 522,058 SF (Buildings C and D combined)
 - Manufacturing: 386,449 SF (Buildings E and F combined)
 - Retail: 40,000 SF (Building B)

Based on the *Revised Focused Traffic Assessment for the Edenglen Business Park Project, Ontario, Letter Report, dated April 21, 2020 and prepared by LLG (on file with the City of Ontario)*, the proposed Project Alternative 2 is the most conservative alternative and thus has been utilized to conduct the VMT analysis documented in this Technical Memorandum.

PROJECT SCREENING CRITERIA

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. Since the City of Ontario currently doesn't have adopted VMT screening criteria, the following section discusses the various screening methods recommended by the State of California in the *OPR Technical Advisory* and whether the Project will screen-out, either in its entirety, or partially based on individual land uses.

Proximity to Transit Facilities

As noted previously, the CEQA Guidelines were amended to include section 15064.3, "Determining the Significance of Transportation Impacts". Subsection (b)(1) states in part:

"Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact."

Pursuant to the statute, development projects may be screened out of VMT analysis based on proximity to certain transit facilities due to the presumption of less than significant impacts. The *Technical Advisory* reiterates this screening criteria, but also highlights certain project-specific or location-specific characteristics which may indicate the project will still generate "significant levels of VMT", even when located

within one-half mile of a major transit stop or a stop along a high-quality transit corridor. These characteristics relate to the project's floor area ratio (FAR), parking supply, and number of dwelling units, as well as consistency with the applicable Sustainable Communities Strategy (SCS). If the project has any characteristics which indicate that the presumption of less than significant impacts as stated in the CEQA Guidelines may not be appropriate, the *OPR Technical Advisory* recommends that the project should not be screened out of further VMT analysis.

Based on the above, the proposed Project will not screen-out since it is not within one-half mile of neither an existing major transit stop³ nor a stop along an existing high quality transit corridor⁴.

Small Projects

The *OPR Technical Advisory* recommends that VMT analyses be conducted for projects which are forecast to generate 110 or more average daily trips (ADT). The CEQA Guidelines provide a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet⁵. OPR states that "typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact." OPR thus reasons that projects which are forecast to generate fewer than 110 daily trips would be comparable to categorically exempt projects and could be presumed to cause less than significant impacts.

Based on the above, the proposed Project will not screen-out since it generates more than 110 daily trips.

Map-Based Screening

An additional screening methodology is provided for residential and office land use projects. Lead agencies may prepare maps based on a regional travel demand model or travel survey data to illustrate areas that are currently below the selected VMT threshold. OPR reasons that if a project has similar characteristics to the existing area (i.e., density, mix of uses, transit service, etc.), it will tend to exhibit similar VMT. Therefore, if a project is fully located within an area identified as having a below-

³ *Public Resources Code Section 21064.3*: "'Major Transit Stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

⁴ *Public Resources Code Section 21155*: "For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

⁵ CEQA Guidelines Section 15301, Subsection (e)(2).

threshold VMT, it may be presumed to also have less than significant VMT impacts and be screened out from requiring a detailed VMT analysis.

Based on the above, the proposed Project will not screen-out since no map-based screening is available.

Additional Screening Considerations

OPR provides additional recommendations on when the presumption of less than significant impacts may be appropriate, in addition to the formally recommended screening criteria described above. For instance, in the discussion regarding retail projects, the *OPR Technical Advisory* advises lead agencies that because local serving retail projects tend to improve retail destination proximity, shorten trips, and reduce VMT, they may be presumed to have less than significant impacts. Agencies may choose to define what constitutes local serving retail in their jurisdiction, although OPR suggests a threshold size of 50,000 square feet or less. Thus, lead agencies may choose to screen out projects based on the type and size of the land use(s) being proposed.

Further, OPR states that mixed-use projects should analyze each land use individually.

Based on the above, the 40,000 SF retail component of the proposed Project will screen-out and thus would not require a full VMT analysis.

Additionally, the *OPR Technical Advisory* cites research that could support the presumption of less than significant impacts for 100% affordable housing projects, on the basis that low-wage workers are more likely to choose housing close to their workplaces, thus reducing commute distances and VMT.

Based on the above, the proposed Project will not screen-out since it is not a 100% affordable housing project.

Flow Chart 1 presents the recommended screening criteria, as discussed above, for land use projects consistent with the *OPR Technical Advisory*. It should be noted that a land use project only needs to satisfy one of the screening criteria of the flow chart to qualify for screening.

Finally, based on the screening criteria above, the 59,585 SF general light industrial component, the 386,449 SF manufacturing component and the 522,058 SF warehousing component will not screen-out, thus requiring a full VMT analysis as presented in this Technical Memorandum.

VEHICLE MILES TRAVELED (VMT) ANALYSIS METHODOLOGY

According to OPR, Projects that do not screen out based on the aforementioned criteria shall complete a full VMT analysis. In the absence of the City of Ontario VMT guidelines, the VMT analysis methodology as provided by OPR has been utilized. The following summary of the guidelines has been prepared based on a review of the revisions to the CEQA Guidelines and OPR's current *Technical Advisory*.

It should be noted that according to OPR, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Here, the term "automobile" refers to on-road passenger vehicles, specifically cars, and light trucks. The primary reason being, as mentioned previously, is to align with the State's three statutory goals; (1) reduction of GHG emissions; (2) development of multi-modal networks; and (3) a diversity of land uses.

OPR's Guidance on Methodology for Office Projects

According to OPR, tour-based and trip-based approaches offer the most viable methods for determining VMT from office projects and for comparing those results to VMT thresholds. These approaches also offer the simplest methodology for determining VMT reductions from mitigation measures for office projects.

Based on the above, a full VMT analysis utilizing the San Bernardino County Transportation Analysis Model (SBTAM) will be used to determine the VMT for the project and for the City of Ontario average and will provide the following:

- **Employment-based VMT per Employee** for office land uses.

Further, since the SBTAM base year will not be consistent with the Project base year, linear interpolation between the SBTAM base year and future year will be conducted to determine the Project base year to estimate the VMT for the City for the above listed category.

Finally, the Project VMT will then be compared to the City of Ontario average to determine whether or not the Project will have a significant impact based on the significance thresholds defined in this Technical Memorandum.

OPR's Guidance on Methodology for Cumulative Impacts

OPR states that a Project's cumulative impacts are based on a determination of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." When using an absolute VMT metric, i.e., total VMT, analyzing the combined impacts for a cumulative impacts analysis may be appropriate. A project that falls below the threshold that is aligned

with long-term goals and relevant plans has no cumulative impact distinct from the Project impact. Accordingly, a less than significant Project impact would imply a less than significant cumulative impact, and vice versa.

VEHICLE MILES TRAVELED (VMT) SIGNIFICANCE THRESHOLDS

As previously discussed, a project that meets the screening criteria will require preparation of a detailed transportation analysis. The project VMT will be evaluated in order to determine if the project is expected to cause a significant transportation impact. Under the VMT methodology, a transportation impact is considered significant if the project-related VMT is equal to or exceeds the thresholds. ,

Mitigation of project transportation impacts is required whenever VMT generated by the proposed development causes an increase of the analyzed VMT by an amount greater than the predetermined significance thresholds.

The following section discusses the VMT impact thresholds recommended by the State for office projects.

OPR's Guidance on Thresholds for Office Projects

Public Resources Code Section 21099 provides the criteria for determining the significance of transportation impacts. There are three statutory goals that the significance criteria must promote: (1) reduction of GHG emissions; (2) development of multi-modal networks; and (3) a diversity of land uses. The *OPR Technical Advisory* provides OPR's recommendations for quantitative thresholds of significance, which align with the State's three statutory goals. The recommended significance thresholds were developed from legislative mandates and state policies (i.e., AB 32, SB 375, SB 391 and a number of Executive Orders) that established quantitative GHG emissions reduction targets.

The *OPR Technical Advisory* states that a fifteen percent (15%) reduction in VMT is achievable for development projects in a variety of place types and is consistent with SB 743's direction to OPR to select a threshold that aligns with the State's three statutory goals.

For office projects, the existing VMT per employee may be measured from the regional average. However, if a region is substantially larger than the geography over which most workers would be expected to live, a smaller geography to develop significance thresholds may be utilized, which in this case is the City of Ontario.

Further, the *OPR Technical Advisory* applies the thresholds for office projects to either tour-based VMT or home-based (i.e., trip-based) VMT assessments. The metric

used to determine project VMT and the city-wide or regional VMT must be consistent (i.e., “apples to apples” comparison).

It should be noted that the *OPR Technical Advisory* provides recommendations for thresholds of significance for only three types of development, focusing only on the project types which tend to have the greatest effect on VMT. The *OPR Technical Advisory* does not provide recommendations on thresholds for other kinds of development projects. The three main development project types, residential, office, and retail may be considered proxies for developments which exhibit certain trip/travel characteristics as shown below:

- “Residential” may be considered a proxy for a development which generates new trips.
- “Office” may be considered a proxy for a development which generates primarily work trips.
- “Retail” may be considered a proxy for a development which primarily attracts already existing trips, leading to a diversion of trips rather than generating new trips.

If a project can be demonstrated to match one of these proxy categories, the applicable thresholds may be utilized. Thus, the proposed Project general light industrial, manufacturing and warehousing components are expected to generate primarily work trips and have been analyzed under the Office thresholds as listed below:

- A proposed Office project exceeding a level of 15% below existing regional (in this case City of Ontario) VMT per employee may indicate a significant transportation impact.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Summarized below are the average VMT/Employee values utilizing SBTAM for the City of Ontario and for the Project. It should be noted that the Project is located in TAZ 53683901 and the Project development totals were converted into Socio-Economic Data (SED) and inputted into the SBTAM.

City Average VMT/Employee

The City Average VMT/Employee are listed below:

- Year 2012 Average VMT/Employee = 15.98
- Year 2040 Average VMT/Employee = 17.40
- **Year 2020 Average VMT/Employee = 16.38**

Project Average VMT/Employee

The Project Average VMT/Employee is listed below:

- Year 2012 Average VMT/Employee = 7.69
- Year 2040 Average VMT/Employee = 1.41
- **Year 2020 Average VMT/Employee = 5.89**

Further, the data listed below was extracted from SBTAM to determine the above mentioned values:

| City of Ontario | | |
|----------------------|---------------|---------------|
| Description | Year 2012 | Year 2040 |
| Employment Based VMT | 1,633,278.70 | 3,048,459.15 |
| Employees | 102,225.50 | 175,230.00 |
| VMT/Employee | 15.98 | 17.40 |
| Total VMT | 12,517,173.62 | 20,493,979.43 |

| TAZ 53683901 | | |
|----------------------|-----------|-----------|
| Description | Year 2012 | Year 2040 |
| Employment Based VMT | 7,871.42 | 3,213.05 |
| Employees | 1,023.85 | 2,282.00 |
| VMT/Employee | 7.69 | 1.41 |
| Total VMT | 85,581.51 | 51,206.47 |

Project Significant VMT Impact

As shown above and based on the criteria outlined in this report, the proposed Project does not exceed a level of 15% below existing City of Ontario VMT/Employee and thus does not have a significant transportation impact.

Cumulative Significant VMT Impact

As previously mentioned and according to the *OPR Technical Advisory*, a less than significant Project impact would imply a less than significant cumulative impact.

CONCLUSION

Consistent with the *OPR Technical Advisory* and based on the VMT methodology, criteria, guidelines, thresholds and results outlined in this Technical Memorandum, the proposed Project will not have a significant Project VMT impact nor a significant cumulative impact.

Mr. Jared Riemer
June 4, 2020
Page 11

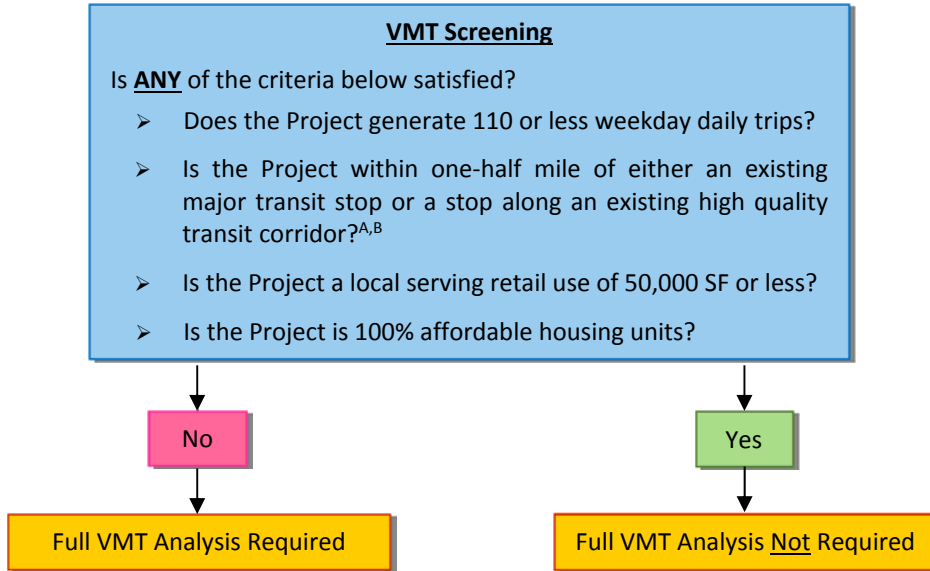


* * * * *

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

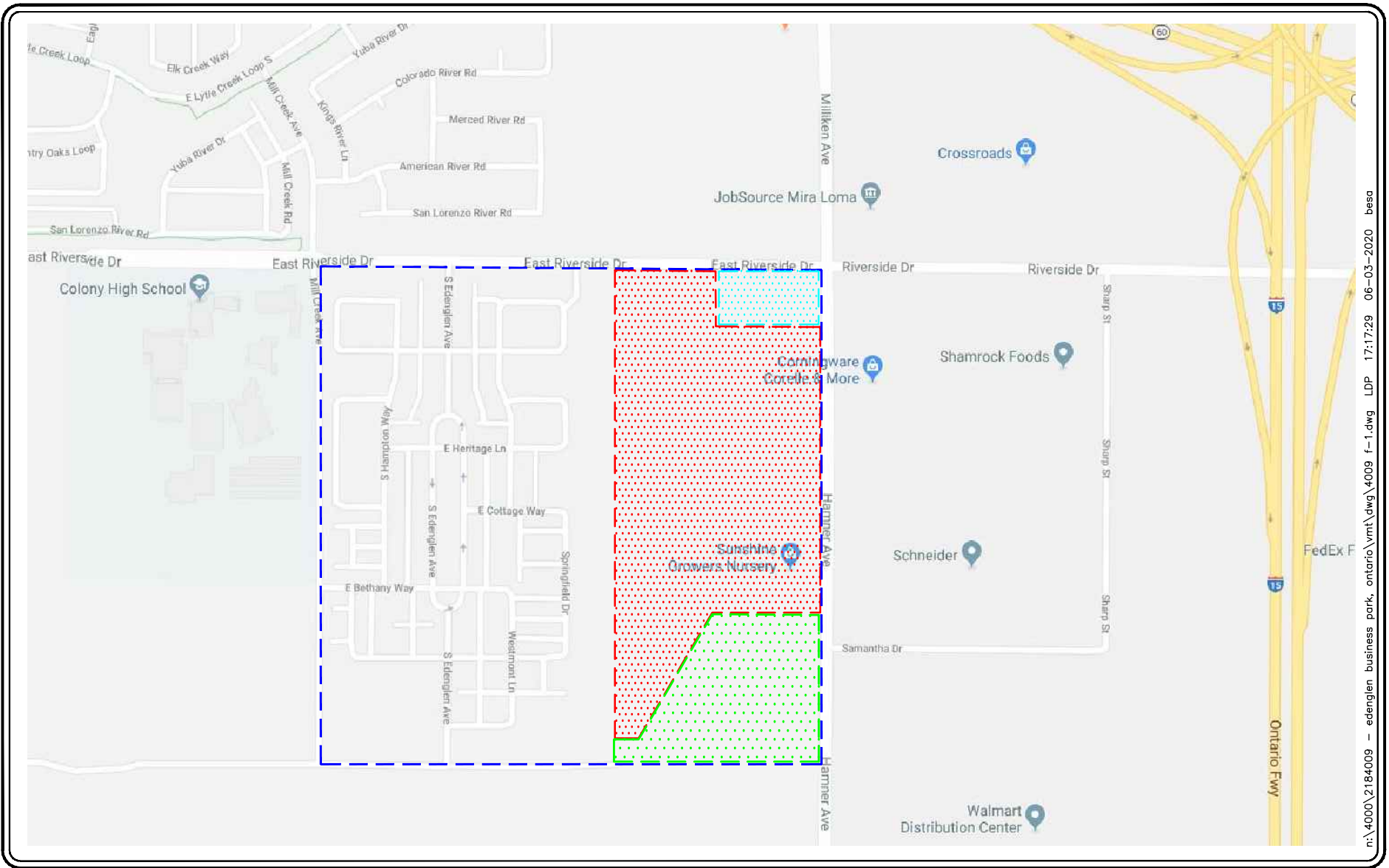
cc: File

FLOW CHART 1
VMT SCREENING CRITERIA FLOW CHART



Notes:

- A. "Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- B. "High-quality transit corridor" means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.



n:\4000\2184009 - edenglen business park, ontario\vtm\dwg\4009 f-1.dwg_LDP 17:17:29 06-03-2020 besa

LINSOTT
LAW &
GREENSPAN
engineers

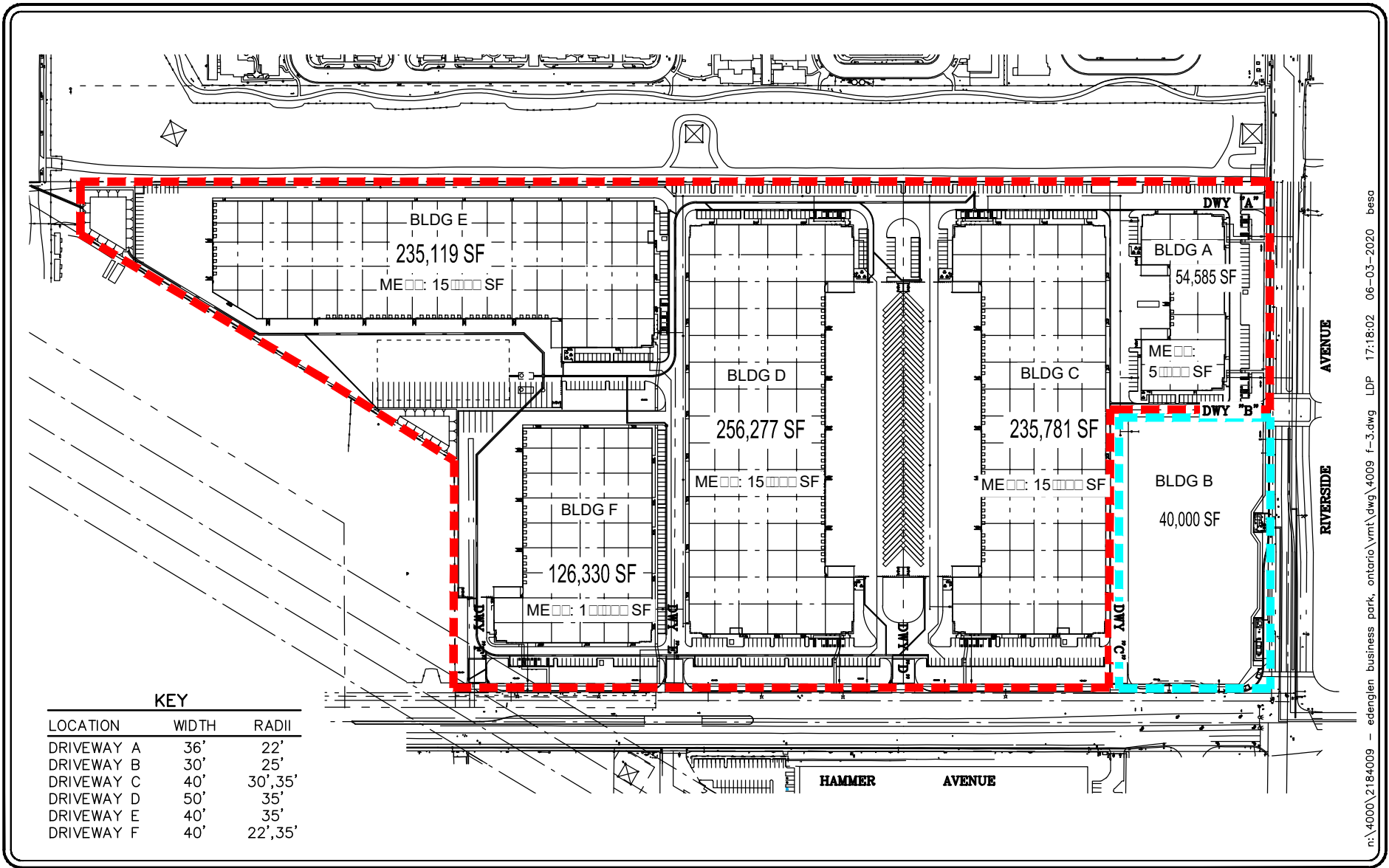
SOURCE: GOOGLE

KEY

- = PROJECT SITE (INDUSTRIAL)
- = PROJECT SITE (RETAIL)
- = SCE SITE
- = SPECIFIC PLAN BOUNDARY

FIGURE 1

VICINITY MAP
ONTARIO COMMERCE CENTER, ONTARIO



KEY

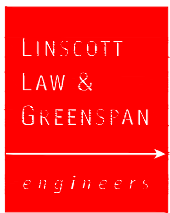
| LOCATION | WIDTH | RADII |
|------------|-------|----------|
| DRIVEWAY A | 36' | 22' |
| DRIVEWAY B | 30' | 25' |
| DRIVEWAY C | 40' | 30', 35' |
| DRIVEWAY D | 50' | 35' |
| DRIVEWAY E | 40' | 35' |
| DRIVEWAY F | 40' | 22', 35' |

SOURCE: RGA

KEY

-  = INDUSTRIAL COMPONENT
-  = RETAIL COMPONENT

FIGURE 3



PROPOSED SITE PLAN
ONTARIO COMMERCE CENTER, ONTARIO

n:\4000\2184009 - edergien business park, ontario\mvt\dwg\4009 f-3.dwg LDP 17:18:02 06-03-2020 besa

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO. PGPA18-002, AN AMENDMENT TO THE LAND USE ELEMENT OF THE POLICY PLAN (GENERAL PLAN), REVISING EXHIBIT LU-01 (OFFICIAL LAND USE PLAN) AND EXHIBIT LU-03 (FUTURE BUILDOUT), AFFECTING PROPERTY LOCATED AT THE SOUTHWEST CORNER OF RIVERSIDE DRIVE AND HAMNER AVENUE, FROM GENERAL COMMERCIAL (20 ACRES) AND BUSINESS PARK (26.64 ACRES) TO 4.13 ACRES OF NEIGHBORHOOD COMMERCIAL, 3.51 ACRES OF BUSINESS PARK, AND 39 ACRES OF INDUSTRIAL, AND MAKING FINDINGS IN SUPPORT THEREOF—APN'S: 0218-171-21 AND 0218-171-27. (SEE ATTACHMENTS 1 AND 2) (PART OF CYCLE 2 FOR THE 2020 CALENDAR YEAR).

WHEREAS, Ontario CC, LLC ("Applicant") has filed an Application for the approval of a General Plan Amendment, File No. PGPA18-002, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of The Ontario Plan in January 2010. Since the adoption of The Ontario Plan, the City has evaluated Exhibits LU-01: Official Land Use Plan and LU-03: Future Buildout further and is proposing modifications; and

WHEREAS, the proposed changes to Exhibit LU-01 Official Land Use Plan include changes to land use designations of certain properties shown on Exhibit A to accommodate an industrial Development Plan (File No. PDEV18-031) and Tentative Tract Map (File No. PMTT18-009); and

WHEREAS, Policy Plan Exhibit LU-03 (Future Buildout) specifies the expected buildout for the City of Ontario, incorporating the adopted land use designations. The proposed changes to Exhibit LU-01 (Official Land Use Plan) will require that Exhibit LU-03 (Future Buildout) is modified to be consistent with Exhibit LU-01 (Official Land Use Plan), as depicted on Exhibit B, attached; and

WHEREAS, a Specific Plan Amendment, Tentative Parcel Map, Development Agreement and Development Plan, File Nos. PSPA18-003, PMTT18-009, PDA18-006, and PDEV18-031, respectively, were filed in conjunction with the proposed General Plan Amendment. The four applications consist of: 1) an amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial, including updates to the development standards, exhibits and text

changes to reflect the proposed land uses; 2) a Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered parcels and 1 lettered lot; 3) a Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20027; and 4) a Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet; and

WHEREAS, the City of Ontario conducted two community meetings to discuss the proposed subject applications. The first community meeting was in-person and held on December 12, 2018, at the Colony High Branch Library. The second meeting was a Virtual Meeting and available on the on the City Website from June 1, 2020, through July 21, 2020; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan ("ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, as the first action on the Project, on August 25, 2020, the Planning Commission recommended approval of a Resolution recommending City Council adopt an Addendum to the Environmental Impact Report (State Clearinghouse No. 2008101140) adopted by City Council on January 27, 2010 for File No. PGPA06-001. The Addendum finds that the proposed project introduces no new significant environmental impacts, and all previously adopted mitigation measures are incorporated into the Project by reference; and

WHEREAS, on August 25, 2020 the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

SECTION 1: Environmental Determination and Findings. As the recommending body for the Project, the Planning Commission has reviewed and

considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

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

(2) The Addendum and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; 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 Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

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

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

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

(2) Does not constitute substantial changes with respect to the circumstances under which the “Certified EIR” was prepared, that will require major revisions to the

“Certified EIR” due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and.

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

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

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

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

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

SECTION 3: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.* The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan (“ALUCP”), establishing the Airport Influence Area for Ontario International Airport (“ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the PLANNING COMMISSION, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 4: Concluding Facts and Reasons. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 through 3, above, the Planning Commission hereby concludes as follows:

(1) The proposed General Plan Amendment is consistent with the goals and policies of The Ontario Plan as follows:

(a) **CE1-1 - Jobs-Housing Balance.** We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.

Compliance: The proposed land use designation change from 20 acres of General Commercial and 26.64 acres of Business Park, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Industrial will facilitate the construction of a proposed industrial development. The proposed industrial development will assist towards promoting local/regional job growth and furthering the goal of jobs and housing balance within the Inland Empire.

(b) **CE1-2 - Jobs and Workforce Skills.** We use our economic development resources to: 1) attract jobs suited for the skills and education of current and future City residents; 2) work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3) attract businesses that increase Ontario's stake and participation in growing sectors of the regional and global economy.

Compliance: The proposed land use designation changes from 20 acres of General Commercial and 26.64 acres of Business Park, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Industrial will facilitate the construction of a proposed an industrial development. The proposed industrial development will assist towards creating jobs suited for the skills and education of current and future City residents and provide jobs in growing sectors of the regional and global economy.

(c) **CE1-11 - Socioeconomic Trends.** We continuously monitor, plan for, and respond to changing socioeconomic trends.

Compliance: The proposed land use designation changes from 20 acres of General Commercial and 26.64 acres of Business Park, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Industrial will facilitate the construction of a proposed industrial development. The project site was initially intended to be developed with small industrial buildings and a larger commercial center. In responding to changing socioeconomic trends, larger industrial/business park complexes have grown in demand and commercial/retail space demand has declined. The proposed

General Plan Amendment is in response to changing socioeconomic trends which has shifted to on-line shopping resulting in greater demands for warehouse industrial uses.

(2) The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City;

(3) The Land Use Element is a mandatory element allowed four general plan amendments per calendar year and this general plan amendment is the second amendment to the Land Use Element of the 2020 calendar year consistent with Government Code Section 65358;

(4) The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The Edenglen Specific Plan was listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix. However, the eastern half of the Edenglen Specific Plan (Project site) was not included as one of the properties in the Available Land Inventory since the eastern half of the Specific Plan did not include any residential land use designations; and

(5) During the amendment of the general plan, opportunities for the involvement of citizens, California Native American Indian tribes (Government Code Section 65352.3.), public agencies, public utility companies, and civic, education, and other community groups, through public hearings or other means were implemented consistent with Government Code Section 65351.

SECTION 5: Planning Commission Action. Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE the proposed General Plan Amendment, as depicted in Attachment 1 (Policy Plan Land Use Plan (Exhibit LU-01) Revision) and Attachment 2 (Future Buildout (Exhibit LU-03) Revision) of this Resolution.

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

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

SECTION 8: **Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of August 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Cathy Wahlstrom
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 25, 2020, by the following roll call vote, to wit:

AYES:

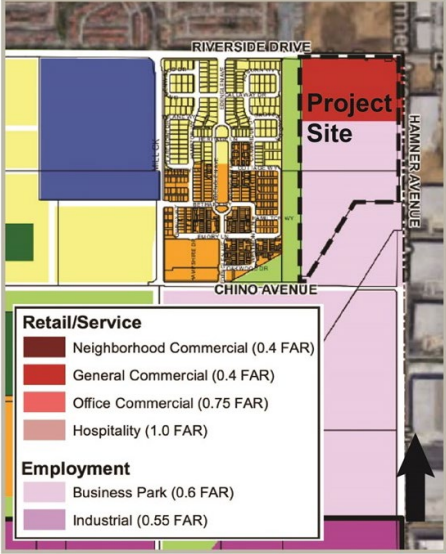
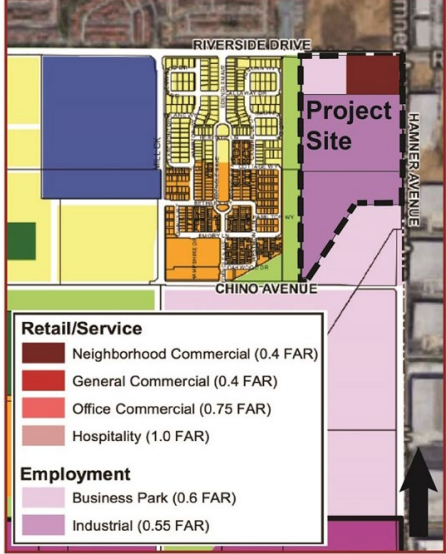
NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT 1: Policy Plan Land Use Plan (Exhibit LU-01) Revision

| Existing Policy Plan Land Use | Assessor Parcel Number(s) Involved | Proposed Policy Plan Land Use |
|--|--|---|
|  <p>General Commercial (20 acres) Business Park (26.64 acres)</p> | <p>0218-171-21 and 0218-171-27 (1 of 2 properties)</p> |  <p>Neighborhood Commercial (4.13 acres) Business Park (3.51 acres) Industrial (39 acres)</p> |

ATTACHMENT 2: Future Buildout (Exhibit LU-03) Revision



LU-03 Future Buildout¹

| Land Use | Acres ² | Assumed Density/Intensity ³ | Units | Population ⁴ | Non-Residential Square Feet | Jobs ⁵ |
|--------------------------------------|---------------------------|--|----------------|-------------------------|---------------------------------------|-------------------------------|
| Retail/Service | | | | | | |
| Neighborhood Commercial ⁶ | 281 285 | 0.30 FAR | | | 3,671,585 | 8,884 |
| General Commercial | 477 457 | 0.30 FAR | | | 3,725,556 | 9,015 |
| Office/Commercial Hospitality | 490 | 0.75 FAR | | | 6,229,385 | 5,787 |
| | 142 | 1.00 FAR | | | 5,968,025 | 5,544 |
| | | | | | 16,018,428 | 35,523 |
| Subtotal | 1,390 1,374 | | | | 6,177,679 | 7,082 |
| | | | | | 32,097,077 31,889,668 | 57,276 57,164 |
| Employment | | | | | | |
| Business Park | 1,531 1,508 | 0.40 FAR | | | 26,676,301 | 46,803 |
| Industrial | 6,446 6,485 | 0.55 FAR | | | 26,273,284 | 46,096 |
| Subtotal | 7,977 7,993 | | | | 154,428,405 | 135,684 |
| | | | | | 155,362,767 | 136,505 |
| | | | | | 181,104,705 181,636,050 | 182,487 182,601 |
| Other | | | | | | |
| Open Space-Non-Recreation | 1,232 | Not applicable | | | | |
| Open Space-Parkland ⁶ | 950 | Not applicable | | | | |
| Open Space-Water | 59 | Not applicable | | | | |
| Public Facility | 97 | Not applicable | | | | |
| Public School | 632 | Not applicable | | | | |
| LA/Ontario International Airport | 1,677 | Not applicable | | | | |
| Landfill | 137 | Not applicable | | | | |
| Railroad | 251 | Not applicable | | | | |
| Roadways | 4,871 | Not applicable | | | | |
| Subtotal | 9,906 | | | | | |
| Total | 31,786 | | 100,654 | 347,190 | 247,784,328 248,108,284 | 311,659 311,661 |

Notes

- Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. To view the buildout assumptions, access the Methodology report.
- Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.
- Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
- Projections of population by residential designation are based on a persons-per-household factor that varies by housing type. For more information, access the Methodology report.
- To view the factors used to generate the number of employees by land use category, access the Methodology report.
- Acres and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park, Industrial and Commercial Overlays. Estimates for these areas are included within the corresponding Business Park, Industrial and General Commercial categories.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO. PSPA18-003, AN AMENDMENT TO THE EDENGLLEN SPECIFIC PLAN TO: (1) CHANGE THE LAND USE DESIGNATION ON 46.64 ACRES OF LAND FROM COMMUNITY COMMERCIAL, COMMERCIAL/BUSINESS PARK FLEX ZONE, AND BUSINESS PARK/LIGHT INDUSTRIAL, TO 4.13 ACRES OF NEIGHBORHOOD COMMERCIAL, 3.51 ACRES OF BUSINESS PARK, AND 39 ACRES OF LIGHT INDUSTRIAL ON TWO PROPERTIES LOCATED AT THE SOUTHWEST CORNER OF RIVERSIDE DRIVE AND HAMNER AVENUE; AND 2) AMEND THE SPECIFIC PLAN TO UPDATE THE DEVELOPMENT STANDARDS, EXHIBITS, AND TEXT CHANGES TO REFLECT THE PROPOSED LAND USES, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 0218-171-21 AND 0218-171-27.

WHEREAS, Ontario CC, LLC, (hereinafter referred to as "Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA18-003, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 46.64 acres of land generally located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Neighborhood Commercial, Business Park, and Light Industrial land use districts of the Edenglen Specific Plan, and is presently vacant to the north and to the south the property is improved with several shade structures, concrete block material bays, and greenhouses that were utilized by a commercial nursery (Sunshine Growers) formerly on the Project site; and

WHEREAS, the property to the north of the Project site is within the Commercial and Residential district of the Tuscana Village Specific Plan and is vacant. The property to the east is within the C-1/C-P (General Commercial) and IP (Industrial Park) zoning district of the City of Eastvale and is developed with a gas station and Industrial uses. The property to the south is within the Light Industrial district of the Edenglen Specific Plan and is developed with an SCE Substation. The property to the west is within the SCE Corridor district of the Edenglen Specific Plan and is developed with power lines and transmission towers; and

WHEREAS, the Edenglen Specific Plan Amendment includes changes to the Edenglen Land Use Plan (Edenglen Specific Plan Exhibit 10) and Land Use Summary - Table 2. The revisions to the Land Use Plan and Land Use Summary will reflect the proposed changes to the Project site land use designations, from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial,

to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial; and

WHEREAS, the proposed 4.13-acre Neighborhood Commercial land use district is located at the southwest corner of Hamner Avenue and Riverside Drive, and allows for up to 40,000 square feet of commercial land uses, which could accommodate a mid-size grocery store and in-line retail; and

WHEREAS, the proposed 3.51-acre Business Park land use district is located along Riverside Drive, at the northwest corner of the Project site. The Business Park land use designation allows commercial land uses to accommodate flexibility in land uses along Riverside Drive; and

WHEREAS, the proposed 39-acre Light Industrial land use district is located on the southern portion of the project site and is included in the Development Plan application. The proposed buildings are envisioned for warehouse, distribution, and light manufacturing uses. Heavy manufacturing uses will not be allowed; and

WHEREAS, the Edenglen Specific Plan Amendment includes updates to development standards, the land use matrix, and various exhibits, along with text/map changes to reflect the proposed land use changes and infrastructure requirements to accommodate the proposed Tentative Parcel Map and Development Plan applications (see Attachment A: Edenglen Specific Plan Amendment Document). The development regulations and land use matrix have been amended to include standards for the Neighborhood Commercial, Business Park, and Light Industrial land use districts; and

WHEREAS, a General Plan Amendment, Tentative Parcel Map, Development Agreement and Development Plan, File Nos. PGPA18-002, PMTT18-009, PDA18-006, and PDEV18-031, respectively, were filed in conjunction with the proposed Edenglen Specific Plan Amendment. The four applications consist of: 1) a General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Industrial; 2) modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; 3) a Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered parcels and one lettered lot; 4) a Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of Tentative Parcel Map No. 20027; and 5) a Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet; and

WHEREAS, The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) was certified on January 27, 2010 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

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

WHEREAS, the environmental impacts of this Project were thoroughly analyzed in the EIR Addendum prepared for General Plan Amendment (File No. PGPA18-002) and an amendment to the Edenglen Specific Plan (File No. PSPA18-003), which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, the City's "Local Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — (hereinafter referred to as "CEQA") and an EIR Addendum has been prepared to determine possible environmental impacts; and

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

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies

and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on August 17, 2020, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Addendum and the Project, and concluded said hearing on that date, voting to issue Decision Nos. DAB20-045, DAB20-046 and DAB20-047, respectively, recommending that the Planning Commission recommend the City Council approve the Application; and

WHEREAS, as the first action on the Project, on August 25, 2020, the Planning Commission issued a Resolution recommending the City Council adopt the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, on August 25, 2020, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

SECTION 1: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based upon the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The Edenglen Specific Plan was listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix. However, the eastern half of the Edenglen Specific Plan (Project site) was not included as one of the properties in the Available Land Inventory since the eastern half of the Specific Plan did not include any residential land use designations.

SECTION 2: Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the PLANNING COMMISSION, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 3: Concluding Facts and Reasons. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 and 2, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed Specific Plan, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Edenglen Specific Plan amendment will provide land use consistency with the related proposed General Plan Amendment (File No. PGPA18-002) that will change the land use on 46.64 acres of land from General Commercial and Business Park, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Industrial. The proposed amendments will accommodate a proposed industrial development on the subject site that are consistent with goals, policies, plans and City Council priorities of The Ontario Plan.

(2) ***The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed amendments to the Edenglen Specific Plan will establish consistency with the related proposed General Plan Amendment (File No. PGPA18-002). The proposed Specific Plan Amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The land use changes will

continue to provide commercial, business park and industrial uses within the Edenglen Specific Plan, which is consistent with the type and intensity of development specified in The Ontario Plan and evaluated by The Ontario Plan Environmental Impact Report.

(3) ***In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The Project site is located near sensitive land uses to the west. The associated Development Plan application (File No. PDEV18-031) incorporates design features within the site plan, including, but not limited to, building orientation and landscape buffers, to mitigate any impacts to a less than significant level, providing a project that is complimentary to and harmonious with the surrounding area.

(4) ***In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** The subject site is physically suitable to accommodate the proposed industrial, business park and future commercial land uses. The Edenglen Specific Plan amendment includes development standards to facilitate the proposed land uses, which will be developed with adequate lot sizes, access, and utilities to serve the project site.

SECTION 4: Planning Commission Action. Based upon the findings and conclusions set forth in Sections 1 through 3, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE the herein described Specific Plan Amendment, included as "Attachment A" of this resolution.

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

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

SECTION 7: Certification to Adoption. The Secretary shall certify to the adoption of the Resolution.

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of August 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Cathy Wahlstrom
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 25, 2020, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

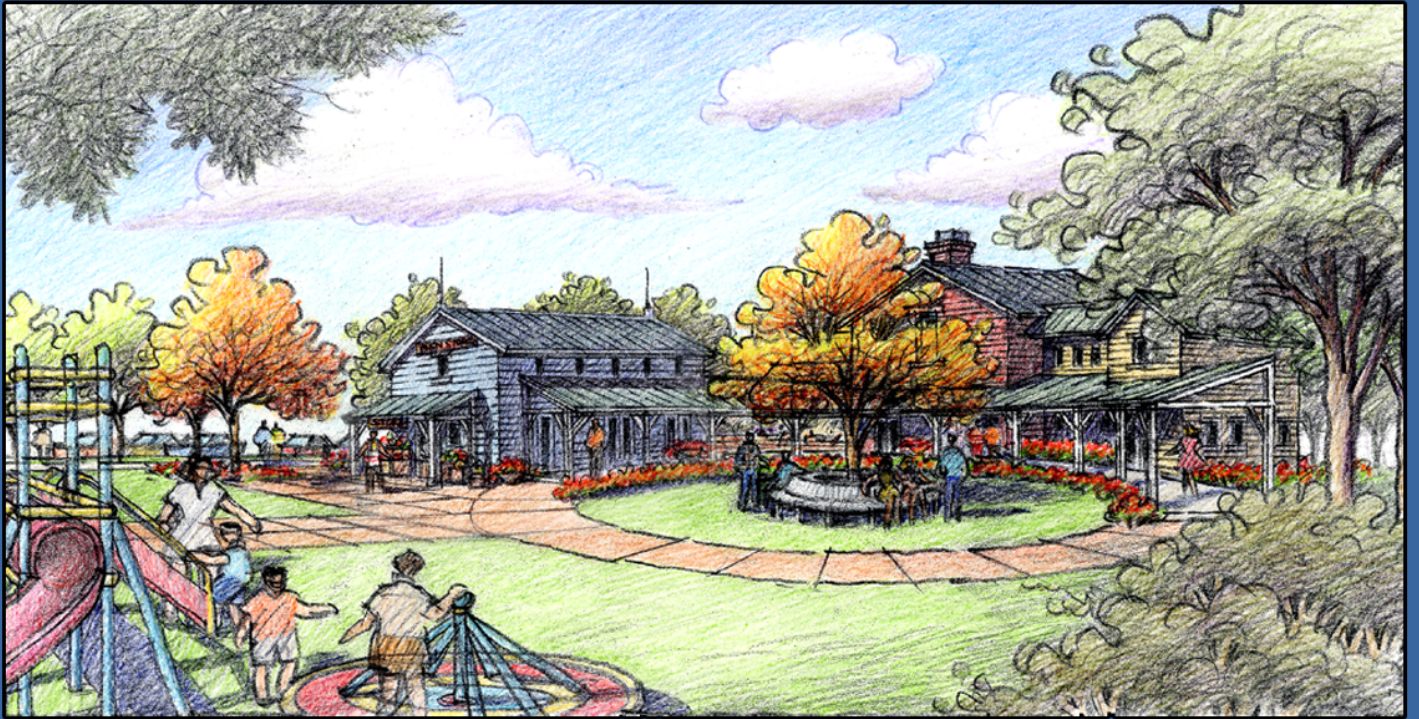
ATTACHMENT A:

**File No. PSPA18-003
Edenglen Specific Plan Amendment Document**

(SPA Document follows this page)

EDENGLLEN

ONTARIO, CALIFORNIA



SPECIFIC PLAN

Edited Version August 2020



Table of Contents

(Table of Contents revisions will be done with Final Plan Check comments)

| <u>Description</u> | <u>Page</u> |
|---|-------------|
| Section 1 Specific Plan Overview | 1-1 |
| Section 2 Introduction | 2-1 |
| 2.1 Purpose and Objectives | 2-1 |
| 2.1.1 Purpose | 2-1 |
| 2.1.2 Objectives | 2-2 |
| 2.2 Specific Plan Proposal | 2-6 |
| 2.2.1 Project Summary | 2-6 |
| 2.3 Authority and Requirements | 2-9 |
| 2.3.1 Authority | 2-9 |
| 2.3.2 Requirements of the Specific Plan | 2-9 |
| 2.4 Development Approval Components | 2-10 |
| 2.5 CEQA Compliance | 2-10 |
| 2.6 Relationship to the General Plan and Zoning | 2-11 |
| Section 3 Existing Conditions | 3-1 |
| 3.1 Property Ownership | 3-1 |
| 3.2 Existing Improvements | 3-1 |
| 3.3 Surrounding Land Use Characteristics | 3-1 |
| 3.4 Topography | 3-2 |
| 3.5 Hydrology | 3-2 |
| 3.6 Existing Circulation and Access | 3-2 |
| 3.7 Existing Infrastructure and Utilities | 3-7 |
| 3.7.1 Water | 3-7 |
| 3.7.2 Sewer | 3-7 |
| 3.7.3 Drainage | 3-7 |
| 3.7.4 Electricity | 3-7 |
| 3.7.5 Natural Gas | 3-7 |
| 3.7.6 Communication Systems | 3-8 |
| 3.7.7 Solid Waste | 3-8 |

| <u>Description</u> | <u>Page</u> |
|---|-------------|
| 3.8 Geology and Soils | 3-8 |
| 3.9 Seismicity | 3-8 |
| 3.10 Vegetation | 3-9 |
| Section 4 Land Use | 4-1 |
| 4.1 Introduction | 4-1 |
| 4.2 Residential Use | 4-4 |
| 4.2.1 Variety of Housing Types | 4-4 |
| 4.2.2 Traditional Neighborhood Design | 4-6 |
| 4.3 Parks | 4-7 |
| 4.4 Community Trail | 4-7 |
| 4.5 Neighborhood Commercial, Business Park, General Industrial and Light Industrial | 4-7 |
| 4.5.1 Neighborhood Commercial, Business Park, General Industrial and Light Industrial | 4-7 |
| Section 5 Infrastructure and Services | 5-1 |
| 5.1 Circulation | 5-1 |
| 5.1.1 Streets | 5-1 |
| 5.1.2 Traffic Calming | 5-11 |
| 5.1.3 Pedestrian Circulation | 5-15 |
| 5.1.4 Bicycle Trails | 5-15 |
| 5.2 Potable and Recycled Water Master Plan | 5-15 |
| 5.2.1 Domestic Water | 5-16 |
| 5.2.2 Recycled Water System | 5-18 |
| 5.3 Sewer Master Plan | 5-21 |
| 5.4 Drainage | 5-23 |
| 5.4.1 NPDES Compliance | 5-23 |
| 5.5 Schools | 5-28 |

| <u>Description</u> | <u>Page</u> |
|---|-------------|
| 5.6 Public Utilities | 5-28 |
| 5.6.1 Telephone | 5-28 |
| 5.6.2 Natural Gas | 5-28 |
| 5.6.3 Electricity | 5-28 |
| 5.6.4 Telecommunications | 5-28 |
| 5.6.5 Solid Waste | 5-28 |
| 5.7 Grading Concept | 5-29 |
| 5.8 Phasing | 5-31 |
| Section 6 Development Regulations | 6-1 |
| 6.1 Introduction | 6-1 |
| 6.2 Definition of Terms | 6-1 |
| 6.3 Applicability | 6-1 |
| 6.4 Administration | 6-1 |
| 6.5 Methods and Interpretation | 6-2 |
| 6.6 General Site Development Criteria | 6-2 |
| 6.7 Implementation | 6-3 |
| 6.8 Development Permit | 6-4 |
| 6.9 Subdivision Maps | 6-4 |
| 6.10 Specific Plan Modifications and Amendments | 6-4 |
| 6.10.1 Minor Modifications | 6-4 |
| 6.10.2 Specific Plan Amendments | 6-5 |
| 6.11 Appeals | 6-5 |
| 6.12 Project Financing | 6-5 |
| 6.13 Maintenance Responsibilities | 6-6 |
| 6.13.1 Public Maintenance | 6-6 |
| 6.13.2 Homeowner Association | 6-7 |
| 6.14 Residential Development Standards | 6-9 |
| 6.14.1 Residential Detached (P-1, P-2 and P-3) | 6-9 |
| 6.14.2 Residential Attached (P-4 and P-5) | 6-14 |
| 6.15 | 6-18 |
| 6.16 Neighborhood Commercial, Business Park, General Industrial and Light Industrial Land Use Development Standards | 6-21 |

| <u>Description</u> | <u>Page</u> |
|---|-------------|
| 6.17 Landscape Standards | 6-30 |
| 6.17.1 General Provisions | 6-30 |
| 6.17.2 Landscape Standards | 6-30 |
| 6.18 Signage | 6-31 |
| 6.18.1 Master Sign Program Contents | 6-31 |
| 6.19 Lighting | 6-32 |
| 6.19.1 Street Lights along Public Streets | 6-32 |
| 6.19.2 Alley Lighting Fixtures | 6-32 |
| 6.19.3 Lighting within Parks, Paseos, Tot Lots and other Recreational Areas . | 6-32 |
| 6.19.4 Lighting within Driveways, Parking Lots, Plazas and Other Areas | 6-32 |
| 6.20 Park Furniture | 6-32 |
| 6.21 Bus Shelters | 6-32 |
| 6.22 Mailboxes | 6-32 |
| Section 7 Residential Design Guidelines | 7-1 |
| 7.1 Introduction | 7-1 |
| 7.1.1 Guiding Principles | 7-2 |
| 7.2 Architectural Styles | 7-3 |
| 7.2.1 Introduction | 7-3 |
| 7.2.2 Architectural Philosophy | 7-4 |
| 7.2.3 Architectural Styles | 7-5 |
| 7.3 Massing | 7-18 |
| 7.3.1 Introduction | 7-18 |
| 7.3.2 General Elements | 7-18 |
| 7.3.3 Front Articulation and Entry Scale | 7-19 |
| 7.3.4 Roof Form | 7-22 |
| 7.3.5 Garage Placement | 7-23 |
| 7.3.6 Balconies and Projections | 7-26 |
| 7.3.7 Rear Articulation | 7-27 |
| 7.3.8 Variable Setbacks | 7-28 |
| 7.3.9 Corner Lots/Critical Edge Conditions | 7-29 |

| <u>Description</u> | <u>Page</u> |
|---|-------------|
| 7.4 Materials and Details | 7-30 |
| 7.4.1 Introduction | 7-30 |
| 7.4.2 Wall Finishes | 7-31 |
| 7.4.3 Accent Materials | 7-32 |
| 7.4.4 Doors | 7-33 |
| 7.4.5 Windows | 7-34 |
| 7.4.6 Exterior Lighting | 7-35 |
| 7.4.7 Roofing Materials | 7-36 |
| 7.4.8 Eaves and Rakes | 7-37 |
| 7.4.9 Color | 7-38 |
| 7.5 Home Types | 7-39 |
| 7.5.1 Introduction | 7-39 |
| 7.5.2 Home Type Criteria | 7-39 |
| 7.6 Landscape Design | 7-45 |
| 7.6.1 Introduction | 7-45 |
| 7.6.2 Overall Streetscapes and Entries | 7-46 |
| 7.6.3 Entries | 7-48 |
| 7.6.4 Streetscapes | 7-52 |
| 7.6.5 Neighborhood Streetscapes | 7-56 |
| 7.6.6 Primary and Secondary Entry Streets | 7-58 |
| 7.6.7 Alleys | 7-60 |
| 7.6.8 Open Space Amenities | 7-61 |
| 7.6.9 Pocket Parks | 7-62 |
| 7.6.10 Central Park | 7-62 |
| 7.6.11 Residential Common Areas | 7-64 |
| 7.6.12 Master Wall and Fence Plan | 7-68 |
| 7.7 Implementation | 7-72 |
| 7.7.1 Introduction | 7-72 |
| 7.7.2 Improvement Responsibility | 7-72 |
| 7.7.3 Homebuilder Landscape Requirement | 7-72 |
| 7.7.4 Plant Matrix | 7-80 |

| <u>Description</u> | <u>Page</u> |
|---|-------------|
| Section 8 Neighborhood Commercial, Business Park, General Industrial and Light Industrial Design Guidelines | 8-1 |
| 8.1 Introduction | 8-1 |
| 8.1.1 Guiding Principles | 8-2 |
| 8.1.2 Review Process | 8-2 |
| | 8-7 |
| 8.3 Neighborhood Commercial, Business Park, General Industrial and Light Industrial Design Guidelines | 8-10 |
| 8.3.1 Introduction | 8-10 |
| 8.3.2 Site Planning | 8-10 |
| 8.3.3 Building Design | 8-11 |
| 8.3.4 Architectural Details | 8-12 |
| 8.3.5 Open Space and Landscaping | 8-13 |
| Section 9 General Plan Consistency | 9-1 |
| <u>Exhibits</u> | |
| Exhibit 1 – Regional Location Map | 1-4 |
| Exhibit 2 – Vicinity Map | 1-5 |
| Exhibit 3 – Illustrative Land Use Plan | 1-6 |
| Exhibit 4 – Project Location Map | 2-5 |
| Exhibit 5 – General Plan Amendment | 2-12 |
| Exhibit 6 – Existing Property Ownership | 3-3 |
| Exhibit 7 – Existing Land Use | 3-4 |
| Exhibit 8 – Surrounding Land Use | 3-5 |
| Exhibit 9 – Existing Site Topography | 3-6 |
| Exhibit 10 – Land Use Plan | 4-2 |
| Exhibit 11 – Residential Neighborhoods | 4-5 |
| Exhibit 12 – Central Park Concept | 4-9 |
| Exhibit 13 – Community Trail | 4-10 |
| Exhibit 14 – Community Trail | 4-11 |

| <u>Exhibits</u> | <u>Page</u> |
|--|-------------|
| Exhibit 15 – Circulation Master Plan | 5-5 |
| Exhibit 16 – Arterial Street Sections | 5-6 |
| Exhibit 17 – Collector Street Sections | 5-7 |
| Exhibit 18 – Local Street Sections | 5-8 |
| Exhibit 19 – Local Street and Private Alley Sections | 5-9 |
| Exhibit 20 – Alley (Private Alley in P-5 Areas) | 5-10 |
| Exhibit 21 – Neighborhood Street Tapers | 5-13 |
| Exhibit 22 – Alley Tapers | 5-14 |
| Exhibit 23 – Pedestrian and Bicycle Circulation Plan | 5-17 |
| Exhibit 24 – Conceptual Domestic Water Plan | 5-19 |
| Exhibit 25 – Conceptual Recycled Water Plan | 5-20 |
| Exhibit 26 – Conceptual Sewer Plan | 5-22 |
| Exhibit 27 – Conceptual Storm Drain Plan | 5-27 |
| Exhibit 28 – Conceptual Grading Plan | 5-30 |

Architectural Style Exhibits:

| | |
|-------------------------|------|
| Spanish | 7-6 |
| Bungalow | 7-8 |
| Cottage | 7-10 |
| Monterey | 7-12 |
| Traditional | 7-14 |
| Territorial Ranch | 7-16 |

Home Type Exhibits:

| | |
|---|------|
| P-1: Single-Family Detached (SFD) | 7-40 |
| P-2: Alley-Loaded SFD | 7-41 |
| P-3: Cottage Home SFD | 7-42 |
| P-4: Triplex Court Homes | 7-43 |
| P-5: Garden Court Townhomes | 7-44 |

Exhibits Page

Landscape Design Exhibits:

| | |
|---|------|
| Master Streetscape and Entry Plan | 7-47 |
| Entry from Riverside Drive | 7-48 |
| Primary Entry at Riverside Drive | 7-49 |
| Entry Monumentation at Riverside Drive | 7-49 |
| Secondary Entry at Chino Avenue | 7-50 |
| Entry Monumentation at Chino Avenue | 7-50 |
| Secondary Entry at Mill Creek Avenue | 7-51 |
| Entry Monumentation at Mill Creek Avenue | 7-51 |
| Riverside Drive Landscape Plan | 7-52 |
| Riverside Drive Landscape Section | 7-52 |
| Milliken Avenue Landscape Plan | 7-53 |
| Milliken Avenue Landscape Section | 7-53 |
| Chino Avenue Landscape Plan | 7-54 |
| Chino Avenue Landscape Section | 7-54 |
| Mill Creek Avenue Landscape Plan | 7-55 |
| Mill Creek Avenue Landscape Section | 7-55 |
| Central Park Loop Landscape Plan | 7-56 |
| Central Park Loop Landscape Section | 7-56 |
| Neighborhood Street Landscape Plan | 7-57 |
| Neighborhood Street Landscape Section | 7-57 |
| Primary Entry Street Landscape Plan | 7-58 |
| Primary Entry Street Landscape Section | 7-58 |
| Secondary Entry Street from Mill Creek Avenue | 7-59 |
| Secondary Entry Street from Chino Avenue | 7-59 |
| Secondary Entry Street Landscape Section | 7-59 |
| SFD Alley Landscape Plan | 7-60 |
| Garden Court Alley Landscape Plan | 7-60 |
| Community Trail Landscape Plan | 7-61 |
| Community Trail Landscape Section | 7-61 |
| Typical Pocket Park Landscape Plan | 7-62 |
| Central Park Concept | 7-63 |
| Cottage Homes Common Area | 7-64 |
| Cottage Homes Front Streetscape | 7-65 |
| Triplex Court Landscape Plan | 7-66 |

| <u>Exhibits</u> | <u>Page</u> |
|---|-------------|
| Garden Court Alley Landscape Plan | 7-67 |
| Master Wall and Fence Plan | 7-69 |
| Maintenance Responsibility | 7-74 |
| P-1 Single-Family Detached (SFD) | 7-75 |
| P-2 Alley-Loaded SFD | 7-76 |
| P-3 Cottage Home SFD | 7-77 |
| P-4 Triplex Court Homes | 7-78 |
| P-5 Garden Court Townhomes | 7-79 |

Tables

| | |
|--|------|
| Table 1 – Specific Plan Statistical Summary | 2-8 |
| Table 2 – Land Use Summary | 4-3 |
| Table 3 – Pollutants of Concern by Land Use | 5-26 |
| Table 4 – Maintenance Responsibilities | 6-8 |
| Table 5 – P1: Site Development Standards (Single Family Detached) | 6-10 |
| Table 6 – P2: Site Development Standards (Single Family Detached – Alley Loaded) . | 6-11 |
| Table 7 – P3: Site Development Standards (Single Family Detached Cottages – Alley Loaded) | 6-12 |
| Table 8 – P4: Site Development Standards (Triplex) | 6-15 |
| Table 9 – P5: Site Development Standards (Garden Court) | 6-16 |
| Table 11 – Neighborhood Commercial , Business Park- General Industrial and Light Industrial Site Development Standards | 6-22 |
| Table 12 – Edenglen Land Use Table Land Use Area | 6-24 |

Section 1 Specific Plan Overview

The Edenglen Specific Plan addresses 160.6 153.3 acres, ~~comprising Planning Subarea 7, of the New Model Colony within~~ located within the Ontario Ranch area of the City of Ontario. The regional context and local setting of the Edenglen Specific Plan (Project Site) are illustrated in *Exhibit 1, “Regional Location Map”*, and *Exhibit 2, “Vicinity Map”*. Approximately 77.1 75.2 acres of Edenglen are planned for the development of residential uses by Brookfield Homes. Approximately 12.8 13.8 acres of the Edenglen Specific Plan, comprised of property owned by Southern California Edison, are designated for a public trail. The remaining 70.7 64.3 acres, comprised of property owned by ~~Crow Holdings Industrial and Southern California Edison, Sunshine Growers Nursery Inc., and the Kasbergen Cornell & Family Trust~~ are designated for development of ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial uses.

The Edenglen Specific Plan establishes the regulations and guidelines which will govern development of a master planned community offering a variety of residential housing types in a traditional neighborhood setting within walking distance to parks, and providing for the development of planned ~~commercial retail and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial uses. The master development plan as illustrated in *Exhibit 3, “Illustrative Land Use Plan”*, is consistent with the goals and policies of the Sphere of Influence General Plan Amendment combining livable residential neighborhoods served by recreational areas offering opportunities for social gathering among residents. ~~Commercial retail and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial uses are planned in order to assure that development of these areas is implemented in a manner compatible with the surrounding existing and planned residential uses.

A planned multi-purpose trail ~~provides within the SCE easement allows for~~ bicycle and pedestrian access ~~linking~~ extending from Chino Avenue to Riverside Drive and provides a buffer between the residential areas ~~with commercial and business park/light industrial~~ and the Business Park and Light Industrial areas of the Edenglen Specific Plan area. This multi-purpose trail intersects with the public sidewalk along the south side of Riverside Drive which provides safe and direct access to the Neighborhood Commercial area on the corner of Riverside Drive and Milliken Avenue. Pedestrian accessibility is provided to facilitate access from the residential areas to the Colony High School, located west of the Edenglen Specific Plan area, through a system of sidewalks separated from the street by a landscaped parkway. Bicycle circulation is provided for within residential areas connecting to Mill Creek Avenue.

The ~~Sphere of Influence General Plan Amendment~~ Ontario Plan (TOP), adopted by the City of Ontario, ~~designates~~ designated ~~Planning Subarea 7~~ the Edenglen Specific Plan for development of residential, community commercial, and business park/~~industrial~~ land uses. Residential land uses are further delineated with areas assigned for Low, Medium, and High Density Residential uses with a total of 584 homes permitted. As part of the project, a General Plan Amendment will be adopted concurrently with the Edenglen Specific Plan Amendment, changing ~~only~~ the General Plan Land Use Policy Map to reassign the locations ~~of Low, Medium, and High Density Residential land use areas within the Project Site~~ east of the SCE easement from general commercial and business park to neighborhood commercial, industrial and business park.

GOVERNING DOCUMENTS

Development of Edenglen will be governed by several documents as follows:

- ~~The City of Ontario Sphere of Influence General Plan Amendment (January 1998), as amended, The Ontario Plan (TOP) adopted in 2010~~, which ~~establishes~~ established policies governing land use, circulation, housing, conservation and open space, noise, safety, and public facilities within the Edenglen Specific Plan area.
- The Edenglen Specific Plan, which includes a Land Use Plan, Infrastructure Plan, Design Guidelines, and Development Regulations.
- The City of Ontario Development Code as applicable to the project in cases where the Edenglen Specific Plan is silent on development standards and regulations.
- The City of Ontario Subdivision Ordinance regulating the subdivision of land within the Edenglen project area.
- Covenants, Conditions, and Restrictions (CC&R's) to be established by the developer of Edenglen as a means of ensuring and enforcing quality design and development of the overall community.

SPECIFIC PLAN COMPONENTS

The Edenglen Specific Plan is organized into the following sections in addition to Section 1, Specific Plan Overview.

SECTION 2 INTRODUCTION

The Introduction serves to acquaint the reader with:

- The project setting,
- A general description of the project proposal,
- The goals and policies of the Edenglen Specific Plan,
- The entitlements to accompany the Edenglen Specific Plan; and
- The relationship of the Edenglen Specific Plan to the City of Ontario ~~The Ontario Plan (TOP)~~, as amended, and the City of Ontario Development Code.

SECTION 3 EXISTING CONDITIONS

This section describes the setting for Edenglen outlining the existing physical conditions on and around the Project Site.

SECTION 4 LAND USE

The Land Use Section describes residential planning areas and residential types, ~~commercial planning areas, business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial planning areas, and the parks and trails of the planned community.

SECTION 5 INFRASTRUCTURE AND PUBLIC IMPROVEMENTS

This section provides information on the circulation improvements, the backbone water, sewer, and storm drain system concepts, the grading concept, and a discussion of public utilities and services to serve the Project Site.

SECTION 6 DEVELOPMENT REGULATIONS

The Development Regulations specify the permitted uses and the standards regulating the development of various residential types, ~~commercial planning areas, business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial uses. The relationship of the Edenglen Specific Plan development regulations to the City of Ontario Development Code is also provided. The policies and procedures for the City's review and approval of specific development proposals within the Project Site are presented in this section. This section provides the methods and procedures for interpreting and amending the Edenglen Specific Plan as necessary.

SECTION 7 RESIDENTIAL DESIGN GUIDELINES

The Edenglen Residential Design Guidelines are intended to direct the site planning, landscaping, and architectural quality of residential development. Streetscapes, entries, edge treatments, relationship of new land uses with existing land uses, walls and fencing, lighting, signage, and architectural design are some of the features to be addressed in the Design Guidelines.

SECTION 8 NEIGHBORHOOD COMMERCIAL, BUSINESS PARK AND LIGHT INDUSTRIAL DESIGN GUIDELINES

The Neighborhood Commercial, Business Park and Light Industrial ~~Edenglen~~ Design Guidelines are intended to direct the site planning, landscaping, and architectural quality of these types of uses. Streetscapes, entries, edge treatments, relationship of new land uses with existing land uses, walls and fencing, lighting, signage, and architectural design are some of the features addressed in the Design Guidelines.

SECTION 9 GENERAL PLAN CONSISTENCY

This section includes the City of Ontario General Plan consistency matrix describing the relationship of the Edenglen Specific Plan to each policy of ~~The Ontario Plan (TOP)~~.

Exhibit 1 - Regional Location Map

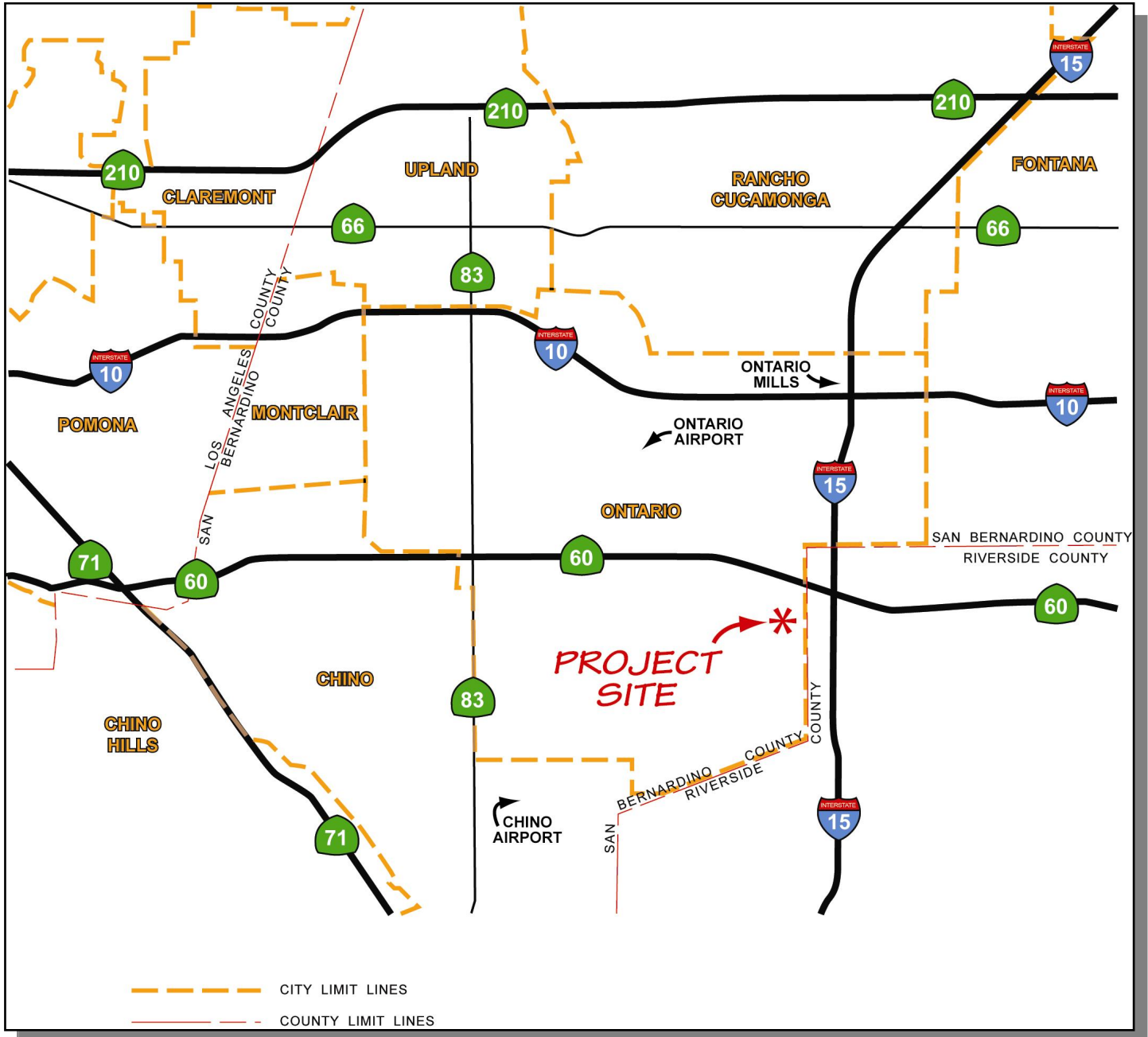


Exhibit 2 – Vicinity Map

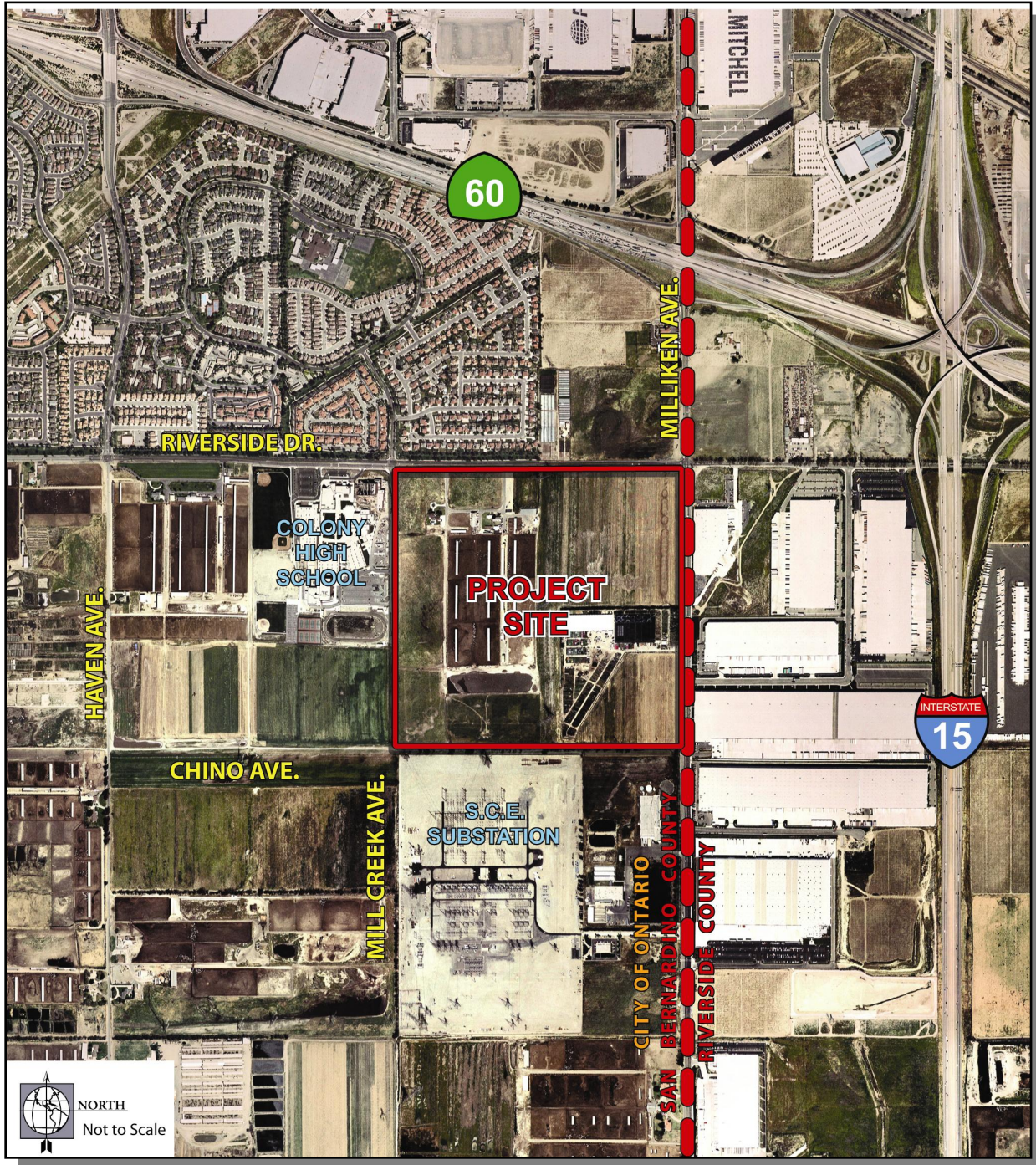
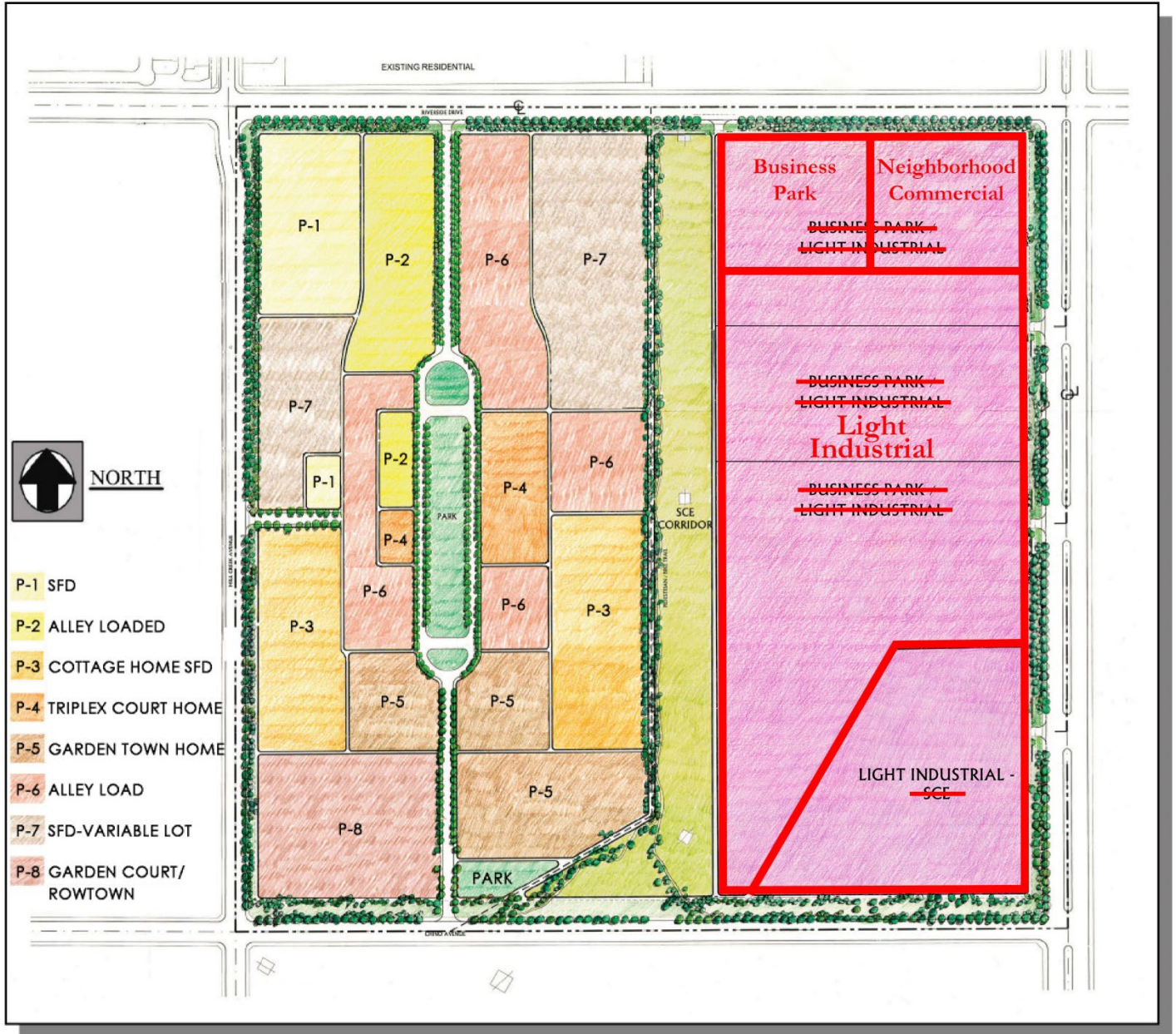


Exhibit 3 – Illustrative Land Use Plan



Section 2 Introduction

The Edenglen Specific Plan (Project Site) is comprised of ~~160.6~~ 153.3 acres ~~designated as Planning Subarea 7 of located within the Ontario Ranch (formerly referred to as the New Model Colony Planning Subarea 7)~~ within the City of Ontario. The Project Site, as illustrated in *Exhibit 4, "Project Location Map"*, is bounded by Riverside Drive on the north, Milliken Avenue on the east, Chino Avenue on the south, and Mill Creek Avenue on the west. The Edenglen Specific Plan is a comprehensive plan proposed by Brookfield Homes, hereinafter referred to as the "applicant", for the development of residential neighborhoods designed to reflect the small town character of older established communities. The Edenglen Specific Plan also establishes development standards and design guidelines for ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial land use areas. ~~within Planning Subarea 7, which are not proposed for development by the applicant. Although the applicant is not proposing to develop the commercial and business park/light industrial land use areas contained within the Edenglen Specific Plan,~~ Initially the Sphere of Influence General Plan (Planning Subarea 7) when developed by Brookfield in 2010, The Ontario Plan (TOP) was adopted, thus eliminating the Sphere of Influence General Plan. The present applicant is proposing to develop the Neighborhood Commercial, Business Park, and Industrial Areas. Their inclusion in the Edenglen Specific Plan is required by ~~Sphere of Influence General Plan Amendment~~ The Ontario Plan (TOP) in order to ensure ~~that Planning Subarea 7~~ the eastern half of the Edenglen Specific Plan is comprehensively evaluated by the applicant and the City of Ontario.

2.1 PURPOSE AND OBJECTIVES

2.1.1 Purpose

The Edenglen Specific Plan comprehensively describes residential, recreational, ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial land uses planned for the Project Site. The adoption of the Edenglen Specific Plan establishes the zoning for the Project Site and defines the development regulations, requirements, and design guidelines governing development of the Project Site. The adopted Specific Plan establishes the procedures and requirements to approve development within the Project Site to ensure that the TOP (formerly the City of Ontario Sphere of Influence General Plan Amendment), as amended, is implemented.

The Edenglen Specific Plan is designed to address the following guiding planning principles:

- Connectivity among land uses within the Specific Plan area, with surrounding public facilities, and to the existing Ontario community.
- Use of traditional development patterns as found in older established neighborhoods in Southern California.
- Recreational amenities within walking distance of all residential neighborhoods.
- Bicycle and pedestrian accessibility and mobility to encourage alternative modes of travel.
- Diversity in architectural design.

- Diversity and choice of housing types and opportunities to address a variety of lifestyles and economic segments of the marketplace.
- Sustainable development practices addressing energy efficiency.

2.1.2 Objectives

The following objectives are established for the Edenglen Specific Plan.

Residential Areas

- Residential neighborhoods designed at a human scale and oriented to pedestrian activity.
- Connectivity among residential neighborhoods and recreational areas through bicycle circulation and a network of pedestrian sidewalks.
- Connectivity between residential neighborhoods and adjacent ~~commercial and~~ business park/light industrial **and Neighborhood Commercial** land uses, as well as to the adjacent Colony High School, by providing for pedestrian walkways and bicycle circulation.
- A variety of housing types, incorporated into the land use plan, addressing lifestyle considerations of singles, families, and empty nesters.
- Residential neighborhoods designed around a central park, promoting outdoor activity and casual social interaction among neighbors.
- Residential neighborhoods with diverse architectural styles and traditional design elements reflecting the characteristics of older established Ontario neighborhoods.

Neighborhood Commercial Area

- **Neighborhood** commercial uses to meet the needs of the community within the Project Site as well as the larger surrounding market area.
- Provision for **sidewalks and** trails connecting the residential community with the neighborhood commercial area **in a safe and direct manner**.
- The development of plaza areas and other amenities within the **neighborhood commercial center area**, providing space for social interaction and community events.
- Orient commercial buildings to the street, wherever possible, to create an accessible urban edge and sense of arrival.

Business Park ~~and~~ Light Industrial Area

- Accommodate the development of a distinct, multi-purpose business park, ~~and/or~~ light industrial complex(es) accessible to and compatible with residential neighborhoods.
- Provide employment opportunities for community residents.
- Orient buildings to the street to create an urban edge and sense of arrival.

Streets and Pedestrian/Bicycle Mobility

- Streets and alleys designed in a grid pattern, reminiscent of traditional neighborhood streets.
- Streets with landscaped parkways and pedestrian walkways, separated from the street with landscaped areas, to create a pleasant and safe pedestrian environment, promoting friendly interaction among neighbors.
- Traffic calming techniques within the street design including enhanced parkway landscaping, a one-way loop street, tapered street intersections and alley entrances to influence a driver's peripheral vision and encourage drivers to proceed more slowly.
- Inside turning radii at corners reduced to slow traffic at corners while accommodating fire and trash vehicles.

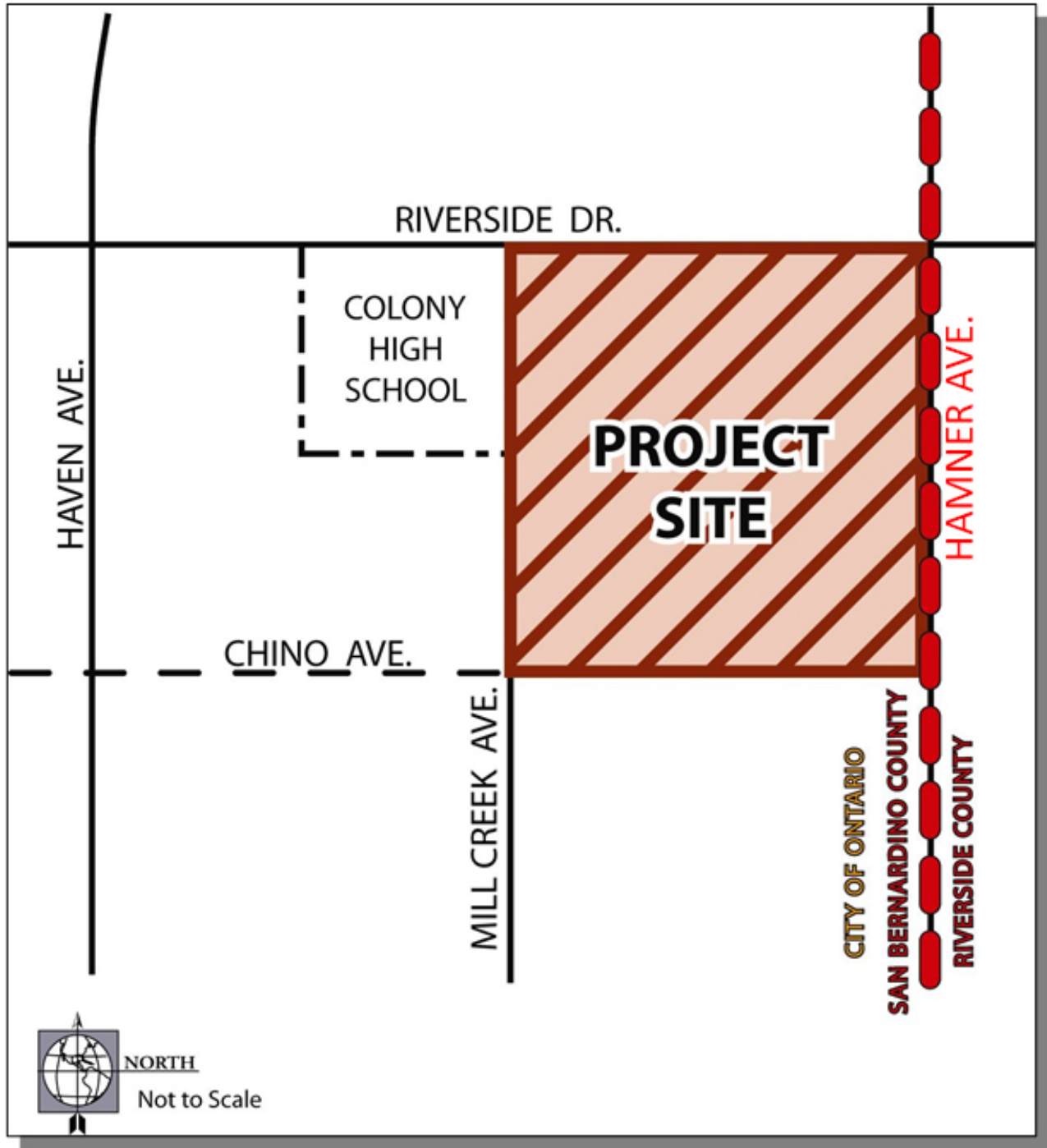
Recreation/Trails

- New recreational opportunities for residents with an approximately 4.0 acre central park including tot lots, picnic areas, a clubhouse with the potential for a small market, and swimming pool, as well as other areas for passive recreation.
- A portion of the City's Master Plan of trails implemented through development of a multi-purpose trail along the westerly boundary of the Southern California Edison property connecting Riverside Drive to Chino Avenue.
- Bicycle circulation, integrated into the project, providing bicycle access ~~from the~~ **between the** residential community to Colony High School, located to the west, and ~~to~~ the **Neighborhood Commercial center**, located to the east **on the corner of Riverside Drive and Hamner Avenue.**

Sustainable Development

- The opportunity for development of residential units designed within the Garden Court areas with living areas on the second floor and home office areas on the first floor.
- Provisions in the Specific Plan are made for a potential neighborhood country market, providing basic necessities, to be incorporated within the recreation building.
- Native plants and regionally-appropriate, non-invasive species will be incorporated into the landscaping plan for portions of the Southern California Edison property developed for trail purposes.
- Pedestrian and bicycle trails promote walking and bicycling as an alternative means of travel between residential and ~~commercial/business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial areas.
- Residential development will be equipped with the latest technology for internet access allowing residents to shop and work on-line, thereby reducing vehicle trips.
- Homes will be sited on east/west street alignments wherever feasible, to allow for a southerly orientation of residential development to promote energy efficiency and shade streets.
- Canopy trees will be utilized in public areas such as parkways, medians, and the central park to achieve natural ventilation and cooling.
- Reduced roadway widths to minimize heat-generating asphalt surfaces.
- Utilization of recycled water for the central park, neighborhood edges and other common landscape areas.

Exhibit 4 – Project Location Map



2.2 SPECIFIC PLAN PROPOSAL

2.2.1 Project Summary

The Edenglen Land Use Plan is described below and in Table 1, “*Specific Plan Statistical Summary*”.

Residential Uses

The Specific Plan will provide for development of a variety of residential housing types oriented toward open space amenities and designed to promote walkability and interaction among residents. Residential development within 77.1 acres of the Specific Plan area will contain up to 584 dwelling units, providing a mix of single family detached, single family attached, and multifamily attached housing types as described below.

Residential Detached

Three types of single family detached residential development products are planned for the Project Site.

The P-1 residential, single family detached development will consist of conventional residential units with vehicular access provided from interior streets and garages set back from the front of the residence emphasizing the architectural elements forming the streetscene. Residential areas will be developed at a density of 4.9 dwelling units per acre with a minimum lot size of 5,200 square feet.

The P-2 residential, single family detached development consists of alley-served residential units designed with an orientation to the street by locating garages to the rear of residential units. Residential areas will be developed at a density of 6.1 dwelling units per acre with a minimum lot size of 4,150 square feet.

The P-3 residential, single family detached development will consist of a cottage style residential development designed as alley-served residential units fronting a common pedestrian parkway or street. A reciprocal use easement will provide a private yard space 10’ wide along the side of the home. The neighboring home will be designed to optimize the feeling of privacy. Residential areas will be developed at a density of 11.3 dwelling units per acre with a minimum lot size of 1,891 square feet.

Residential Attached

Two types of single family attached residential development products are planned for Edenglen. The P-4 residential housing will be designed as alley-served, row court homes at a density not more than 12.1 dwelling units per acre. The P-5 residential housing will be an alley-loaded product designed around a courtyard concept at a density not more than 16.7 dwelling units per acre.

Parks, Trails, and Open Space

A centrally-located, 4.0-acre central park is planned to serve the Project Site providing a clubhouse, with the potential to include a small market, informal play areas and passive recreational opportunities for residents of the project. Approximately 3.4 acres of the residential area will be developed with enhanced parkways to provide landscaped buffers along major arterial and collector streets serving the Project Site. These enhanced parkways will include pedestrian sidewalks providing accessibility to Colony High School to the west. Approximately 12.8 acres of Southern California Edison (SCE) property, located to the east of the residential planning area and west of the ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial planning areas, will be utilized for informal recreation to the extent permitted by SCE. Within the SCE property, ~~the applicant proposes to develop~~ a multi-purpose bicycle/pedestrian community trail ~~providing~~ provides a portion of the City of Ontario Master Plan of bicycle trails. This community trail will extend from Riverside Drive to Chino Avenue, ~~with points of connection provided across the trail~~ between the residential development and the ~~commercial center~~ Neighborhood Commercial, Business Park and Light Industrial areas.

Commercial

~~The Edenglen Specific Plan establishes development regulations and design guidelines to permit development of up to 217,520 square feet of commercial uses on approximately 20 acres of land located within the easterly half of the Project Site. The Specific Plan includes development standards and design guidelines for the future development of retail and service commercial uses.~~

Commercial / Business Park Flex Zone

~~The Edenglen Specific Plan designates an approximately 10 acre Commercial / Business Park Flex Zone (Flex Zone) to augment the acreage designated as community commercial in order to accommodate a larger commercial shopping center in excess of 100,000 square feet anchored by one or more large retail uses.~~

Business Park/Light Industrial Neighborhood Commercial, Business Park and Light Industrial

The Edenglen Specific Plan will establish development regulations and design guidelines for the development of up to ~~550,000~~ 1,140,000 square feet of ~~business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial uses on up to ~~36.9~~ 56.9 acres (~~if the Flex Zone area is not used for retail~~) and is located within the easterly half of the Project Site. ~~Business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial uses will be compatible with residential uses within Edenglen.

Table 1 - Specific Plan Statistical Summary

| LAND USE | ACRES | | |
|--|--------------------|--|-----------------------------|
| Residential¹ | | | |
| P-1 | 5.7 | | |
| P-2 | 5.8 | | |
| P-3 | 10.8 | | |
| P-4 | 3.8 | | |
| P-5 | 8.4 | | |
| P-6 | 10.5 | | |
| P-7 | 9.8 | | |
| P-8 | 6.3 | | |
| <i>Residential Subtotal</i> | <i>61.1</i> | | |
| Park | 4.0 | | |
| Roadways, Edge Buffer | 10.1 | | |
| <i>Gross Residential Subtotal</i> | <i>75.2</i> | | |
| OTHER | GROSS ACRES | | ADJUSTED GROSS ACRES |
| Neighborhood Commercial | 4.0 | | 4.13 |
| Business Park | 4.0 | | 3.51 |
| Light Industrial | 39.4 | | 39.0 |
| Light Industrial (SCE) | 16.9 | | 16.9 |
| SCE Corridor (OS/NR) | 13.8 | | 13.8 |
| <i>Other Land Uses Subtotal</i> | <i>78.1</i> | | <i>77.34</i> |
| TOTAL | 153.3 AC | | 152.54 AC |

¹ Includes Pocket Parks within each neighborhood.

2.3 AUTHORITY AND REQUIREMENTS

2.3.1 Authority

State of California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 through 65457 grants authority to cities to adopt Specific Plans for purposes of implementing the goals and policies of their General Plans. The Government Code specifies that specific plans may be adopted either by resolution or by ordinance and that the specific plan is required to be consistent with the General Plan. Adoption of the Edenglen Specific Plan by the City of Ontario will establish the zoning regulations for development of the Project Site. The requirements of the Edenglen Specific Plan shall take precedence over the City of Ontario Development Code and, in instances where the Edenglen Specific Plan is silent, the City of Ontario Development Code shall prevail.

2.3.2 Requirements of the Specific Plan

California Government Code Section 65451 sets forth the minimum requirements and review procedures for specific plans as follows:

- A Specific Plan shall include a text and diagrams, which specify all of the following in detail:
 - 1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - 2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - 3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - 4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs 1, 2, and 3 above.
- The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Edenglen Specific Plan meets the requirements of the State of California Government Code.

2.4 DEVELOPMENT APPROVAL COMPONENTS

The components of the development approval process for Edenglen are discussed below.

General Plan Amendment

A General Plan Amendment will be adopted for the Project Site prior to the approval of the Edenglen Specific Plan. The General Plan Amendment, when adopted, will change the General Plan Land Use Map distribution of Low, Medium, and High Density Residential land use areas in order to implement the vision of a traditional neighborhood design for Edenglen. The total number of units allocated for the Planning Subarea will remain the same. No other changes to the General Plan are proposed. The General Plan Amendment is illustrated on *Exhibit 5, "General Plan Amendment"*.

Specific Plan

The Edenglen Specific Plan provides the zoning for the Project Site. It serves as a "blueprint" for development by establishing the distribution of land use and criteria for development as set forth herein. The Edenglen Specific Plan also serves as the legal document to implement the City's General Plan, as amended.

Subdivision Maps

Tentative tract maps will be approved by the City of Ontario for the residential portion of Edenglen indicating the approximate location of lot lines, streets, and proposed grading. Following approval by the City of the tentative tract maps, final maps will be prepared. The final maps become legal documents that are recorded and define legal parcels and lots that can be sold for development. Parcel maps may be approved by the City of Ontario for development proposed within the ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial portions of Edenglen.

Development Plan Review

Following the approval of the Edenglen Specific Plan, all development proposals for individual neighborhoods or product areas within the Specific Plan will be subject to the Development Plan Review process pursuant to **Article 8** of the City's Development Code.

Development Agreement Required

Unless done in a coordinated manner and with adequate fiscal planning, development projects within the New Model Colony are likely to present a challenge in their implementation because of the lack of existing public facilities, including, streets, sewerage, transportation, drinking water, school, and utility facilities. California law has established a mechanism for ensuring the adequate provision of such facilities, while at the same time providing assurances to applicants that, upon approval of the project, the applicants can proceed with their projects. Approval of this Specific Plan without a development agreement may result in a waste of resources, escalate the cost of housing to the consumer, and discourage investment in and commitment to comprehensive planning, as envisioned by the City, which seeks to make maximum efficient utilization of resources at the least economic cost to the public.

Therefore, a statutory development agreement, authorized pursuant to California Government Code sections 65864 et seq., shall be required as part of the approval of this Specific Plan. For the above-mentioned reasons, the development agreement for this Specific Plan shall include, among other things, methods for financing acquisition and construction of infrastructure, acquisition and development of adequate levels of parkland, and schools, as well as the provision of adequate housing opportunities for various segments of the community consistent with the regional housing needs assessment. Such development agreement shall have been fully approved before the issuance of the first building permit for this project.

2.5 CEQA COMPLIANCE

A Project Environmental Impact Report (EIR) prepared by the City of Ontario for the Edenglen Specific Plan, in accordance with the California Environmental Quality Act (CEQA), addresses impacts associated with the specific plan and subdivision maps. The EIR has been prepared as a basis for the environmental review for subsequent discretionary and ministerial actions.

2.6 RELATIONSHIP TO THE GENERAL PLAN AND ZONING

TOP (formerly The City of Ontario Sphere of Influence General Plan Amendment) designates the **project site** (formerly as Planning Subarea 7) for development of the following land uses:

| <i>Land Use Designation</i> | <i>Approximate Acres (Gross)</i> |
|---|----------------------------------|
| Residential – Low Density (4.6 d.u. per gross acre) | 40 |
| Residential – Medium Density (12.0 d.u. per gross acre) | 20 |
| Residential – High Density (18.0 d.u. per gross acre) | 20 |
| General Commercial | 20 |
| Industrial/Business Park | 47 |
| Trail (SCE Easement) | 13 |
| Total | 160 |

~~The General Plan TOP~~ establishes a maximum development capacity of 584 residential dwelling units, ~~217,520 square feet of commercial uses, and 550,000 square feet of business park/light industrial~~ and 1,008,092 square feet of Neighborhood Commercial, Business Park and Light Industrial uses ~~within Planning Subarea 7~~. Residential development capacity is further broken down as follows:

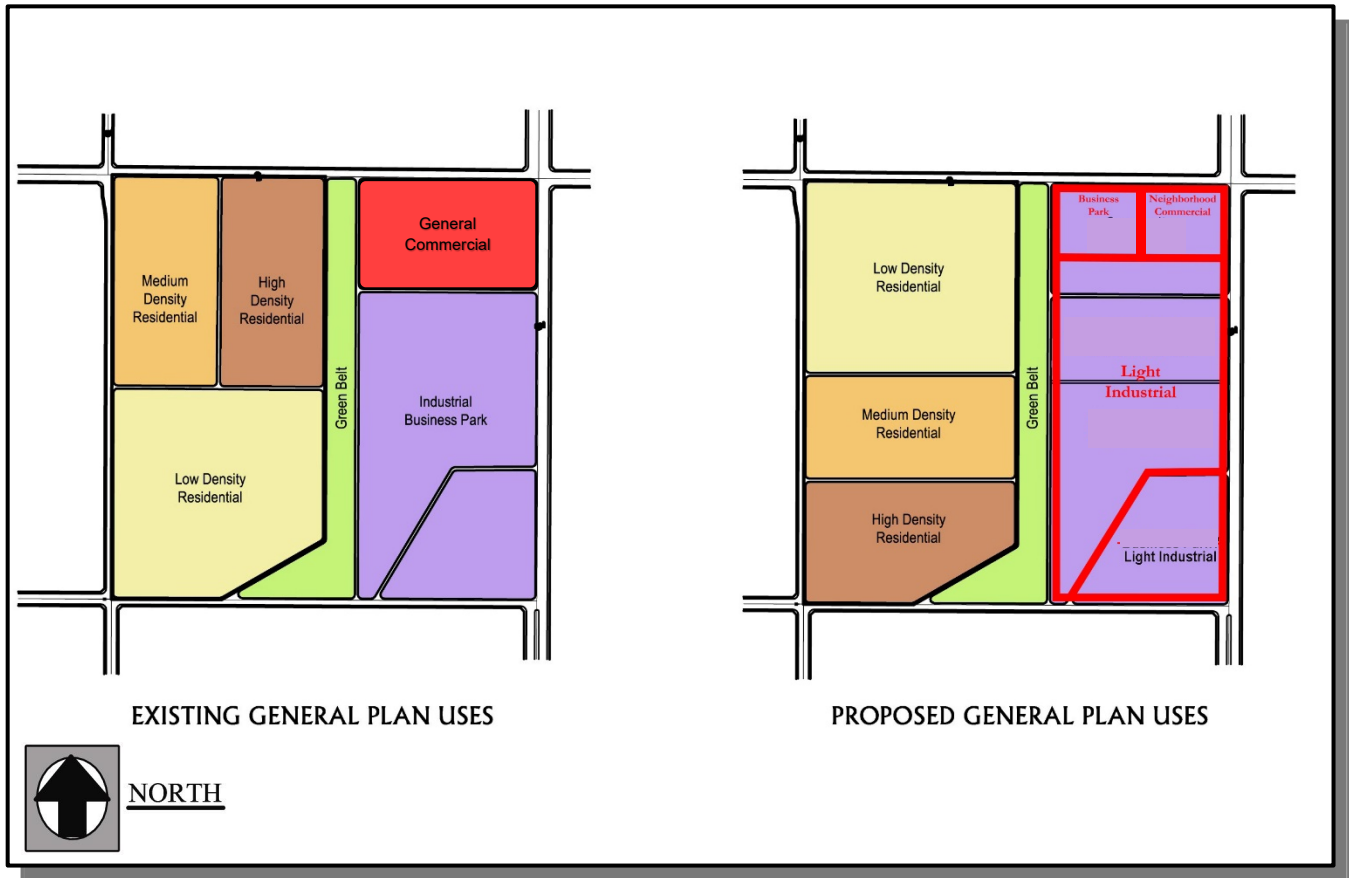
| | |
|---------------|---------------------------|
| Single Family | 184 dwelling units |
| Multi-Family | <u>400 dwelling units</u> |
| Total | 584 dwelling units |

~~The General Plan TOP~~ allows for development of small lot, single family detached units with a variety of parcel sizes and product types on property designated for multi-family uses, including residential medium and residential high density housing. The Land Use Map will be amended concurrently with the adoption of the Edenglen Specific Plan, changing the location of the designated residential land use areas in order to implement a traditional planning concept for the residential neighborhoods. The General Plan Amendment will not increase the total number of dwelling units or change any other land use component of ~~the General Plan for Planning Subarea 7 TOP~~.

The City of Ontario has pre-zoned the Project Site as “SP” (Specific Plan Ag Preserve). ~~The General Plan TOP~~ includes policies requiring that a specific plan be approved for the Project Site to implement the “SP” zone.

The Edenglen Specific Plan ~~was~~ designed to meet the requirements of the State of California Government Code, ~~and~~ the City of Ontario Sphere of Influence General Plan Amendment, ~~and the subsequent The Ontario Plan (TOP) adoption~~ as amended. Adoption by the City of Ontario of the Edenglen Specific Plan will establish the zoning regulations for the development of the Project Site. The requirements of the Specific Plan shall take precedence over the City of Ontario Development Code. In instances where the Specific Plan is silent, the City of Ontario Development Code shall prevail.

Exhibit 5 - General Plan Amendment



NOTE:

Exhibit 5 above has been revised to be consistent with the proposed amendment to The Ontario Plan (TOP) to change the 20 acre General Commercial area, including the “flex zone” area to approximately 4.13 acres of Neighborhood Commercial and 3.51 acres of Business Park along the Riverside Avenue frontage with the remaining area to be changed from Business Park/Light Industrial to Light Industrial.

Section 3 Existing Conditions

This section describes the existing physical conditions within and surrounding the Project Site at the time that the original Edenglen Specific Plan was adopted on November 1, 2005. Since the time of the adoption of the Specific Plan, the City of Ontario has updated their General Plan (The Ontario Plan) and determined that the Specific Plan is consistent with The Ontario Plan (TOP). This section of the Specific Plan has been updated as part of a General Plan Amendment along with an Edenglen Specific Plan Amendment to change **Business Park and Commercial** land uses to **Commercial land uses to Business Park/General Industrial Neighborhood Commercial, Business Park and Light Industrial** land uses.

3.1 PROPERTY OWNERSHIP

Approximately ~~77~~ 75.2 acres of the ~~160.6~~ 153.3 acre Project Site was purchased by Brookfield Residential and has been developed as the Edenglen residential planned community. There are approximately 114 dwelling units that have not yet been constructed as part of the TTM approvals for the property. Approximately ~~83.5~~ 78.1 acres of the Project Site are owned by other entities. Southern California Edison owns approximately ~~25~~ 31 acres, of which ~~12.8~~ 13.8 acres are located within a linear corridor extending from Riverside Drive to Chino Avenue. The remaining ~~58.3~~ 47.4 acres of the Project Site are under the control of the applicant. A well site adjacent to the Southern California Edison property, owned by the Riverside Haven Company, provides water for agricultural purposes to the Project Site. *Exhibit 6, "Existing Property Ownership"* illustrates the status of property ownership within Edenglen.

3.2 EXISTING IMPROVEMENTS

The western half of the Specific Plan area (Site) has been transitioned to residential development. *Exhibit 7, "Existing Land Use"*. The existing conditions of the undeveloped portion of the Site includes other agricultural related facilities such as above ground tanks and modular structures, scattered throughout the Site. A commercial nursery is located on the easterly portion of the Project Site.

3.3 SURROUNDING LAND USE CHARACTERISTICS

Land uses adjacent to The Specific Plan Area include:

| | |
|--------|---|
| North: | Creekside planned residential community and vacant land |
| West: | Colony High School and vacant land |
| South: | Southern California Edison Substation and vacant land |
| East: | Industrial uses in Riverside County |

The Ontario Plan (City of Ontario General Plan) (TOP) designates the undeveloped areas located to the west of The Specific Plan Area as “Residential – Low Density” and the undeveloped areas located to the south of The Specific Plan Area as “~~Business Park/General Industrial~~ Neighborhood Commercial, Business Park, General Industrial and Light Industrial”. The City of Ontario Zoning Map designates the vacant land located north of The Specific Plan Area as *Tuscana Village* with an underlying General Plan designation of *Mixed Use*. The County of Riverside is adjacent to the Project Site on the east and this area is zoned within the “Jurupa Area Land Use Plan” as “Business Park”. Surrounding land use characteristics are illustrated on *Exhibit 8, “Surrounding Land Use”*.

3.4 TOPOGRAPHY

The Project Site is located on gently sloping undeveloped terrain with a relatively uniform slope as illustrated on *Exhibit 9, “Existing Site Topography”*. The existing ground on the northerly quarter of the Project Site slopes southerly away from Riverside Drive at approximately 2% grade. The southerly three quarters of the Project Site slope southerly at approximately 1%.

3.5 HYDROLOGY

The Project Site is presently in agricultural use, therefore only a limited portion of the Project Site is now covered with impervious surfaces. Normal rainfall to the area is, therefore, able to percolate through on-site soils and does not result in high volumes of surface runoff as typically associated with urban areas. During periods of heavy rainfall, when ground surfaces are saturated, surface runoff is collected in the existing drainage ditches and retention basins located within the Project Site. The adjacent Colony High School site drains to a retention basin located in the southerly end of the school site. This retention basin does not provide drainage capacity to The Specific Plan Area. The existing storm drain system surrounding the Project Site is generally unimproved and consists primarily of open earthen swales along area roadways or curbed roadway surfaces.

3.6 EXISTING CIRCULATION AND ACCESS

Access to the Project Site is provided from arterial and collector streets adjacent to The Specific Plan Area. Riverside Drive abuts the Project Site on the north and is currently improved to the ultimate ROW per the City along the frontage of the western half of the Site. The eastern half of the Site has not been improved yet and currently has three travel lanes extending easterly to approximately the SCE property. From the SCE property easterly to Milliken Avenue and into Riverside County, Riverside Drive is improved with 30 feet of pavement and two travel lanes. Milliken Avenue abuts the Project Site on the east and is currently improved with two travel lanes extending southerly from Riverside Drive to the southerly boundary of The Specific Plan Area. Mill Creek Avenue abuts the Project Site on the west and is improved with 40 feet of pavement and a 12-foot parkway on the westerly side of the street adjacent to the Colony High School site for approximately 1600 linear feet. Chino Avenue has been improved to the ultimate ROW per the City along the frontage of the western half of the Site. The eastern half of the Site has not been improved yet and Chino Avenue currently does not extend further along the southern boundary of the Specific Plan area and does not connect to Hamner Avenue.

Exhibit 6 – Existing Property Ownership

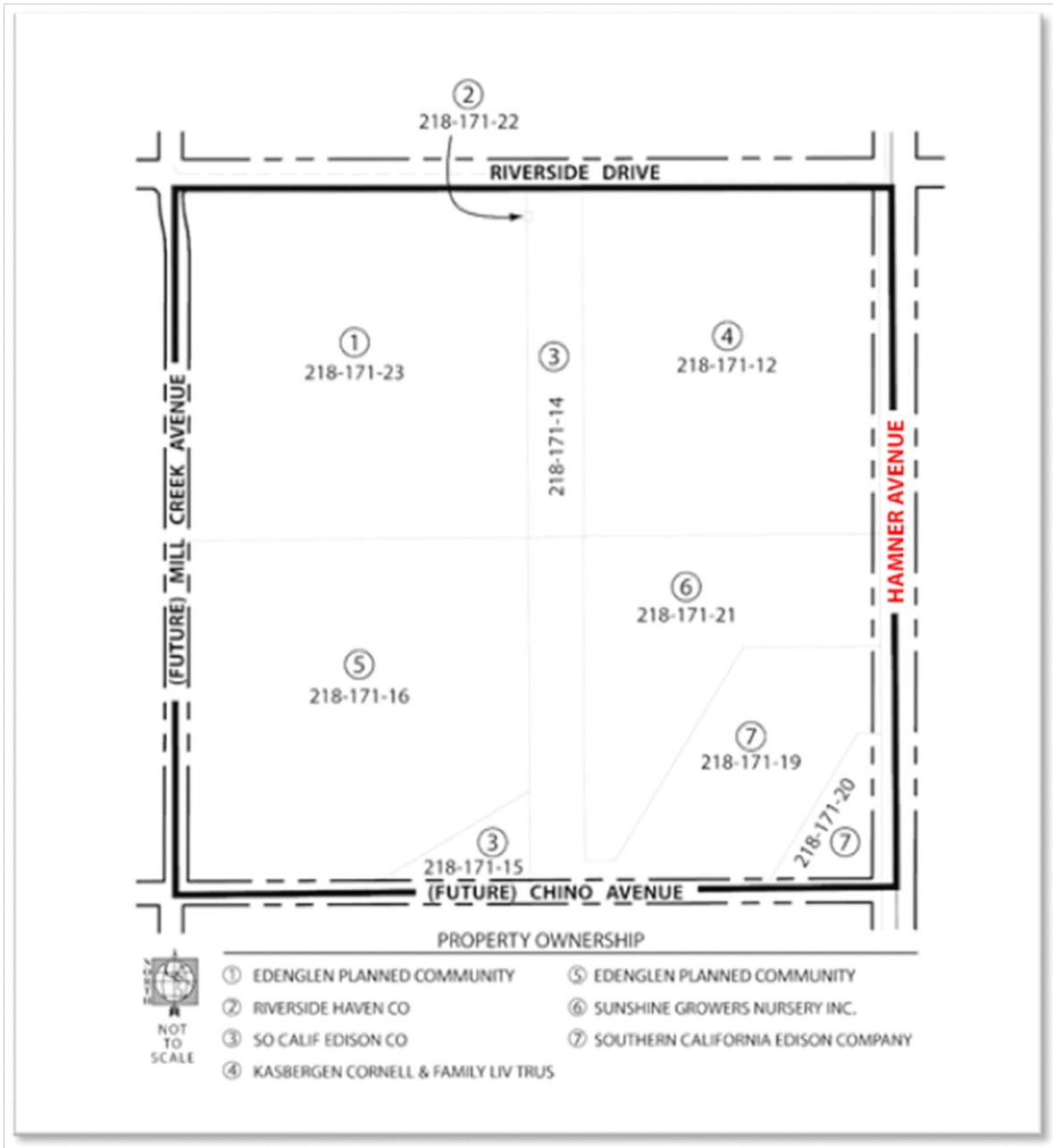


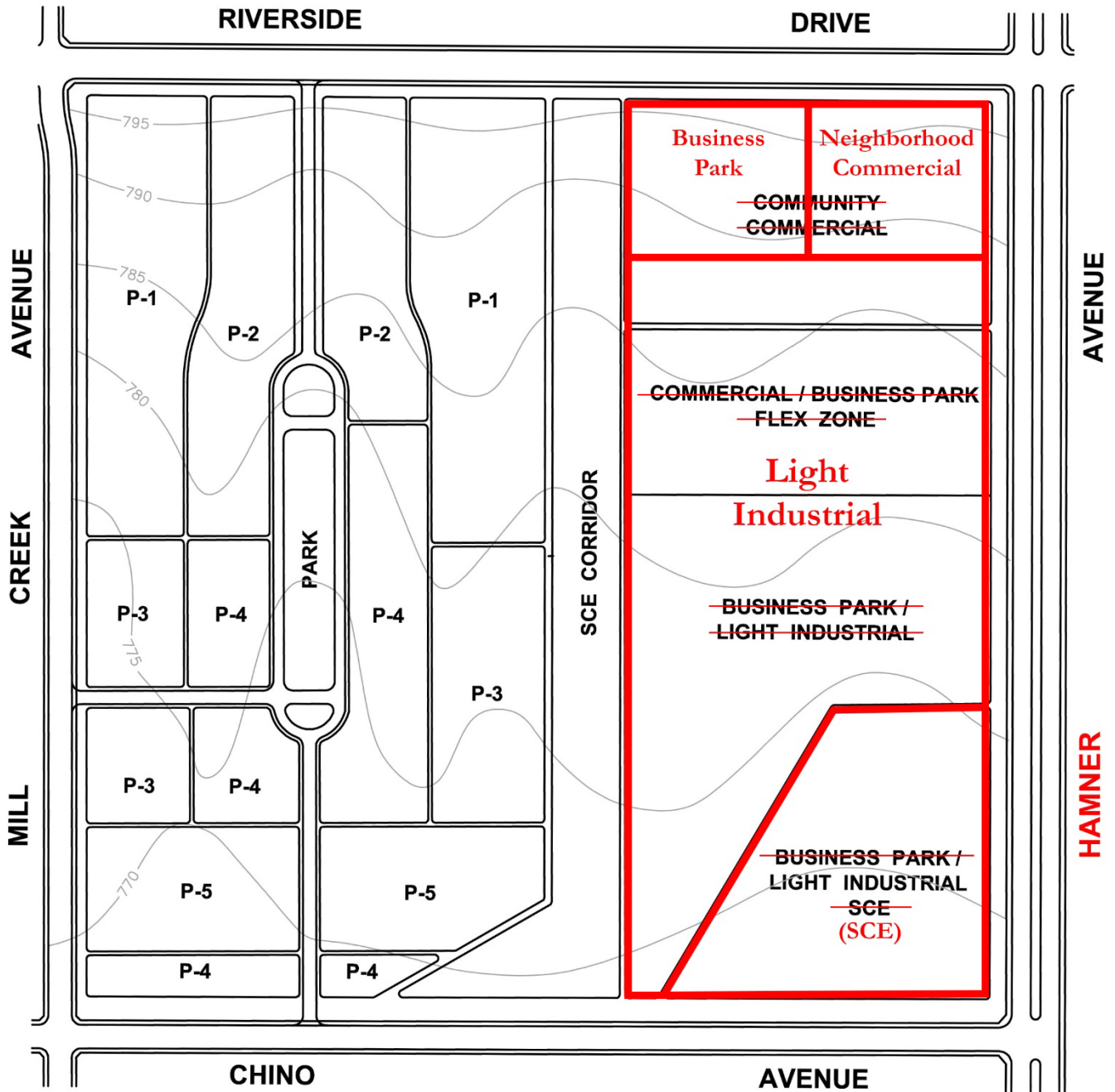
Exhibit 7 – Existing Land Use



Exhibit 8 – Surrounding Land Use



Exhibit 9 – Existing Site Topography



3.7 EXISTING INFRASTRUCTURE AND UTILITIES

3.7.1 *Water*

Existing 10-inch and 12-inch water mains located in Riverside Drive, adjacent to the Project Site, provide water to the Creekside residential development. An existing 8-inch water main owned by Jurupa Community Service District (JCSD) is located in Milliken Hamner Avenue and provides water to the industrial project areas located easterly of the Project Site in Riverside County. On-site residential uses within the Project Site are currently served by private wells. The City's Water Master Plan identifies new water facilities to serve the Project Site. The water system is discussed in more detail in *Section 5, "Infrastructure and Services"*.

3.7.2 *Sewer*

An existing 10-inch sewer main is located in Riverside Drive. Colony High School, located adjacent to the Project Site to the west, has an on-site sewer system which drains to the southerly end of the school site. From this point sewage is pumped up to the 8-inch main in Riverside Drive to Regional Plant 1 (RPI). An existing 12-inch JCSD main is located in Milliken Hamner Avenue and serves the industrial uses located east of the Project Site in Riverside County. Onsite residences utilize private septic systems. The City's Sewer Master Plan identifies new facilities to serve the Project Site. The sewer system is discussed in more detail in *Section 5, "Infrastructure and Services"*.

3.7.3 *Drainage*

An existing drainage channel located north of Riverside Drive collects runoff from the Creekside development and drains to Deer Creek Channel. This facility prevents off-site flows from Creekside from draining across the Project Site. The City's Master Plan of Drainage has identified off-site flows from areas near Milliken Avenue and the 60 Freeway to drain through the drainage system ultimately constructed to serve the Project Site. The storm drain system is discussed in more detail in *Section 5, "Infrastructure and Services"*.

3.7.4 *Electricity*

Southern California Edison (SCE) currently provides electricity to the Project Site.

3.7.5 *Natural Gas*

The Southern California Gas Company (SCG) provides natural gas services within the project area. Facilities in the area include an existing 4-inch line in Riverside Drive, which terminates approximately 720-feet east of Mill Creek Avenue, and a 16-inch line in Milliken Hamner Avenue.

3.7.6 *Communication Systems*

Verizon provides telephone service within the project area.

3.7.7 *Solid Waste*

The City of Ontario Public Works Agency currently, by request, provides solid waste collection and disposal to the New Model Colony.

3.8 GEOLOGY AND SOILS

The City of Ontario Sphere of Influence General Plan Amendment EIR identifies the Project Site as underlain by Pleistocene age (older than 12,000 years) and Holocene age (less than 12,000 years old) alluvial deposits. The youngest surficial deposit is eolian sands (Qhs), comprising wind-blown sands having fine- to medium-sized grains. These loose sands form sheets and low-dune deposits that have been stabilized by vegetation. These deposits are exposed in the eastern portion of the Sphere of Influence area and extend westward to an area defined generally by a diagonal line extending from Harrison Avenue (within Riverside County) on the south to Vineyard Avenue on the north.

It is expected that most of these materials will be uncemented and subject to consolidation when saturated under structural loads. Erosion potential is considered high. Foundation and backfill suitability should be satisfactory with proper over-excavation, mixing with a finer-grained binder material, and compaction.

The Project Site contains delhi series soils, as mapped by the United States Department of Agriculture, Soil Conservation Service in 1971 and 1980. Delhi series soils have been used for agriculture, primarily for grapes and citrus, since the 1800's. As part of the EIR prepared for the Edenglen Specific Plan, additional geologic and soils information for the Project Site will be provided.

3.9 SEISMICITY

The City of Ontario Sphere of Influence General Plan Amendment EIR identified numerous earthquake faults within a 50-mile radius of the Project Site. Major mapped faults include, but are not limited to, the Chino, Whittier and North Elsinore, and Cucamonga Faults. For the "maximum probable earthquake" (MPE), defined as the 100-year event normally considered in the design of non-critical structures, the values range from about 0.13 to 0.20 g (i.e., the unit force of gravity). In the design of certain critical or important facilities such as hospitals and dams, the "maximum credible earthquake" (MCE) event is considered. For the three faults, the MCE should yield an estimated peak horizontal acceleration in the range of 0.33 to 0.52 g.

A zone of concentrated, relatively low-magnitude seismicity extends to the southwest from the San Jacinto fault zone (Rialto-Colton branch) along what is referred to as an “inferred fault near Fontana.” Where the “inferred fault” (Fontana trend) stops, this zone of micro-seismicity continues in a southwesterly to westerly direction terminating in the Sphere of Influence area. It is expected that the MPE for this fault structure could produce horizontal accelerations in the range of 0.3 to 0.5 g. More distant faults are capable of larger earthquakes with a higher probability of occurrence. The San Andreas Fault is expected to generate a MCE event every 150 to 200 years, yielding a peak horizontal ground acceleration of approximately 0.21 to 0.26 g in the New Model Colony.

In accordance with the “Uniform Building Code” (UBC), the Edenglen Specific Plan area is located within Seismic Zone No. 4. UBC procedures have been designed to ensure that all subsequent development occurs in a safe manner relative to those known hazards. As part of the EIR prepared for the Edenglen Specific Plan, additional seismicity information will be provided.

3.10 VEGETATION

The Project Site has been extensively used for agricultural operations including, dairy use. Those areas not in active agricultural production are occupied by rural residential housing, farm buildings, and other ancillary facilities. The natural vegetation and soils conditions that once occurred throughout the project area have been significantly altered through agricultural uses, leaving little or no native vegetation.

Section 4 Land Use

4.1 INTRODUCTION

The ~~160.6~~ 153.3-acre Edenglen Specific Plan offers a traditional neighborhood lifestyle featuring a variety of residential housing types designed within easy walking distance to recreational amenities and commercial retail uses. Connectivity within Edenglen is provided through a system of pedestrian ~~trails~~ walkways and bicycle circulation linking residential neighborhoods to one another, to parks, and to the ~~commercial and business park/light industrial~~ Neighborhood Commercial land use areas within Edenglen. A major component of the trail system will be provided through the improvement of a portion of the SCE-owned property as a community trail within the Edenglen Specific Plan. These improvements represent a part of the City’s Master Planned multi-purpose trail system planned for ~~the Ontario Ranch (formerly New Model Colony)~~. Pedestrian and bicycle linkages are also provided between residential land uses and Colony High School, located to the west of the Project Site, through a network of sidewalks and bicycle circulation allowances, to be developed as part of the residential development.

Residential development is designed to address a variety of lifestyles, such as singles, families, executives and “empty nesters”. Housing types will include cottage, green court, single family detached homes and single family detached homes on lot sizes varying between 4,200 and 5,500 square feet, including cottages at 1,980 square feet per lot. Attached housing will include a row court style residential type, ~~at not more than 12.1 dwelling units per acre~~, and a garden court style residential type, ~~at not more than 16.7 dwelling units per acre~~.

~~Commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial land uses are provided for in the Edenglen Specific Plan. The Edenglen Specific Plan allows for the development of approximately ~~217,520~~ 1,008,092 square feet of ~~community commercial retail and service uses conveniently located adjacent to Riverside Drive and Milliken Avenue and for the development of approximately 550,000 square feet of business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial uses adjacent to Milliken Hamner Avenue.

The Land Use Plan shown in *Exhibit 10, “Land Use Plan”* depicts the overall land use pattern within Edenglen. *Table 2, “Land Use Summary”*, provides a tabulation of land uses by acreage, residential density and number of dwelling units and/or square footage where applicable. ~~In order to provide some degree of flexibility in planning 10% of the units may be transferred as long as the transfer does not exceed 584 units and is consistent with the allowed density.~~

Exhibit 10 - Land Use Plan

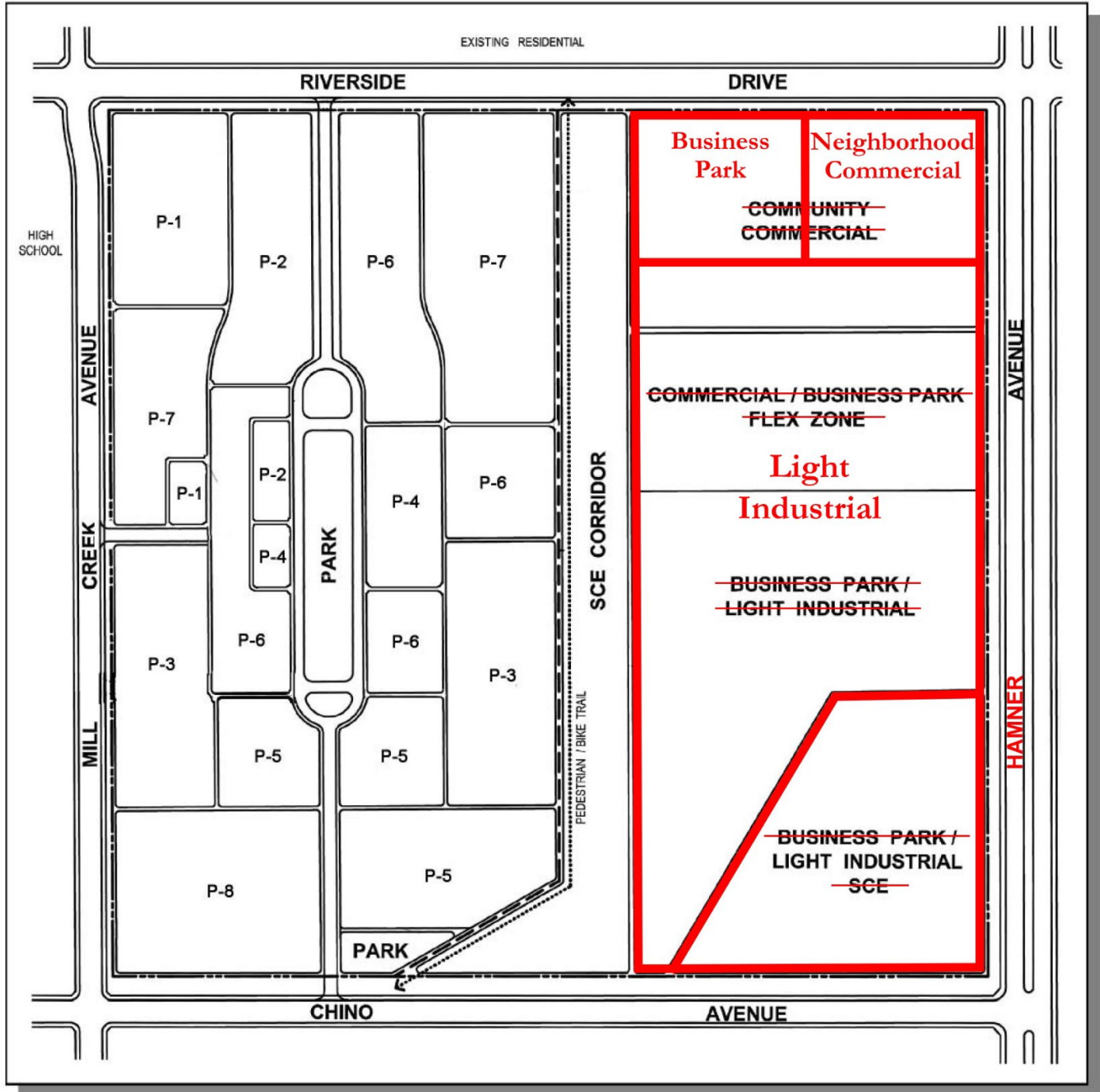


Table 2 - Land Use Summary

| LAND USE | UNITS | GROSS ACRES | UNITS PER ACRE | MAXIMUM SQUARE FEET |
|-----------------------------------|------------|--------------|-----------------|---------------------|
| Residential¹ | | | | |
| P-1 | 21 | 5.7 | 3.7 | |
| P-2 | 29 | 5.8 | 5.0 | |
| P-3 | 106 | 10.8 | 9.8 | |
| P-4 | 36 | 3.8 | 9.5 | |
| P-5 | 139 | 8.4 | 16.6 | |
| P-6 | 87 | 10.5 | 8.3 | |
| P-7 | 67 | 9.8 | 6.8 | |
| P-8 | 99 | 6.3 | 15.7 | |
| <hr/> | | | | |
| <i>Net Residential Subtotal</i> | <i>584</i> | <i>61.1</i> | <i>9.5</i> | |
| Park | | 4.0 | | |
| Roadways, Edge Buffer | | 10.1 | | |
| <hr/> | | | | |
| <i>Gross Residential Subtotal</i> | <i>584</i> | <i>75.2</i> | <i>7.76</i> | |
| | | | ADJUSTED | |
| | | | GROSS | |
| | | | ACRES | |
| <hr/> | | | | |
| OTHER | | | | |
| Neighborhood Commercial | | 4.0 | 4.13 | 40,000 |
| Business Park | | 4.0 | 3.51 | 59,085 |
| Light Industrial | | 39.4 | 39.0 | 908,507 |
| Light Industrial (SCE) | | 16.9 | 16.9 | |
| SCE Corridor (OS/NR) | | 13.8 | 13.8 | |
| <hr/> | | | | |
| <i>Other Land Uses Subtotal</i> | | <i>78.1</i> | <i>77.34</i> | |
| <hr/> | | | | |
| PROJECT TOTAL | 584 | 153.3 | 152.54 | 1,008,092 |

¹ Includes Pocket Parks within each neighborhood.

4.2 RESIDENTIAL USE

Residential land uses within Edenglen comprise approximately ~~77.1~~ 75.2 acres. The Edenglen Specific Plan will permit the development of up to 584 residential dwelling units offering single family detached homes and attached homes. Residential land use areas are contained within distinctive neighborhoods linked by a network of sidewalks and bicycle circulation connecting all the neighborhoods to a central park and Colony High School and providing convenient access from residential neighborhoods to the ~~commercial center and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial district planned within Edenglen. Residential neighborhoods planned for Edenglen are illustrated in *Exhibit II, "Residential Neighborhoods"*.

4.2.1 Variety of Housing Types

Edenglen provides a mix of housing types to address the needs of a variety of lifestyle choices and economic segments. A variety of single family detached and single family attached residential products, in a range of architectural styles, will be offered within Edenglen. A total of 584 residential dwelling units could be developed at an overall average density of 7.57 dwelling units per net acre.

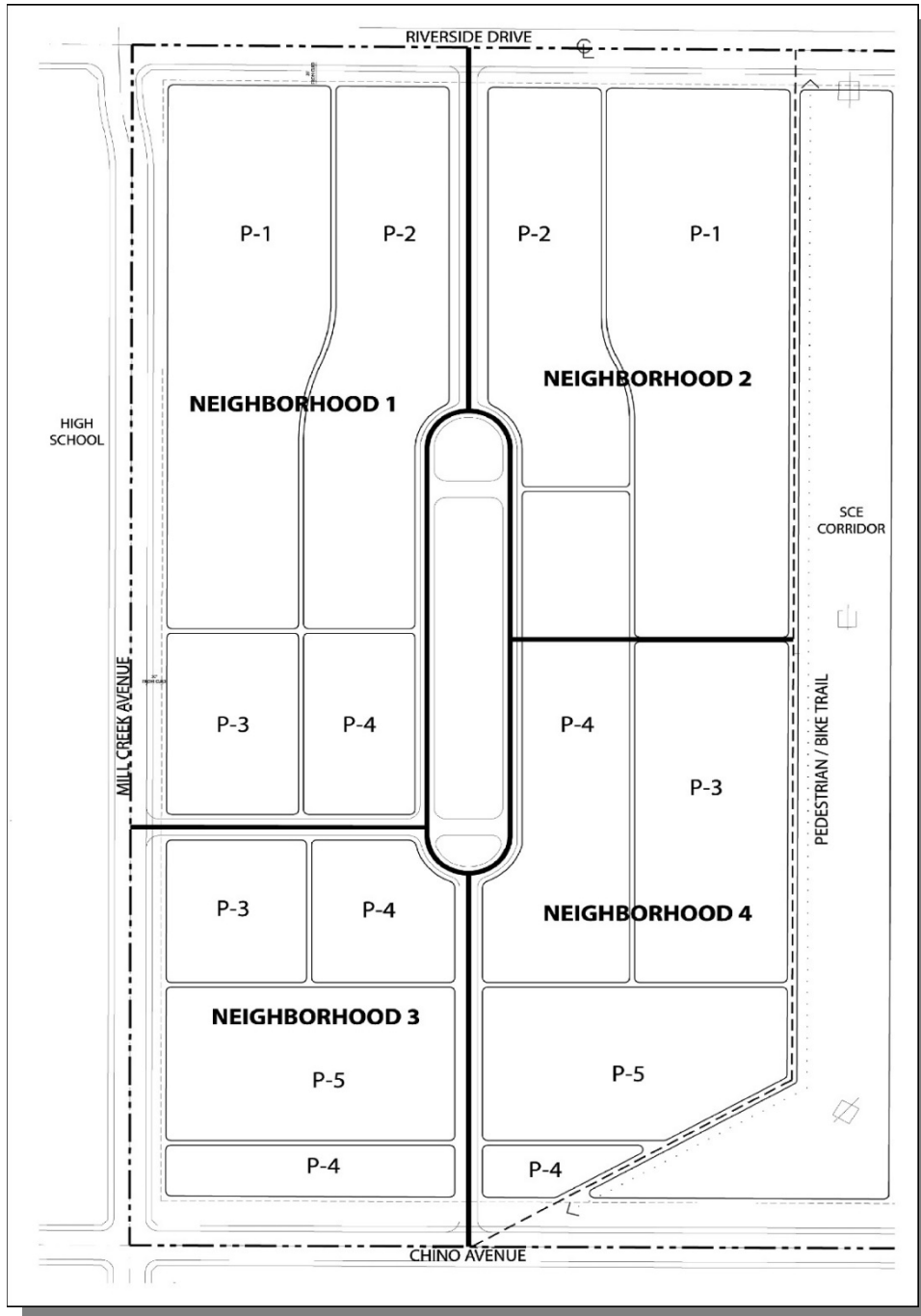
Single Family Detached – P-1

The Edenglen Specific Plan allows for the development of approximately 92 dwelling units at a density of approximately 4.9 dwelling units per net acre. The P-1 neighborhoods will be designed with access to homes from the local street and with an emphasis on architectural orientation toward the street. Garages will be setback from the front of the homes to highlight the architecture and create a more attractive streetscene.

Single Family Detached – P-2

The Edenglen Specific Plan allows for the development of approximately 69 dwelling units at a density of approximately 6.1 dwelling units per net acre. The P-2 neighborhoods will be designed as alley-loaded residential neighborhoods with an architectural orientation toward the street. Homes in these neighborhoods will be designed to embrace the street and encourage interaction between neighbors. The location of these homes along the main entry drive will create a welcoming appearance, establishing a strong sense of community within the project.

Exhibit 11 - Residential Neighborhoods



Single Family Detached – P-3

The Edenglen Specific Plan allows for the development of approximately 116 dwelling units at a density of approximately 11.3 dwelling units per net acre. The P-3 neighborhoods are designed with rear alleys serving cottage style units to be developed facing a common green court or street.

Single Family Attached – P-4

In order to have a broad array of housing to address various lifestyle choices such as singles, “empty nesters” and young families, up to 151 row court homes are planned within the Project Site for buyers who desire smaller yet stylish homes requiring less maintenance than conventional single family detached housing. The P-4 housing types are attached buildings featuring three townhomes, each with their own private yard and private courtyard for one of the homes. Vehicular access would be through an alley to the rear of the homes. The P-4 housing types would be developed at a density of not more than 12.1 dwelling units per net acre.

Single Family Attached – P-5

Approximately 156 dwelling units, at not more than 16.7 units per net acre, will be developed as garden court attached homes. Garden court buildings will feature several units surrounding a common garden court, reminiscent of early Southern California courtyard buildings. Architecture will be oriented towards the street, and rear alleys will provide vehicular access to the units.

4.2.2 Traditional Neighborhood Design

The community plan for Edenglen offers a strong identity for residents and visitors through a traditional approach to street design, architecture, and landscape design elements to reflect a similar ambiance to that of older, traditional Southern California neighborhoods. Together, the design features described below enliven the streetscene and promote the friendly interaction of neighbors.

- A traditional grid street design in residential neighborhoods with sidewalks separated by landscaped parkways provides visual interest, slows traffic, lowers traffic volumes by offering alternative traffic routes, and serves to enhance a pedestrian orientation for neighborhoods. Sidewalks separated by a landscaped parkway also promote pedestrian mobility, encouraging opportunities for neighbors to meet and greet each other along the street.
- The primary entry street into the residential area will be heavily landscaped. This street terminates at the central park, a focal point designed to reinforce the sense of arrival and establish a sense of community.

- The architecture of residences within Edenglen will be designed to focus on human-scale details which will enhance the pedestrian friendly character of the community. Such features may include the use of front porches, railings, enhanced entries, a mix of materials and textures, and authentic detailing on elements such as windows and doors, columns, balconies, and lighting.
- Innovative garage designs will be utilized in order to de-emphasize the visual impact of garage doors on the streetscene. Such design techniques may include garage setback requirements, split-garages, turn-in garages, garages located on rear alleys, or other similar techniques that de-emphasize the view of garage doors from the street.

4.3 PARKS

A 4.0-acre central park will be developed as part of Edenglen. The central park will include picnic areas, tot lots, trails, open play fields, and a club house with the potential for a small market providing convenience services such as a coffee/news stand. The conceptual site plan for the central park is provided as *Exhibit 12, "Central Park"*.

4.4 COMMUNITY TRAIL

A portion of the City's Master Plan of Trails proposed for SCE easements and corridors will be developed as a Community Trail, extending a multi-purpose bicycle path from Riverside Drive southerly to Chino Avenue. Access to the Community Trail will be ~~provided at key points within the residential area to provide~~ safely and directly available along the sidewalks of Riverside Drive and Chino Avenue, allowing for pedestrian and bicycle accessibility between residential areas and the Neighborhood Commercial center planned to the east of the SCE corridor. A conceptual plan for the Community Trail is illustrated in *Exhibits 13 and 14, "Community Trail"*.

4.5 COMMERCIAL AND BUSINESS PARK/LIGHT INDUSTRIAL NEIGHBORHOOD COMMERCIAL, BUSINESS PARK AND LIGHT INDUSTRIAL

The Edenglen Specific Plan includes approximately ~~56.9~~ 78.1-acres designated for development of ~~community commercial uses, approximately 10-acres for use as a commercial/business park flex zone, and approximately 26.9 acres designated for development of business park/light industrial~~ Neighborhood Commercial, Business Park, General Industrial and Light Industrial uses.

4.5.1 ~~Community~~ Neighborhood Commercial

The Edenglen Specific Plan provides for the development of approximately ~~217,520~~ 40,000 square feet of ~~Community~~ Neighborhood Commercial land uses adjacent to Riverside Drive and ~~Milliken Hamner~~ Avenue. Commercial development at this location is conveniently located to serve the residential community of Edenglen as well as the surrounding community. Pedestrian and bicycle connectivity between residential land use areas within Edenglen and the future Neighborhood Commercial ~~center~~ area will be ~~provided through one or more trail crossings of the SCE Corridor~~ possible using the safe and direct access of sidewalks along Riverside Drive. Commercial uses which could be developed within this land use district include theatres, restaurants, professional offices, general retail sales and personal services.

4.5.1(a) ~~Commercial/Business Park Flex Zone~~

~~Approximately 10-acres are designated as commercial/business park flex zone to augment the acreage designated as community commercial in order to accommodate the development of a larger commercial shopping center in excess of 100,000 square feet, anchored by one or more large retail users.~~

4.5.2 ~~Business Park/Light Industrial~~ Business Park, General Industrial and Light Industrial

Approximately ~~550,000~~ 968,092 square feet of ~~business park/light industrial~~ Business Park and Light Industrial uses is permitted to be developed adjacent to ~~Milliken Hamner~~ Avenue. This type of development is expected to provide employment opportunities for the community and the region. The ~~business park/light industrial~~ Business Park and ~~Light Industrial~~ land use district will provide for development of land uses such as research and development, general manufacturing, technology development, medical, entertainment facilities, wholesale, retail sales, professional offices and warehousing facilities.

Exhibit 12 - Central Park Concept

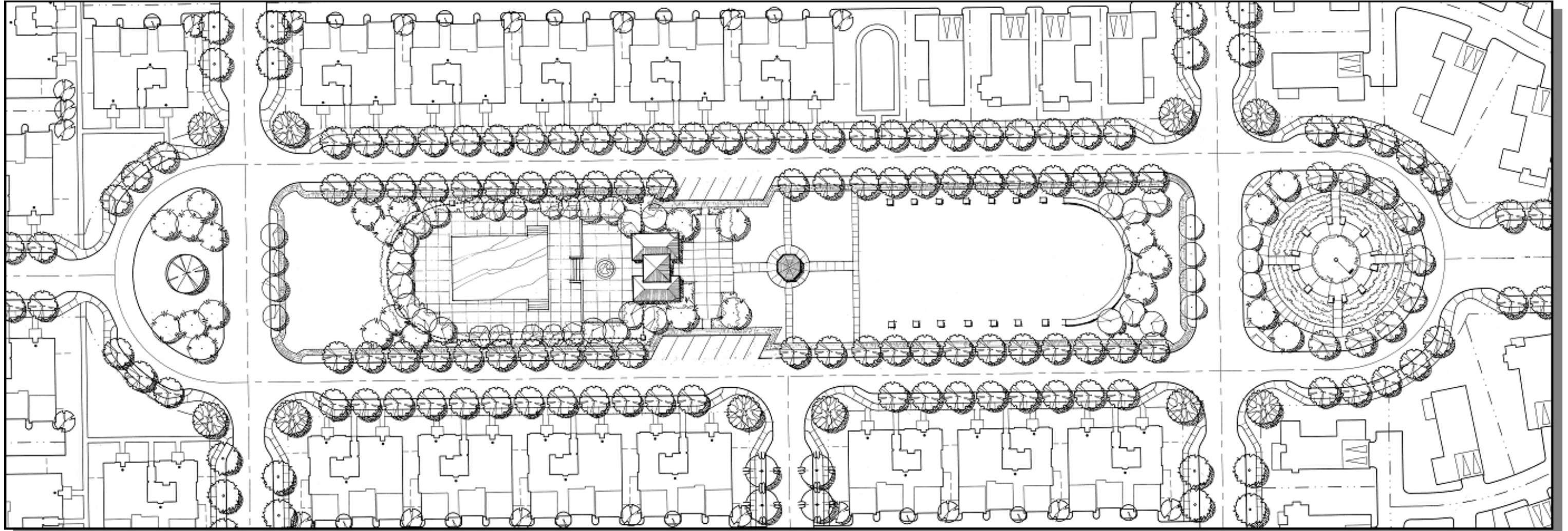


Exhibit 13 – Community Trail

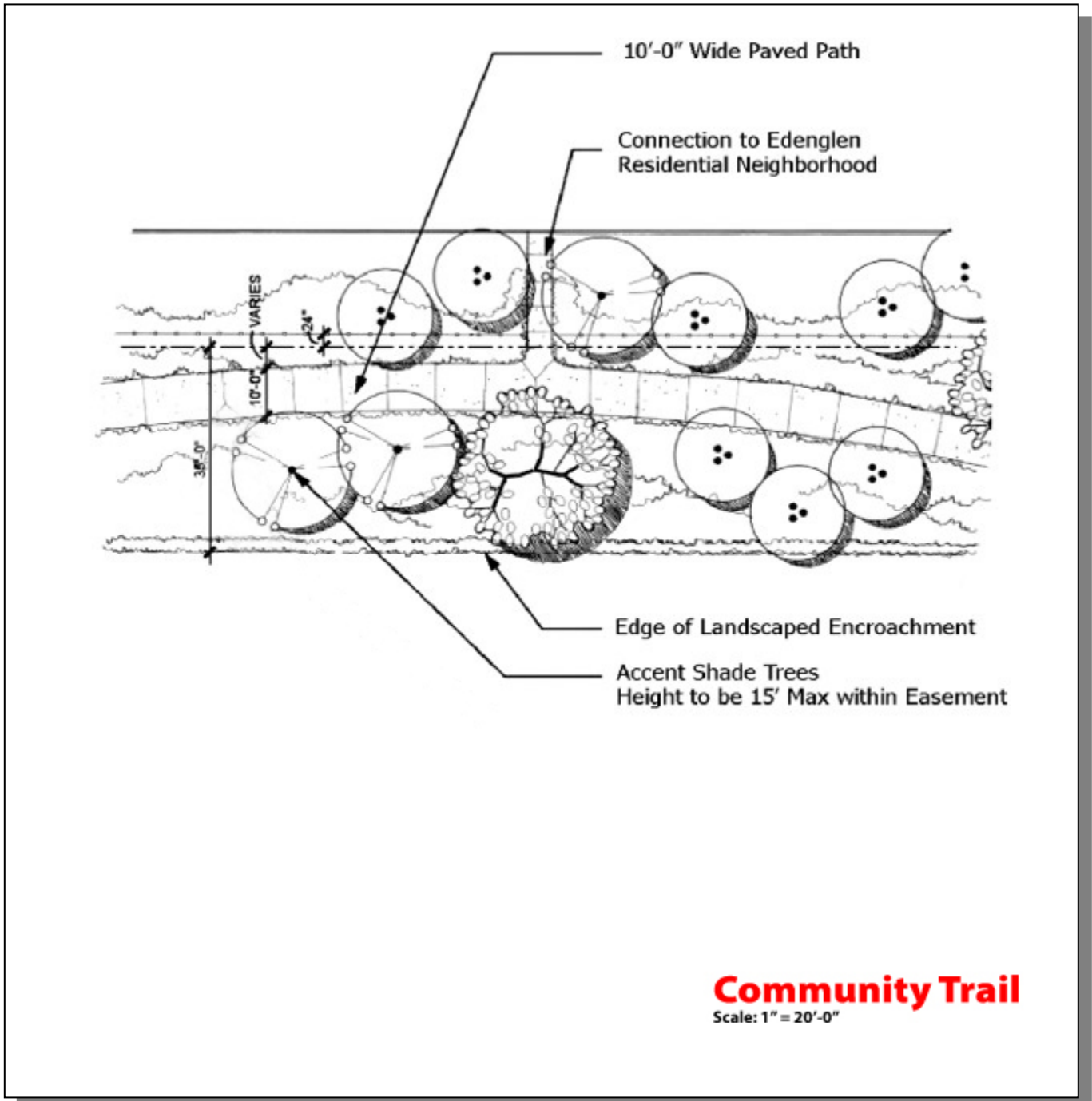
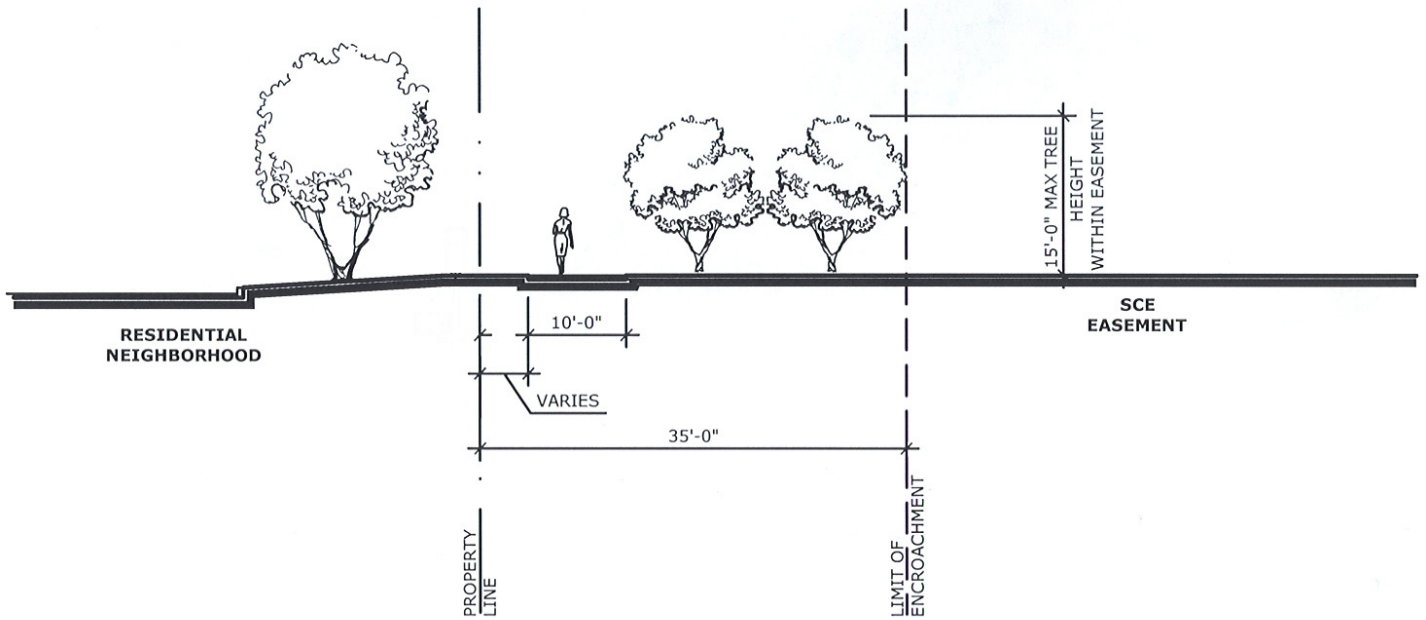


Exhibit 14 – Community Trail



Section 5 Infrastructure and Services

The infrastructure, utilities, and public services to be provided as part of the development of the Edenglen Specific Plan are discussed in this section.

5.1 CIRCULATION

The circulation plan for Edenglen reinforces the concept of traditional neighborhood design. In addition to providing safe and efficient movement of vehicular traffic through the project, it also provides a safe environment for pedestrian movement and bicycle traffic reducing the reliance on the automobile as a means of travel. In addition, transit stops and bus turnouts will be provided as required by Omnitrans, along the Master Plan streets which bound the Edenglen community. *Exhibit 15, "Circulation Master Plan"* establishes the hierarchy and general location of roadways within Edenglen.

5.1.1 Streets

The Edenglen Specific Plan is bounded by four City of Ontario Master Plan streets which will provide access to and from the Project Site. Within the Project Site neighborhood streets of varying design will provide access and circulation through the community. Many of the neighborhoods will be served by private alleys located in the rear of residences in order to maintain a traditional, "architecture forward" streetscape for the community.

Milliken Hamner Avenue

~~Milliken Hamner~~ Avenue abuts the Project Site on the east. ~~Milliken Hamner~~ Avenue is a designated Divided Arterial Parkway 1A Street. The City of Ontario segment will be 52 feet of paved area, the westerly 13-foot of an 18-foot raised median and a 15-foot parkway to include a 5-foot sidewalk separated from the street by a 10-foot landscaped area. An additional landscaped buffer of 35 feet in width will be provided between the sidewalk and the parking areas or building setback of adjacent land uses. The eastern half will be developed per County of Riverside standards. The right-of-way improvements required for ~~Milliken Hamner~~ Avenue are illustrated in *Exhibit 16, "Master Plan Arterial Street Cross Sections"*. The developer(s) of the land use districts adjacent to ~~Milliken Hamner~~ Avenue will be responsible for the improvement of ~~Milliken Hamner~~ Avenue between Chino Avenue and Riverside Drive as required by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or the Conditions of Approval established on the approved tentative maps for the project. Bus turnouts will be required along ~~Milliken Hamner~~ Avenue to the satisfaction of the City and Omnitrans.

Riverside Drive

Riverside Drive is a designated Standard Arterial and bounds the Project Site on the north. Riverside Drive has 80 feet of paved area including 7 feet of painted median and a 13-foot parkway, including a 5-foot sidewalk separated from the street by a 7-foot landscaped area. In addition to the dedicated right-of-way, a 23-foot wide landscaped buffer will be provided between the back of sidewalk and the residential community wall as well as along the frontage of the **Community Neighborhood Commercial and Business Park** Land Use areas. Riverside Drive is illustrated on *Exhibit 16, "Master Plan Arterial Street Cross Sections"*. The developer(s) of Edenglen will be responsible for all offsite improvements for the southerly half of the Riverside Drive right-of-way, for the remaining project frontage easterly to **Milliken Hamner** Avenue. Phasing of the improvements will be implemented as required by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or the Conditions of Approval established on the approved tentative maps for the project. Bus turnouts will be required along Riverside Drive to the satisfaction of the City and Omnitrans.

Chino Avenue

Chino Avenue abuts the Project Site on the south. Chino Avenue is a designated Collector Street with an ultimate right-of-way of 88 feet with 64 feet of paved area and a 12-foot parkway on each side of the street, to include a 5-foot sidewalk separated from the street by a 7-foot landscaped area. Improvements to the north side of Chino Avenue, adjacent to the residential portion of the Project Site, include an additional 55-foot wide landscaped buffer area, which includes an SCE Easement. The right-of-way improvements required for Chino Avenue are illustrated in *Exhibit 17, "Master Plan Collector Street Cross Sections"*. The developer will be responsible for all offsite improvements for the northerly half of Chino Avenue, plus an additional 14-foot lane and 5-foot shoulder on the south half for the remaining frontage easterly to Milliken Avenue. The phasing of these improvements will be implemented as required by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or the Conditions of Approval established on the approved tentative maps for the project. Bus turnouts will be required along Chino Avenue to the satisfaction of the City and Omnitrans.

Mill Creek Avenue

Mill Creek Avenue abuts the Project Site on the west. Mill Creek Avenue is a designated Collector Street with an ultimate right-of-way of 88 feet, with 64 feet of paved area and a 12-foot parkway on each side of the street, to include a 5-foot sidewalk separated from the street by a 7-foot landscaped area. In addition, a landscaped buffer of 18 feet in width will be provided between the back of the sidewalk and the residential community wall. The right-of-way improvements required for Mill Creek Avenue are illustrated in *Exhibit 17, "Master Plan Collector Street Cross Sections"*. The developer will be responsible for all offsite improvements for the easterly half of Mill Creek Avenue, plus an additional 14-foot lane and 5-foot shoulder on the west half. The phasing of these improvements will be implemented as required by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or the Conditions of Approval established on the tentative maps for the project.

Local Streets and Alleys

Public local streets within residential areas are designed to distribute vehicular traffic from the public arterial and collector streets adjacent to the Project Site into and through residential neighborhoods. Private alleys are proposed to provide rear access to residential units throughout Edenglen. Local streets and private alleys proposed for Edenglen are illustrated on *Exhibit 18, "Local Street Sections"*, *Exhibit 19, "Local Street and Private Alley Sections"*, and *Exhibit 20, "Alleys"* and discussed below:

Primary Entry Street

The Primary Entry Street leading from Riverside Drive into the residential project to the Park Loop Street will have a total right-of-way of 85 feet, with 36 feet of paved area, including an 8 foot parking lane for parallel parking on either side of the street. A 5 foot sidewalk will be provided on each side separated from the street by a 10 foot wide landscaped parkway. A 9.5-foot wide landscaped area will be provided between the back of the sidewalk and the residential lots. On-street parking shall be provided in each direction on the residential side of the Primary Entry Street.

Secondary Entry Street

A Secondary Entry Street will be developed from Mill Creek Avenue easterly into the residential area with a total right-of-way of 63 feet, with 36 feet of paved area, including an 8-foot parking lane on either side for parallel parking and 5-foot sidewalks on each side separated from the street by an 8½-foot wide landscaped parkway.

Park Loop Street

The Central Park Loop Street adjacent to the central park will be a one way street around the park with a total right-of-way of 40 feet, with 28 feet of paved area, including an 8-foot parking lane on the residential side for parallel parking and a 5-foot sidewalk separated from the street by a 7-foot parkway on one side of the street and park on the other. On-street parking is restricted to the residential side of the street. Angled parking may be provided near the recreation center on the park side of the street.

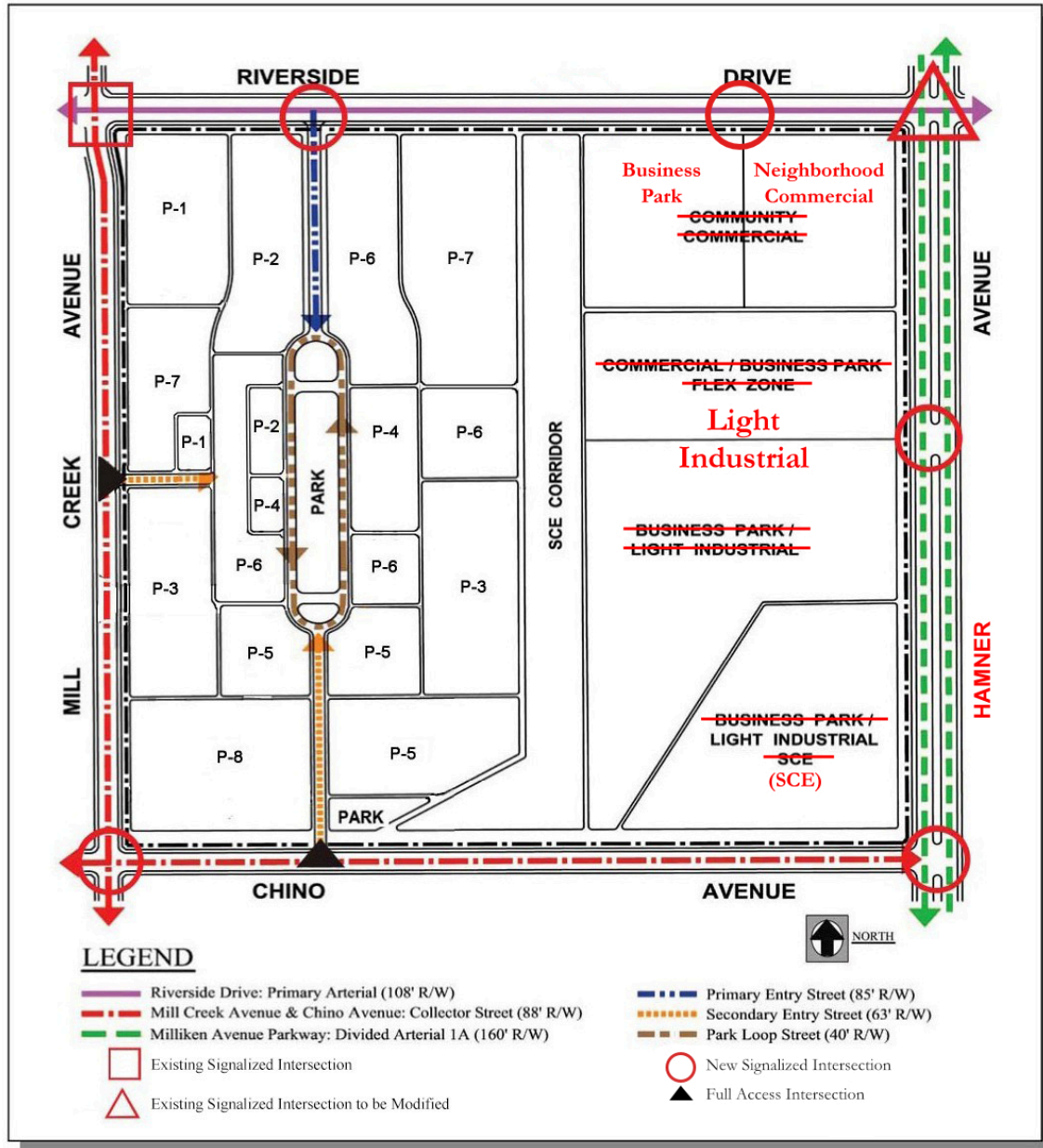
Neighborhood Streets

Local neighborhood streets with residential development on both sides of the street will have a 60-foot right-of-way, with 36 feet of paved area, including an 8-foot parking lane on either side for parallel parking and a 5-foot sidewalk separated from the street by a 7-foot landscaped parkway. Parking is provided on both sides of these streets except along single-loaded, Neighborhood Streets where parking is restricted to the residential side of the street. Local Neighborhood Streets with residential development on only one side will have a 44-foot right-of-way with 32 feet of paved travel area, including an 8-foot parking lane, and a 5-foot sidewalk separated from the street by a 7-foot parkway.

Alleys

Private alleys within the residential development will have a total right-of-way minimum of 20 feet. Total paved area and right-of-way will vary from 20 feet to 24 feet with a minimum garage to garage distance of 30 feet requiring either a 5-foot or 3-foot apron on each side of paved area, depending upon Fire Department requirements. Alleys with “dead end” conditions will be a maximum length of 150 feet as noted on *Exhibit 20, “Alley”*. Final design of the alley is subject to approval of the City Engineer. Parking is prohibited along alleys. Tapers will be incorporated at the point where private alleys intersect with public streets.

Exhibit 15 - Circulation Master Plan



Note: All access points are conceptual and ultimate location will be determined at the development stage, in accordance with City of Ontario New Model Colony Access Guidelines, and subject to final approval of the City Engineer.

Exhibit 16 - Arterial Street Sections

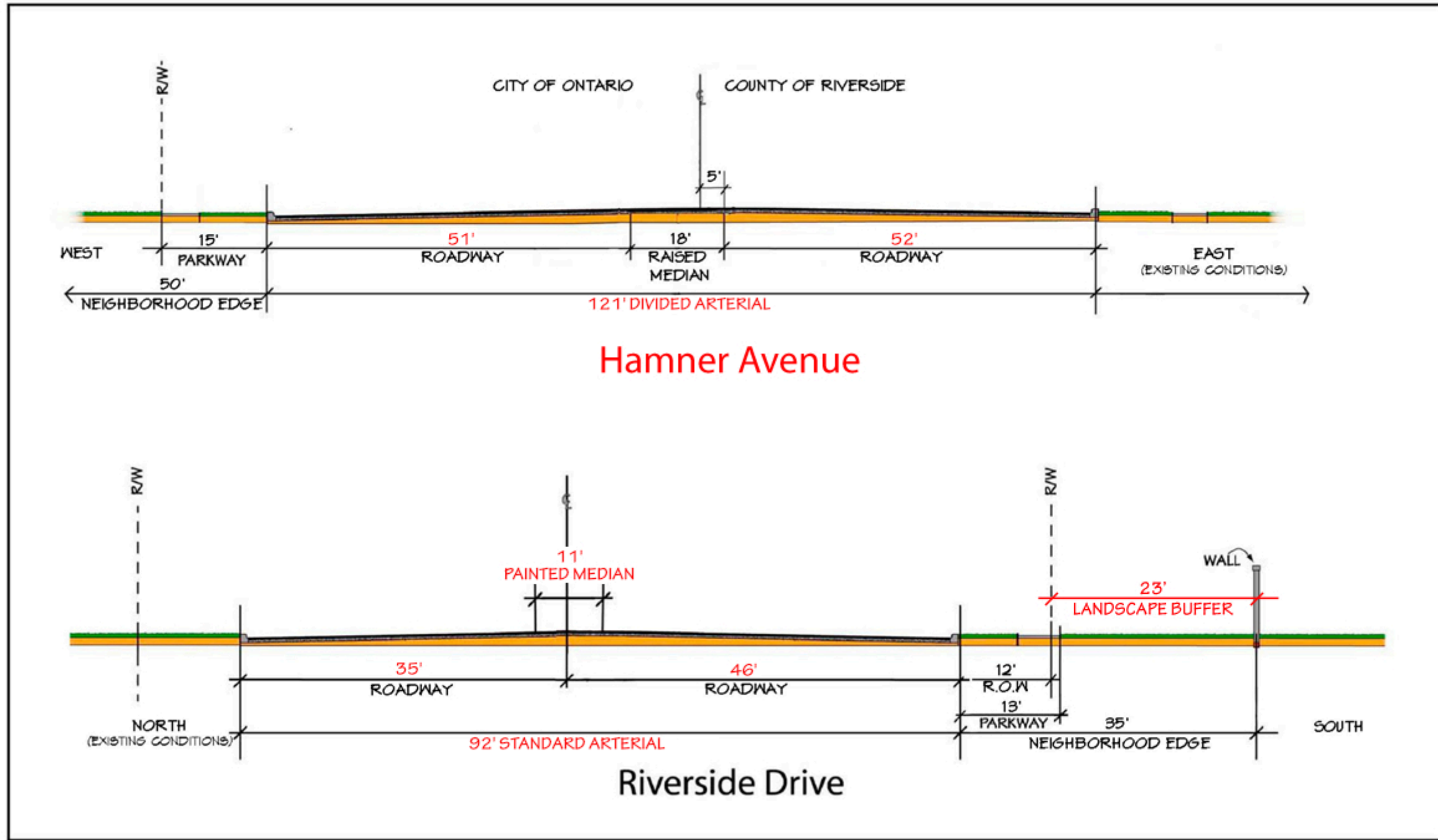


Exhibit 17 - Collector Street Sections

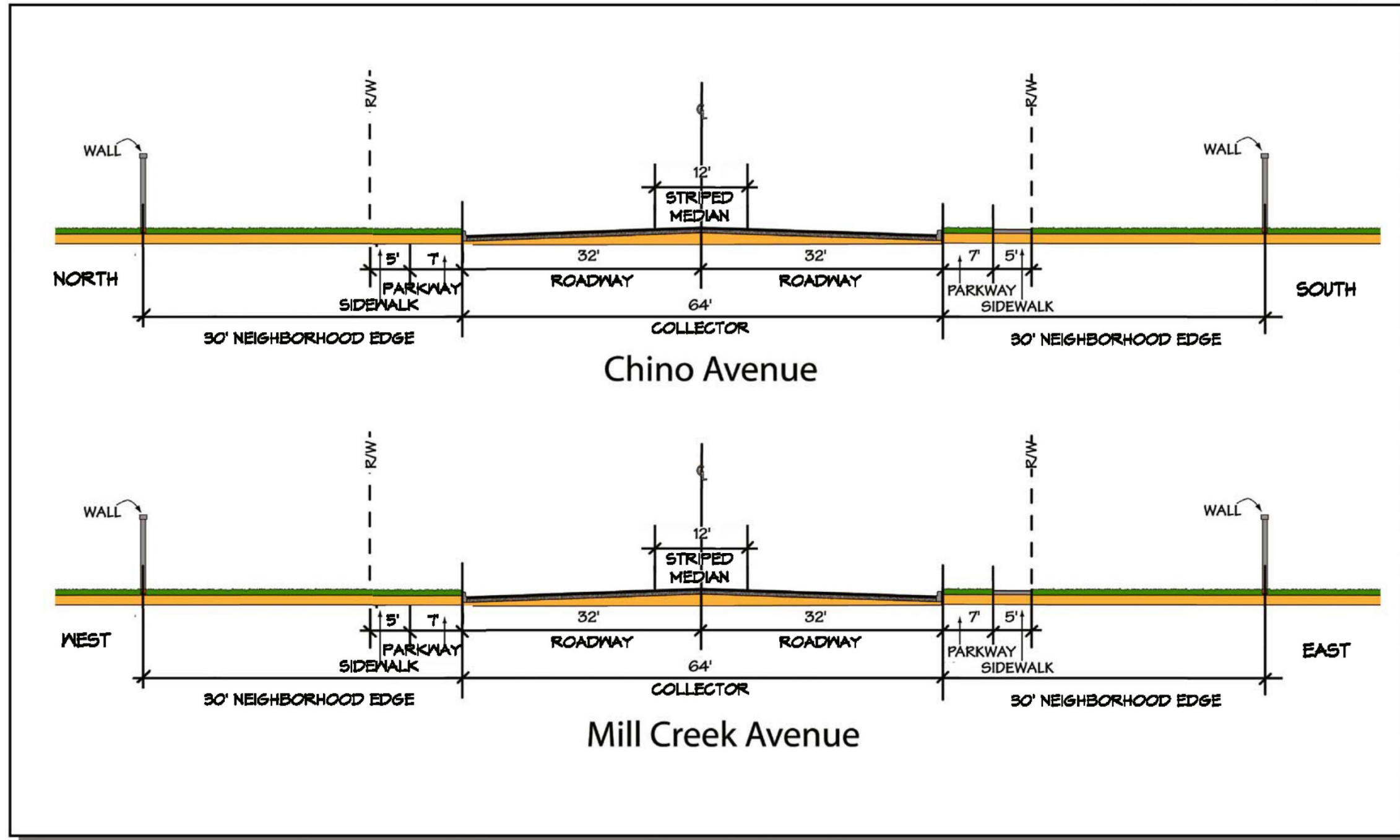


Exhibit 18 - Local Street Sections

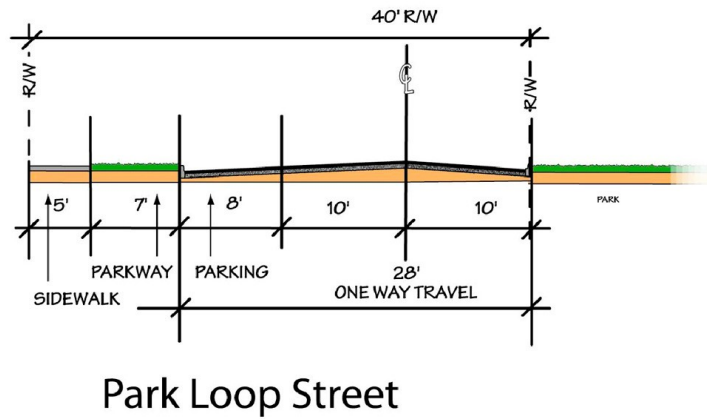
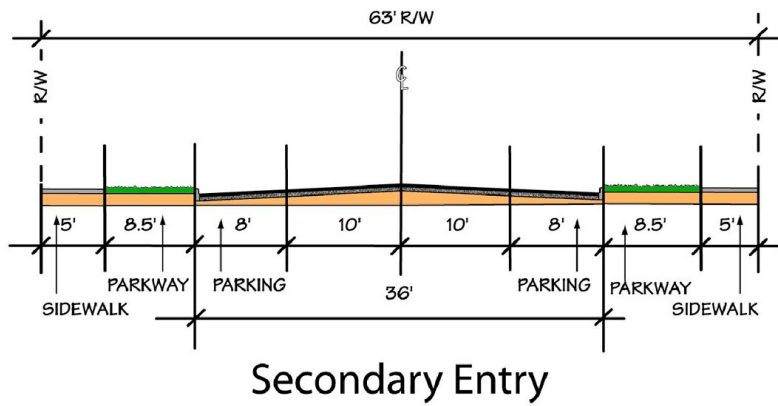
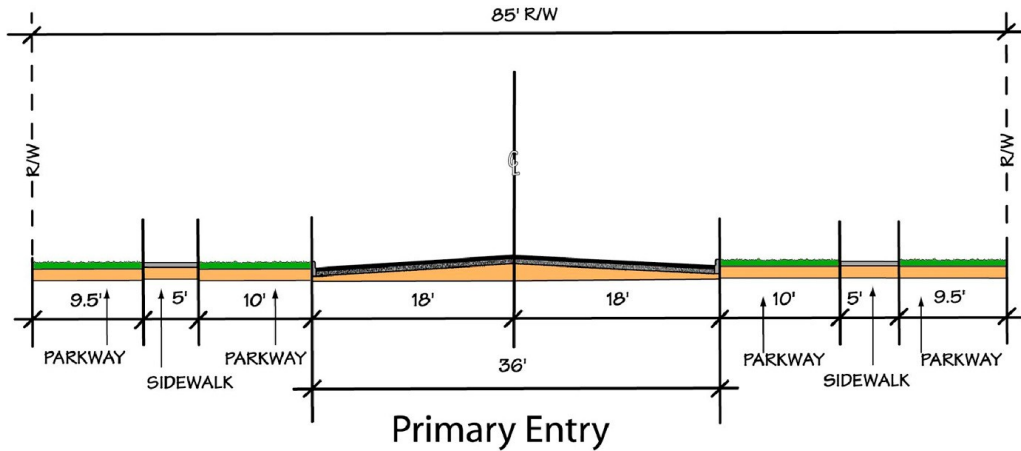
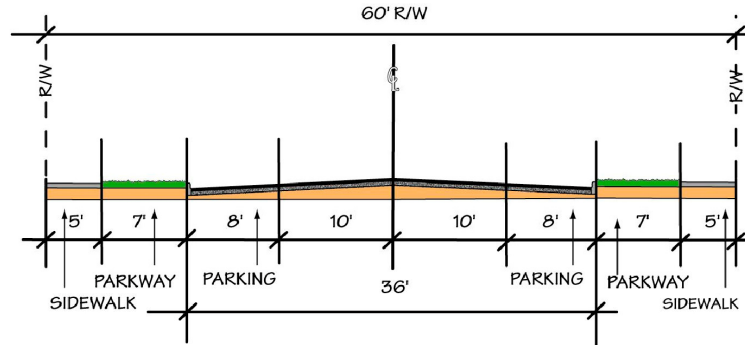
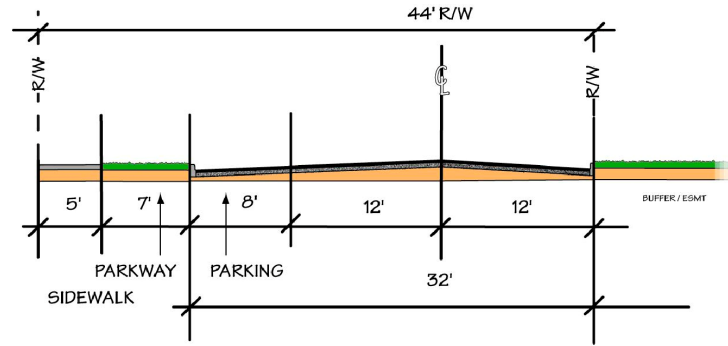


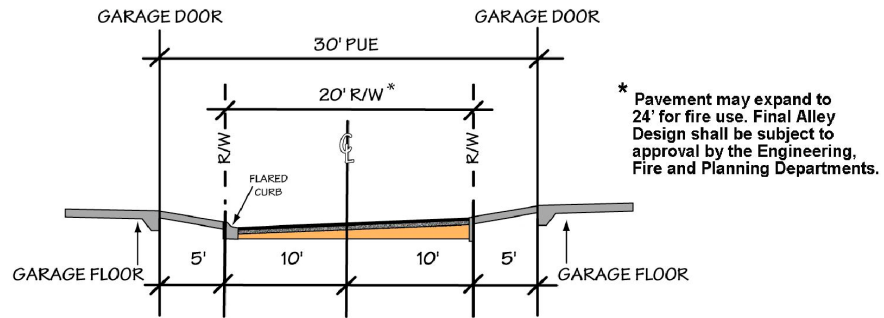
Exhibit 19 – Local Street and Private Alley Sections



Double Loaded Local Neighborhood Street



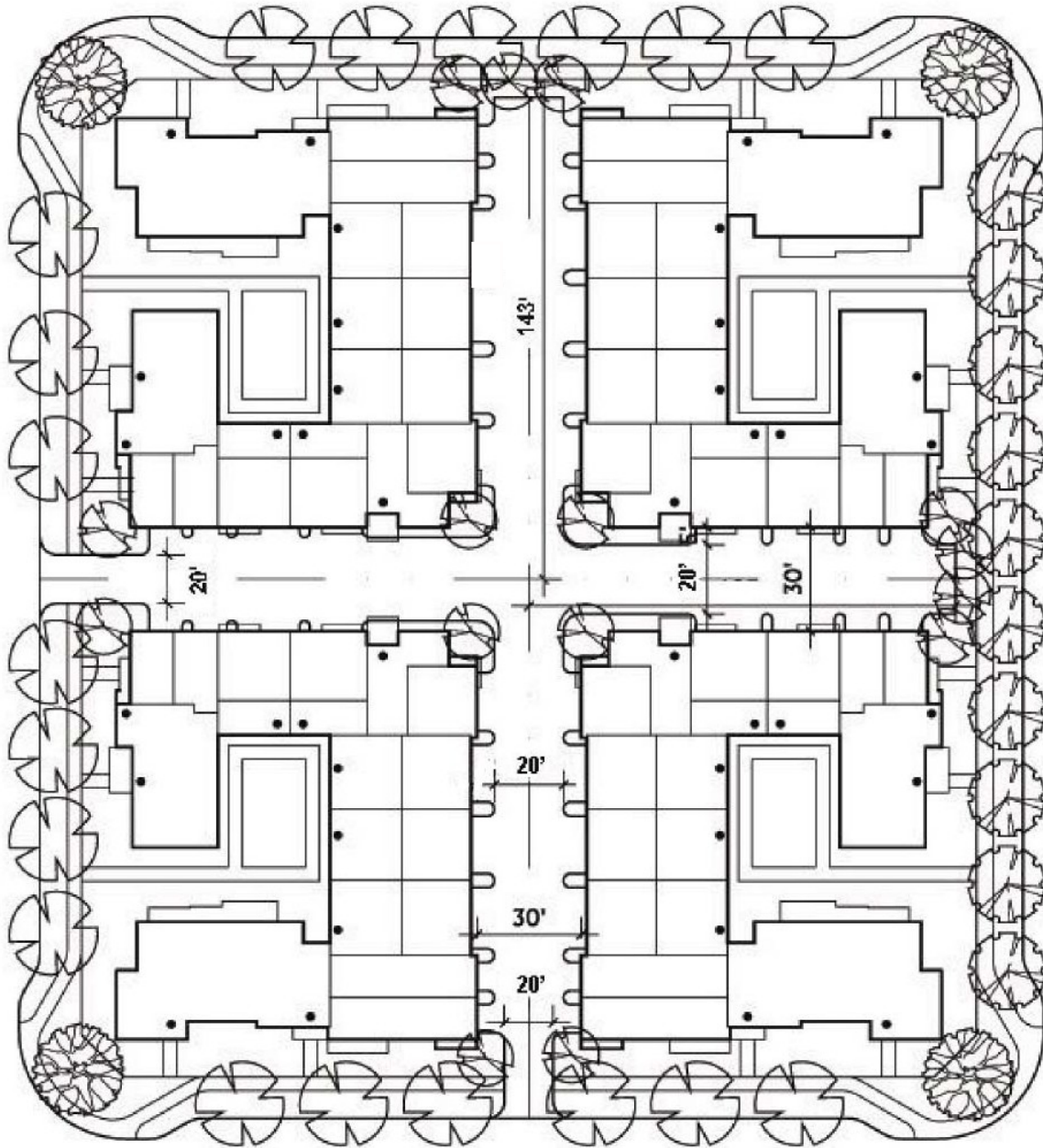
Single Loaded Neighborhood Street
Adjacent to Buffer



Private Alley

(On Street Parking Is Prohibited)

Exhibit 20 – Alley



Note: Alleys with "dead end" conditions may not exceed a maximum length of 150 feet.

5.1.2 Traffic Calming

Edenglen provides for traffic calming within residential neighborhoods to slow traffic and reduce traffic noise on streets contributing to safe and livable neighborhoods in which to walk, bike, and drive.

Traffic calming within Edenglen is designed to address the following:

- Reduction in traffic speeds.
- Reduction in traffic related noise.
- Reduction in cut-through traffic.
- A safe and pedestrian friendly circulation system to encourage walking.
- Allow for non-restricted access for emergency services vehicles such as police, fire, and ambulances.
- Reduction in radii of streets and elimination of knuckles.

Factors affecting traffic speeds are those that influence the driver's perception of the roadway such as:

- Type of adjacent development and distance of development from the roadway.
- Frequency of access points onto the roadway.
- Roadway alignment and curvature.
- Type and massing of landscaping adjacent to the roadway.
- Frequency of traffic control devices along the roadway.
- Narrowness of travel lanes.

The following traffic calming techniques will be implemented in the design of the roadways within Edenglen.

Primary Entry Street

The Primary Entry Street, within the Project Site, will be designed with a total 36-foot wide paved area curb-to-curb. On each side of the travel area will be a 10-foot wide landscaped parkway adjacent to the curb and a five foot wide sidewalk behind the landscaped parkway. A 9.5-foot wide landscaped lot will be provided between the sidewalk and residential lots.

Park Loop Street

A one-way loop street is planned around the central park. Traffic entering the park loop street will yield to traffic traveling within the park loop street similar in function to a traffic circle.

Local Neighborhood Street Design

Neighborhood streets within Edenglen are designed in a grid with landscaping on either side within parkways to add interest in the street encouraging drivers to slow their travel speed and observe their surroundings. Traffic speeds on local residential streets will be reduced by incorporating tapered intersections for local streets as illustrated in *Exhibit 21, "Neighborhood Street Tapers"*.

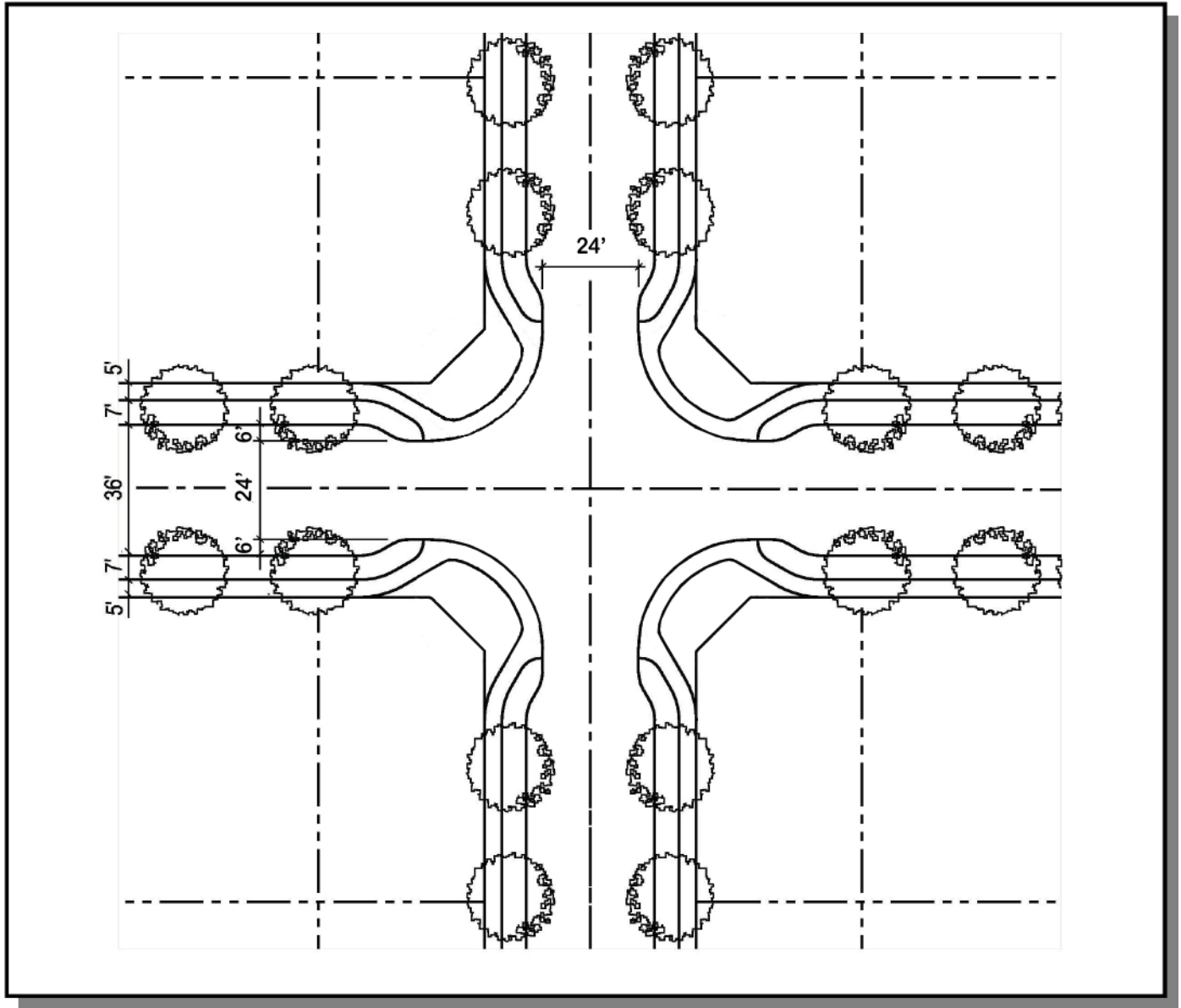
Alleys

Typical private alleys within Edenglen will consist of 20 feet of paved travel area with 5-feet on each side to accommodate landscaping and/or driveways. Speeds for traffic entering the alleys and cut through traffic can be reduced by incorporating tapers at the entrance to these alleys. Final alley design shall be determined at the time of approval of tentative tract maps and subject to review and approval by the Engineering Department, Fire Department and Planning Department.

Landscaping

Landscaping adjacent to streets within the Project Site will combine the use of shade trees, shrubs, and groundcover adjacent to sidewalks to create a more intimate streetscape encouraging drivers to reduce driving speeds. The landscape concept for Edenglen is designed to contribute to a sense of the street system as a pedestrian protected area to promote slower traffic speeds.

Exhibit 21 - Neighborhood Street Chokers



Note: Choker locations shall be in accordance with the City of Ontario Choker Placement Guidelines and in accordance with City of Ontario Standards. Neighborhood street chokers and sidewalks shall be designed in accordance with the City of Ontario Standard Drawing Nos. 1110 and 1212.

5.1.3 Pedestrian Circulation

Off-street pedestrian circulation will be available throughout Edenglen by means of the interconnected, paved sidewalk system within the roadway right-of-way, separated from vehicular travel lanes by a landscaped parkway. ~~Pedestrian access points crossing the Community Trail will be provided for the residents of Edenglen, linking residential areas with the commercial center to be developed in the future, east of the SCE Corridor.~~ Pedestrian access to the Community Trail will be available using the safe and direct access of the sidewalks along **Riversid Drive and Chino Avenue**. The Edenglen pedestrian system provides connectivity among residential neighborhoods to the central park, Colony High School, and the **Neighborhood Commercial center area** to be developed east of the residential area within the Specific Plan.

5.1.4 Bicycle Trails

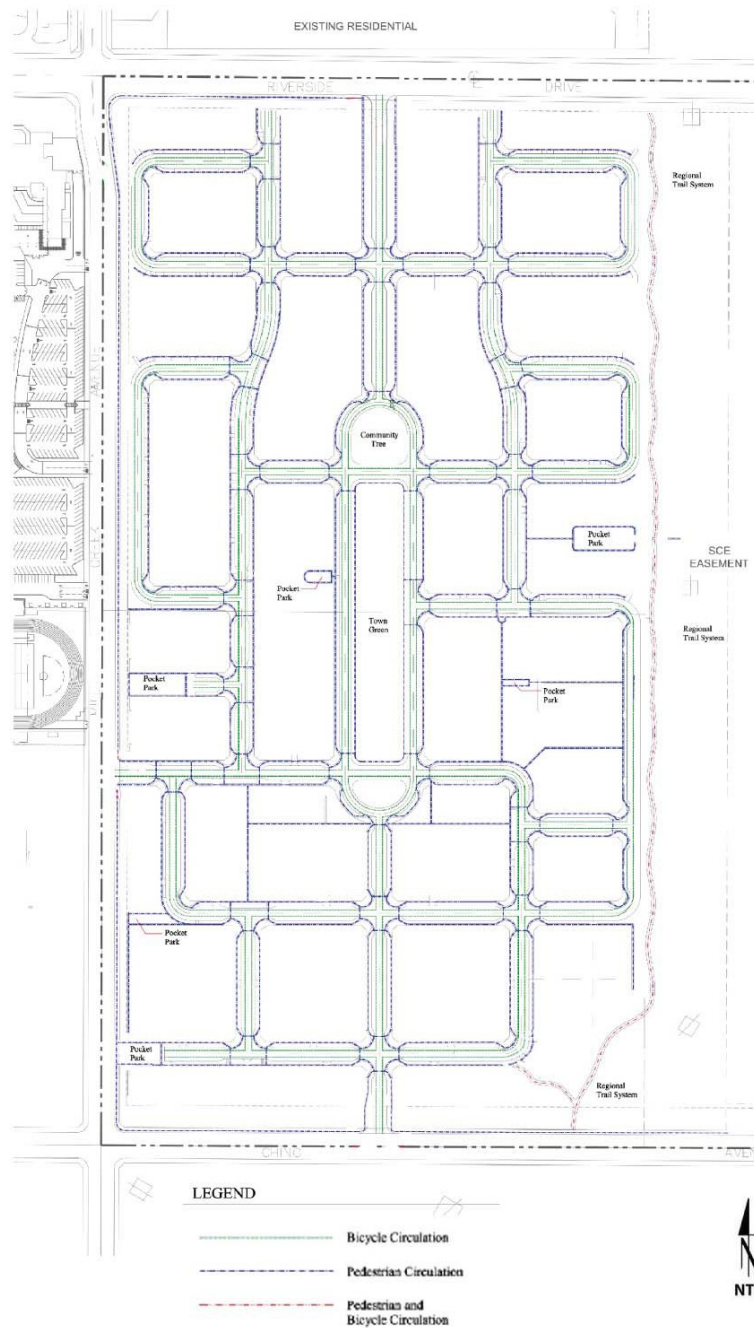
Bicycle trails are an integral element to creating accessibility and mobility within Edenglen. A multi-purpose Community Trail will be constructed by the developer within the SCE Corridor between Riverside Drive and Chino Avenue. This Community Trail will provide a portion of the City's Master Planned Regional trail system proposed for SCE easements and corridors throughout the City. Bicycle circulation will be provided within the right-of-way of local residential streets within Edenglen to connect all residential neighborhoods to one another, with the Central Park and to Colony High School located west of the project site.

The Master Plan for pedestrian and bicycle circulation for Edenglen is illustrated on *Exhibit 22, "Pedestrian and Bicycle Circulation Plan"*.

5.2 POTABLE AND RECYCLED WATER MASTER PLAN

Domestic water will be provided by the City of Ontario. The City's Water Master Plan identifies new water facilities to include the 9.0 Million Gallon 1010'-2A Reservoir at the southeast corner of the I-10 freeway and Milliken Avenue, a 24 inch transmission main from the 1010'-2A Reservoir to Riverside Drive; one groundwater well, (the groundwater well will be located onsite as illustrated on *Exhibit 23, "Conceptual Domestic Water Plan"*) and recycled water lines. Construction of the onsite and offsite Master Plan water service improvements shall be the responsibility of the developer(s) and is required prior to issuance of building permits for Edenglen.

Exhibit 22 - Pedestrian and Bicycle Circulation Plan



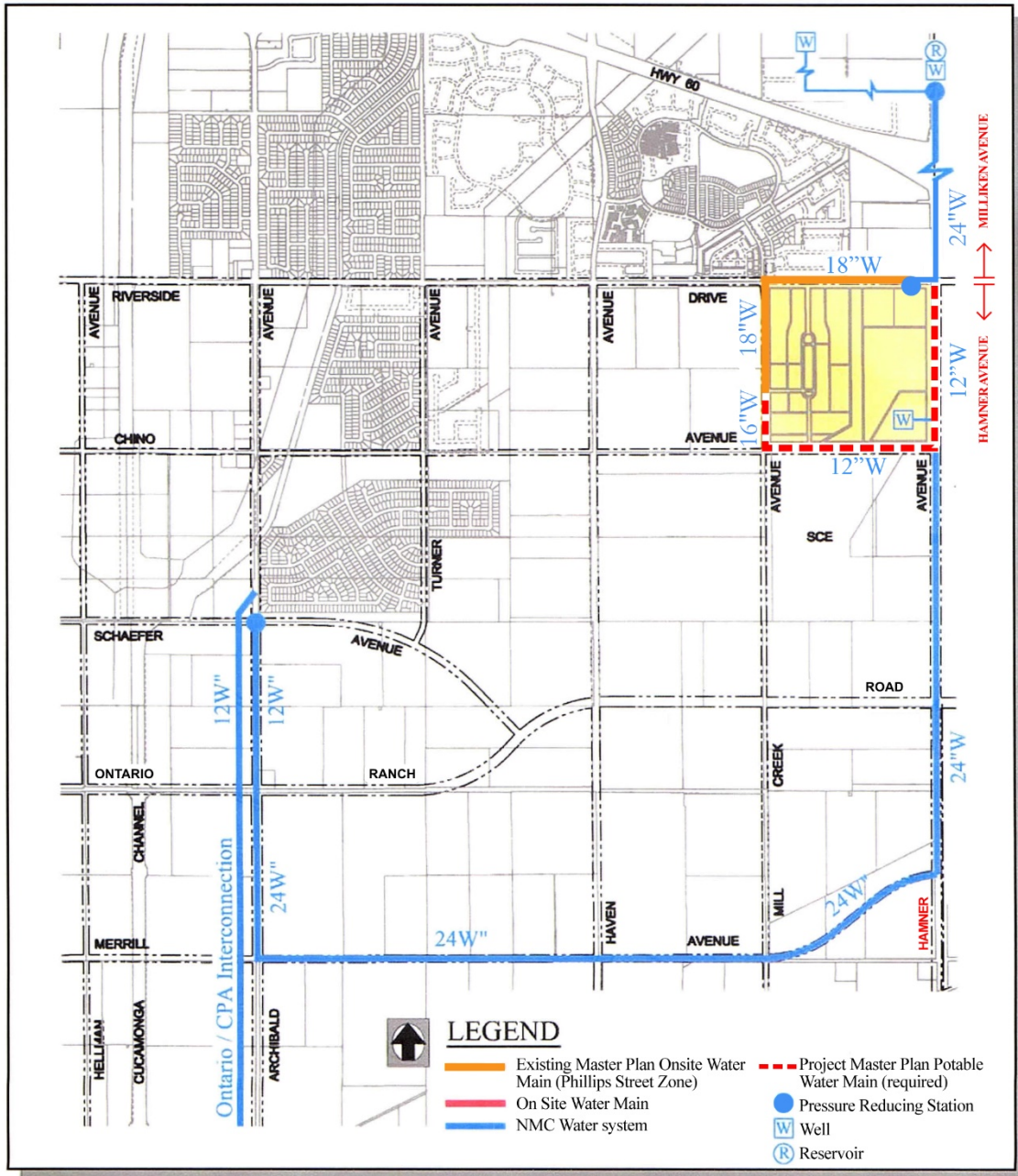
Note: All monumentation occurring at main and secondary entry points and any other location, particularly in public right-of-way, shall be placed in accordance with the City of Ontario Guidelines and subject to City Engineer approval.

5.2.1 Domestic Water

The project lies **entirely** within the Phillips Street Pressure Zone, also known as the 1010' Zone. New domestic water mains have been constructed as part of the development of Edenglen and include an 18-inch main in Riverside Drive, between Mill Creek Avenue easterly toward **Milliken Hamner** Avenue. **The 18-inch line along Riverside Drive has already been constructed.** This water main will be extended to Milliken Avenue by the developers; and an 18-inch main in Mill Creek Avenue will be extended, connecting to the existing 16-inch water line at the southerly boundary of the high school and extending south to Chino Avenue; a 12-inch main in Chino Avenue, between Mill Creek Avenue and **Milliken Hamner** Avenue; and a 12-inch line in **Milliken Hamner** Avenue from Chino Avenue to Riverside Drive.

The Master Plan for ~~pedestrian and bicycle circulation~~ **Domestic Water** for Edenglen is illustrated on *Exhibit 23, "Domestic Water **Master Plan**".*

Exhibit 23 – Domestic Water Master Plan



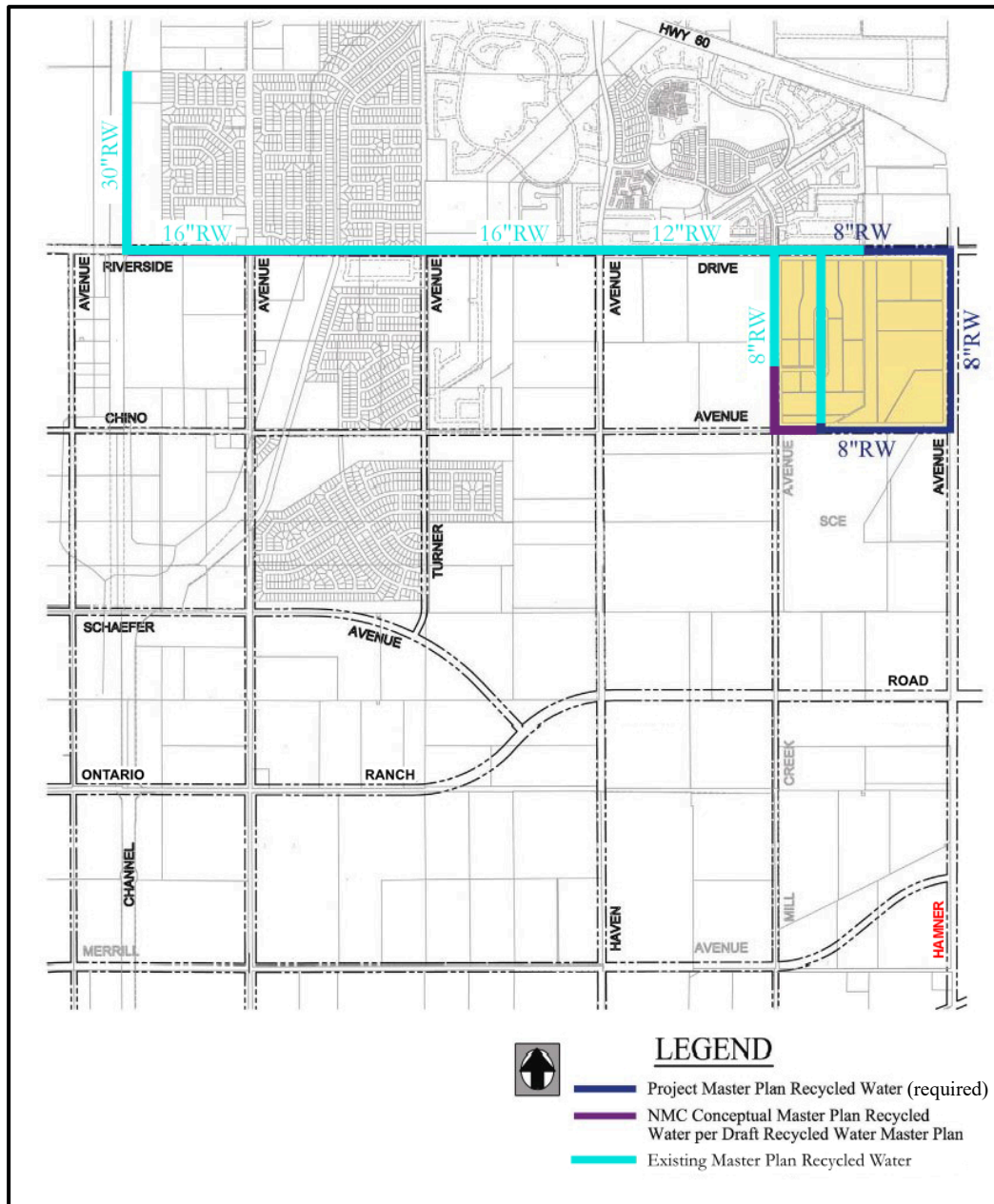
5.2.2 Recycled Water System

New recycled water lines, in conformance with the City's Recycled Water Master Plan, will be constructed as part of the development of Edenglen. Inland Empire Utilities Agency (IEUA) will supply the recycled water from their facilities at Westwind Park, located north of Riverside Drive and east of the Cucamonga Creek Channel. The Master Plan Recycled Waterline, which will deliver recycled water to Edenglen per the Recycled Water Master Plan, to include a 30-inch main from Westwind Park to Riverside Drive, a 16-inch main from Riverside Drive to Haven Avenue and reducing to a 12-inch main from Haven Avenue to Mill Creek Avenue. The offsite improvements, adjacent to the site, will include an 8-inch recycled water line in Chino Avenue between Mill Creek Avenue and ~~Milliken Hamner~~ Avenue, in ~~Milliken Hamner~~ Avenue, from Riverside Drive to Chino Avenue, in Mill Creek Avenue from Riverside Drive to Chino Avenue and in Riverside Drive, from Mill Creek Avenue to ~~Milliken Hamner~~ Avenue. ~~A portion of the 8-inch lines along Riverside Drive and Mill Creek Avenue have already been constructed.~~

On-site recycled water lines will be installed as required by the City Engineer. ~~and/or by the forthcoming Recycled Water Master Plan (which will be adopted at a future date).~~ The City's goal is to maximize the use of recycled water including but not limited to irrigation of parks, schools, street landscaping, recreational trails, common area residential landscaping and commercial/industrial landscaping.

The Master Plan for recycled water for Edenglen is illustrated on *Exhibit 24, "Conceptual Recycled Water Plan"*.

Exhibit 24 - Conceptual Recycled Water Plan



5.3 SEWER MASTER PLAN

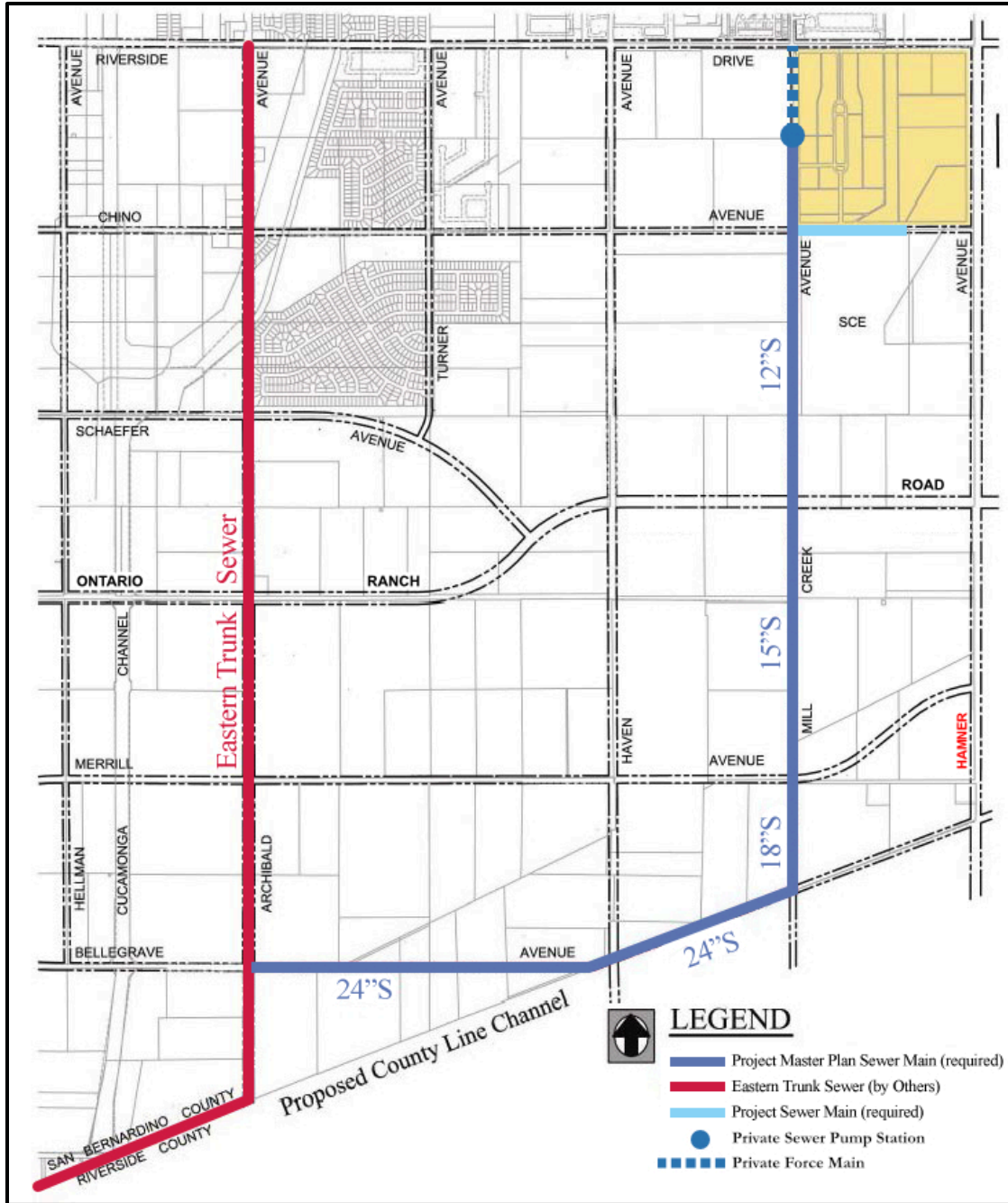
Sewer service for Edenglen will be provided by the City of Ontario. The City's Sewer Master Plan identifies ultimate sewer facilities extending from the southwesterly corner of the Project Site to the Eastern Trunk Sewer. These Master Planned facilities include a 12-inch sewer main extending from southwesterly corner of the Project Site, along Mill Creek Avenue to Edison Avenue (Ontario Ranch Road) extending to a 15-inch main to approximately Eucalyptus Avenue, which upsizes to a 18-inch line connecting to Bellegrave Avenue, and a 24-inch sewer main extending along Bellegrave Avenue westerly to the Master Planned Eastern Trunk Sewer.

Completion of these Master Plan improvements is required to provide the ultimate sewer service to Edenglen. Within the Project site a network of 8-inch and 10-inch sewer lines will be installed.

The City Sewer Master Plan also identifies a private pump station along Mill Creek Avenue between Riverside Drive and Chino Avenue and private force main connecting northerly to Riverside Drive. The project is required to construct the full Master Plan system downstream of the project site and abandon the pump station and force main. The developer(s) will construct required sewer line along Chino Avenue. Within the project site, sewer lines will be installed to serve the development and sewer line sizes and Public or Private status of the sewer lines shall be determined by the City during the Development Permit process.

The Sewer Master Plan for Edenglen is illustrated on *Exhibit 25, "Conceptual Sewer Plan"*.

Exhibit 25 - Conceptual Sewer Plan



5.4 DRAINAGE

The City's Storm Drain Master Plan identifies new storm drain facilities to serve the Project Site extending northerly from the County Line Channel within Mill Creek Avenue to Riverside Drive and easterly along Chino Avenue and Riverside Drive to the east side of the SCE easement. Completion of these Master Plan improvements will provide ultimate storm drain service to Edenglen.

That portion of the Master Planned line, which lies within Edenglen, will be constructed as a part of the development of the project. These improvements include a 54 inch storm drain in Mill Creek from Chino Avenue to Riverside Drive; a 48 inch storm drain in Riverside Drive from Mill Creek to the east side of the SCE Corridor (approximately ¼ mile); and a 60 inch storm drain in Chino Avenue from Mill Creek to the east side of the SCE Corridor. The developer of the residential portion of Edenglen will be responsible for the construction of these improvements.

Onsite storm drains will be constructed to convey the onsite flows to the proposed Master Planned storm drain line in Chino Avenue.

Offsite improvements will include the construction of the 72 inch Master Planned line from the southwesterly corner of the Project Site southerly in Mill Creek Avenue approximately one-half mile; where it will connect with a Master Planned line transitioning from 84-inch to 108-inch that in turn will connect with the proposed County Line Channel. ~~Interim detention basin(s) will be constructed in the southerly portion of the Project Site, if permanent improvements have not been completed. The exact size and location of the interim basin(s) will be determined at the time of tentative map approval.~~ Completion of The Master Plan Improvements is required to provide the ultimate storm drain facilities to serve all development within the Edenglen Specific Plan area.

The Drainage Master Plan for Edenglen is illustrated on *Exhibit 26, "Conceptual Storm Drain Plan"*.

5.4.1 National Pollution Discharge Elimination System Compliance (NPDES)

The grading and drainage of the Edenglen development shall be designed to detain, filter and treat surface runoff, in a manner and combination which is practical, to reach NPDES compliance, so as to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutants and changes in hydrology. These effects may be minimized through the implementation of site designs that reduce runoff and pollutant transport by minimizing impervious surfaces and maximizing on-site infiltration, source control Best Management Practices (BMPs) and/or either on-site structural treatment control BMPs, or participation in regional or watershed-based structural treatment control BMPs.

Prior to the issuance of a grading or construction permit, the City requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that conforms to the State Water Resources Control Board NPDES Permit No. CAS000002 (Waste Discharge Requirement Order No. 99-08-DWQ). Generally, the SWPPP specifies Best Management Practices (BMPs) that will prevent all construction-related pollutants from contacting stormwater and all products of erosion from moving off-site into receiving waters.

The NPDES program is administered by the State Water Resources Control Board (SWRCB) through the individual California Regional Water Quality Control Boards (RWQCB). General Construction Activity Storm Water NPDES permits for storm water discharges are administered by the RWQCB. Construction activities subject to this General Permit include clearing, grading, and disturbances to the ground such as stockpiling, or excavation that results in soil disturbances. Stormwater pollution prevention plans (SWPPP) are required for operation under a construction NPDES permit; these plans typically include both structural and non-structural Best Management Practices (BMPs) to reduce water quality impacts. Prior to operation under a grading permit, individual projects will be required to demonstrate compliance with NPDES construction activity stormwater permit requirements.

A number of Best Management Practices (BMPs) are available for application by the City to subsequent development projects within the specific plan area in order to reduce water pollution sources on developed sites to the maximum extent feasible. The incorporation of these BMPs is intended to reduce the level of contaminants present at the drainage system discharge points to acceptable levels. Source reduction techniques have proven to be the most cost-effective ways of avoiding or reducing water pollution from urban runoff.

The storm drain system and the BMPs applied by the City to individual development projects must conform to non-point stormwater pollution control standards related to the County's Municipal Stormwater Permit, under the NPDES program (Water Quality Order Number 90-136, NPDES CAS000200), as amended by the SWRCB's Statewide General Permit (WQ Order No. 92-08 DWQ) and General Construction Activities Storm Water Permit (WQ Order No. 99-08-DWQ).

In addition to the preparation of a SWPPP for construction-related activities, a Stormwater Quality Management Plan (SWQMP) is required for the proposed project that would include Best Management Practices (BMPs) for the short-term construction activities and the long-term operations associated with the various land uses that are proposed. Both the SWPPP and the SWQMP would include site design BMPs, source-control BMPs, and treatment control BMPs. BMPs will be selected from the California Stormwater Quality Association's Construction Handbook (CSQA Construction Handbook), which provides guidance on the selection and implementation of BMPs. Use of BMPs from the handbook is consistent with City's Municipal Code (§6-6.505). The purpose of the CSQA Construction Handbook is to provide guidance suitable for use by a wide range of individuals involved in construction site water pollution control, which include the following: developers, engineers, contractors, tradesmen, subcontractors, and municipal agencies. Each user of the handbook is responsible for working within their capabilities obtained through training and experience, and for seeking the advice and consultation of appropriate experts at all times. The CSQA Construction Handbook identifies the following six BMP categories:

- Erosion Control (EC);
- Sediment Control (SE);
- Wind Erosion Control (WE);
- Tracking Control (TR);
- Non-Stormwater Management (NS); and
- Waste Management and Materials Pollution Control (WM).

BMPs for erosion and sediment control are selected to meet the BMP objectives based on specific site conditions, construction activities, and cost. Various BMPs may be required at different times during the short-term construction period because activities are constantly changing the site conditions. Selection of erosion control BMPs should be based on minimizing disturbed areas, stabilizing disturbed areas, and protecting slopes and channels. Selection of sediment control BMPs should be based on retaining sediment on-site and controlling the site perimeter. Erosion and sediment control BMPs are listed in the EC, SE, WE, and TR categories.

BMPs for contractor activities may cause pollution if not properly managed. BMPs should be selected based on the contractor activities information collected in a SWPPP. The materials and BMP objectives for contractor activities are practicing good housekeeping and containing materials and waste. BMPs for contractor activities are selected from the TR, NS, and WM categories.

Long-Term Operational Impacts

Similar to short-term construction activities, long-term operations of the proposed project have the potential to release pollutants off-site and into receiving Waters of the U.S. that could potentially affect water quality. *Table 3, "Pollutants of Concern by Land Use"* identifies pollutants of concern by type of land use that have the potential to be generated on the project site.

Table 3 – Pollutants of Concern by Land Use

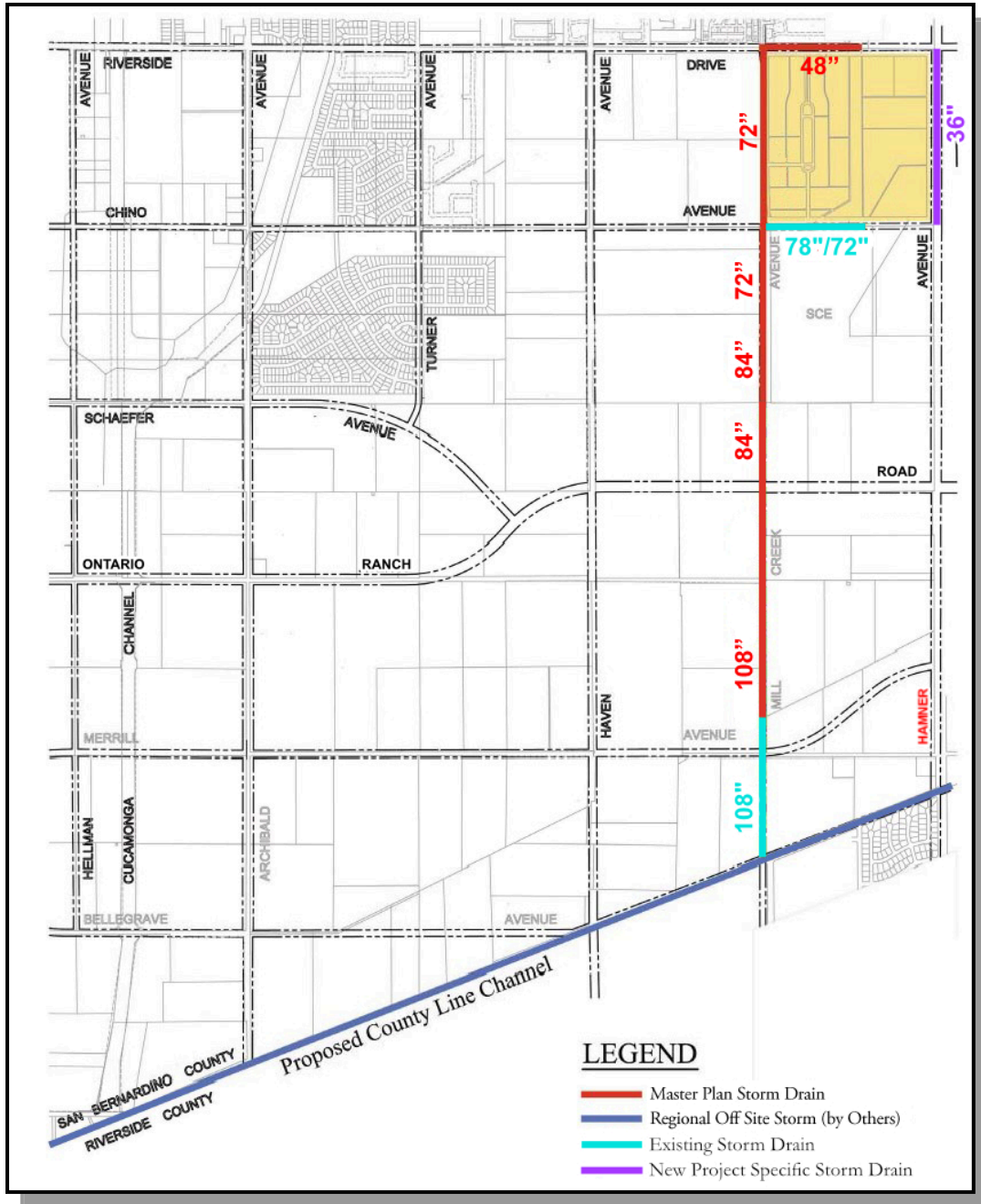
| Land Use | General Pollutant Categories | | | | | | | | |
|---------------------------|------------------------------|-----------------|----------------|-----------------|---------------------------|----------------|---------------------|-----------------------------------|-----------------|
| | Bacteria/ Virus | Heavy Metals | Nutrients | Pesti- cides | Organic Com- pounds | Sediments | Trash and Debris | Oxygen Demanding Substances | Oil & Grease |
| Detached Residential | E | N | E | E | N | E | E | E | E |
| Attached Residential | P | N | E | E | N | E | E | P ¹ | P ² |
| Commercial and Industrial | P ³ | P | P ³ | P ¹ | P ⁵ | P ¹ | E | P ¹ | E |
| Parking Lots | P ⁶ | E | P ¹ | P ¹ | E ⁴ | P ¹ | E | P ¹ | E |
| Streets | P ⁶ | E | P ¹ | P ¹ | E ⁴ | E | E | P ¹ | E |

E = expected
P = potential
N = not expected
¹ Potential if landscaping is present on the project site.
² Potential if the uncovered parking is present on the project site.
³ Potential if land use includes animal waste.
⁴ Includes petroleum hydrocarbons.
⁵ Includes solvents.
⁶ Bacterial indicators are routinely included in pavement runoff.

Source: County of San Bernardino, County Stormwater Program, *Model Water Quality Management Plan Guidance*, Table 2-1, June 2004

The SWQMP would also include site design BMPs, source-control BMPs, and treatment control BMPs.

Exhibit 26 - Conceptual Storm Drain Plan



5.5 SCHOOLS

The Mountain View School District serves the K-8 school age needs of Edenglen, while the Chaffey Joint Union High School District serves the 9-12 school age needs. Colony High School is immediately adjacent to the Project Site to the west, to serve the high school students generated living in the plan. Additional elementary and middle schools will be needed within ~~the New Model Colony~~ Ontario Ranch. An elementary school site has been identified in Planning Subarea 12 and a middle school site has been identified in Planning Subarea 6. The developer(s) of Edenglen will be required to pay school fees as required by State of California.

5.6 PUBLIC UTILITIES

5.6.1 Telephone

Verizon is the incumbent/existing telephone service provider to the Project Site. The City will provide fiber optics to the home that will enable telephone, voice mail and cable services, as well as video-on-demand. Proposed on-site facilities will be placed underground.

5.6.2 Natural Gas

The Gas Company will provide natural gas to the Project Site. Gas mains will be installed to the Project Site by the Gas Company as necessary.

5.6.3 Electricity

Southern California Edison will provide electricity to the Project Site from existing facilities in the vicinity of the Project Site. Proposed new facilities to serve the project will be owned and operated by the City of Ontario and located underground.

5.6.4 Telecommunications

The City of Ontario will be providing OntarioNet, a fiber-optic telecommunications system capable of providing advanced Internet/data services to all homes and businesses within the New Model Colony. OntarioNet will provide community related services including traffic management, on-line civic services, meter reading, educational services, and a variety of other community services. OntarioNet and the high-speed data services it provides will allow residents of the Edenglen Specific Plan to effectively telecommute to their jobs and in general provide a significant economic benefit to Ontario.

5.6.5 Solid Waste

The City of Ontario provides solid waste collection services for the City and will service the Project Site.

5.7 GRADING CONCEPT

The existing ground on the northerly quarter of the Project Site slopes southerly away from Riverside Drive at a 2.3% grade. The southerly three quarters of the Project Site slope southerly at approximately 1%. The grading concept for Edenglen is to work with the existing topography to maintain natural grade and elevations wherever possible. The grading operation for Edenglen will generally consist of the removal of any manure remaining from dairy operations, clearing and grubbing, demolition of existing structures, and moving of surface soils to construct building pads and streets. Additionally, where slope conditions are present, the property shall be located at the top of a slope. Dwelling units and structures adjacent to slope areas should be sited to:

- Use landscape plant materials as a backdrop; and
- Use structure to maximize concealment of cut slope.

If retaining walls are required, the following criteria shall be used:

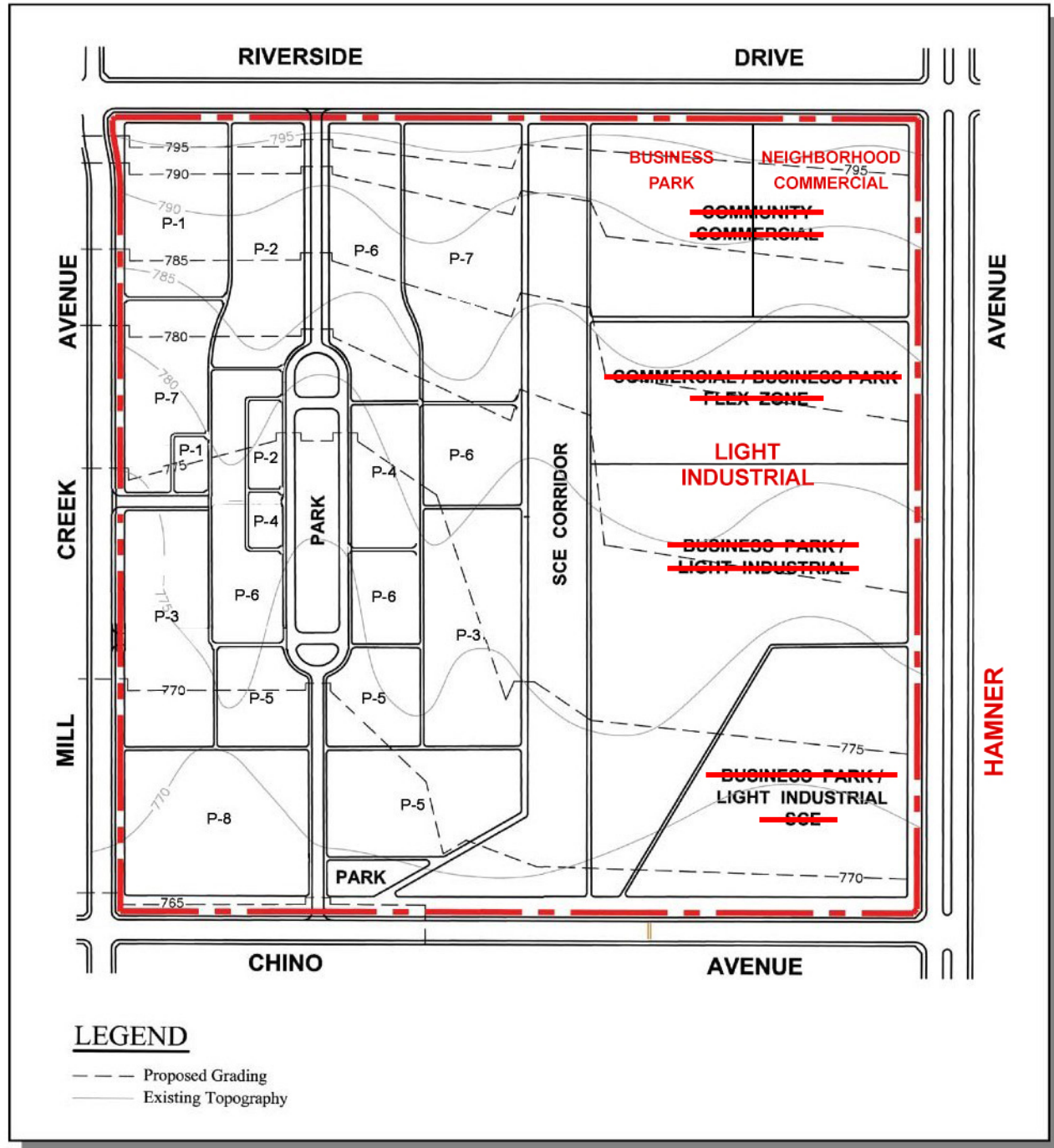
- Exposed walls and fences facing roadways shall be no greater than 3 feet retaining below ground (9 foot total wall) in height, except as necessary for acoustical purposes to satisfy the intent of the noise ordinance.
- Where retaining walls or fences face roadways, they shall be built, when feasible, of decorative materials consistent with the wall theme of the neighborhood.

The conceptual grading plan for the residential portion of Edenglen, as illustrated in *Exhibit 27, "Conceptual Grading Plan"*, will provide for a balance of cut/fills for the site.

Grading plans for each tract in the Specific Plan area will be reviewed and approved by the by the City of Ontario Building, Planning, and Engineering Departments prior to the issuance of grading permits. All grading plans and activities will conform to the City grading ordinance and dust and erosion control requirements.

The conceptual grading plan for Edenglen is illustrated in *Exhibit 27, "Conceptual Grading Plan"*.

Exhibit 27 - Conceptual Grading Plan



5.8 PHASING

Backbone infrastructure to serve all areas of Edenglen shall be installed by the developer(s) in accordance with the City's adopted Master Plan, for **Ontario Ranch (formerly the New Model Colony)** and any approved amendments to it. Infill service mains will be installed/constructed in phases as development proceeds and conditioned by the City Engineer's office to support individual phases of development, which may require installation of offsite infrastructure improvements beyond a given phase boundary.

Individual developments are required to obtain all necessary right-of-way needed to install any infrastructure conditioned upon the development. Minimum separation between master planned infrastructure shall be per City requirements. In addition, phasing of infrastructure will be determined via a separate Development Agreement.

Residential Area

Grading and installation of infrastructure to serve the residential portion of Edenglen is anticipated to be completed as a single phase. Following completion of the initial phase of grading and infrastructure installation, the developer will construct models for each product type within each neighborhood and the central park planned for Edenglen. The timing for installation of infrastructure and utilities and the provision of public services for the residential development within Edenglen will be determined as part of the City's approval of tentative maps or development plans. Facilities will be constructed and services made available in a timely manner as development progresses.

Commercial and Business Park/Light Industrial Neighborhood Commercial, Business Park and Light Industrial Area

Infrastructure required to serve the ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial development areas will be installed by the developers of these areas. The timing for installation of infrastructure and utilities and the provision of public services for the ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park, ~~General Industrial~~ and Light Industrial development within Edenglen will be determined as part of the City's approval of tentative maps or development plans. Facilities will be constructed and services made available in a timely manner as development progresses.

Section 6 Development Regulations

6.1 INTRODUCTION

The provisions contained herein will regulate design and development within the Edenglen Specific Plan. The regulations contained herein provide for the development of all land use categories with development regulations established for residential ~~uses, commercial uses, business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial uses, and landscaping.

6.2 DEFINITION OF TERMS

The meaning and construction of words, phrases, titles, and terms shall be the same as provided in the City of Ontario Development Code ~~Article 2, "Definitions"~~, unless otherwise specifically provided herein.

6.3 APPLICABILITY

The development regulations contained herein provide specific standards for land use development within the Edenglen Specific Plan. Regulations address residential, ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial land uses. General landscaping regulations are also provided. Application of the following regulations is intended to encourage the most appropriate use of the land, ensure the highest quality of development, and protect the public health, safety, and general welfare. The adoption of the Edenglen Specific Plan supersedes otherwise applicable City of Ontario zoning regulations, unless stated herein to the contrary. Whenever the provisions and development standards contained herein conflict with those contained in the City of Ontario Development Code, the provisions of the Edenglen Specific Plan shall take precedence. Where the Edenglen Specific Plan is silent, City codes shall apply. These regulations shall reinforce specific site planning, architectural design, and landscape design guidelines contained in *Section 7, "Residential Design Guidelines"* and *Section 8, "Neighborhood Commercial, Business Park and Light Industrial Design Guidelines"* of the Edenglen Specific Plan.

6.4 ADMINISTRATION

The Edenglen Specific Plan, upon adoption, will serve as the implementation tool for the General Plan as well as the zoning for the Project Site. The Edenglen Specific Plan Development Regulations address general provisions, permitted uses, and development standards for the Project Site.

6.5 METHODS AND INTERPRETATION

Development within the Edenglen Specific Plan shall be implemented through the approval by the City of Ontario of parcel maps, tract maps, and development permits. The administration process described herein provides for the mechanisms for review and approval of development projects within Edenglen, consistent with the Edenglen Specific Plan objectives.

6.6 GENERAL SITE DEVELOPMENT CRITERIA

The following general site development criteria shall apply to all land development proposed in Edenglen.

- a. Gross Acres - Except as otherwise indicated, gross acres for all development areas are measured to the centerline of streets.
- b. Grading - Development within the Project Site shall utilize grading techniques approved by the City of Ontario. Grading concepts shall respond to the design guidelines included in the Edenglen Specific Plan which guide the development of land use toward the goal of providing for a livable community with streets and entries designed for walking and resident interaction.
- c. Building Modification - Additions and/or alterations permitted by the Edenglen Specific Plan shall match the architectural style of the primary unit and shall be constructed of the same materials and colors as the primary unit.
- d. Utilities - All new public utility distribution lines of less than 66 kV shall be subsurface throughout the planned community.
- e. Technology - All homes and businesses shall accommodate the most modern technology for computer Internet access, phone, fax, and television. Broadband fiber optic cable will be installed to all the properties per the approved Fiber Optic Master Plan.
- f. Density - The Edenglen Land Use Plan allocates a total number of units to each residential neighborhood as indicated in *Table 2, "Land Use Summary"* in Section 4. Variations in the number and type of dwelling units within each residential neighborhood may occur at the time of final design of the neighborhood depending upon the residential product identified for development. A net change in allocation of residential units up to a maximum of fifteen percent (15%) is permitted among the residential areas within the Edenglen Specific Plan provided the total number of units established for the Edenglen Specific Plan area is not exceeded.
- g. Best Management Practices – Development of storm water runoff improvements, within the Edenglen Specific Plan, shall adhere to currently adopted Best Management Practices. The Site Design BMP's may include but not be limited to creating landscape strips and landscaped setback areas that can be swaled and depressed to retain and infiltrate irrigation water and runoff from smaller storm events, drain rooftops into rain gutters which would drain into an area of porous subgrade, and depressing the park areas to provide storm water infiltration and water quality treatment. Currently the City of Ontario is considering construction of a regional stormwater runoff treatment facility for the sub-watershed area that this project lies within. If the treatment facility is constructed, it may satisfy the requirement for onsite treatment facilities on this project.
- h. Maximum Number of Dwelling Units - The maximum number of residential dwelling units permitted within the Edenglen Specific Plan shall be 584 dwelling units.

- i. Neighborhood Commercial – The maximum Neighborhood Commercial square footage permitted within the Edenglen Specific Plan shall be ~~217,520~~ 40,000 square feet.
- j. ~~Business Park/Light Industrial~~ Business Park and Light Industrial – The maximum ~~business park/light industrial~~ Business Park and Light Industrial square footage permitted within the Edenglen Specific Plan shall be ~~550,000~~ 968,092 square feet.

6.7 IMPLEMENTATION

- a. Development proposals within Edenglen shall be subject to the implementation procedures established herein and as established in ~~Section 9-1.0425~~ Chapter 6.0 of the City's Development Code. Whenever the provisions and development standards contained herein conflict with those contained in the City of Ontario Development Code, the provisions of the Edenglen Specific Plan shall take precedence.
- b. Severability - If any portion of these regulations is declared to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The legislative body hereby declares that they would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.
- c. Unless otherwise provided, any ambiguity concerning the content or application of the Edenglen Specific Plan shall be resolved by the Planning Director or his/her designee, hereinafter referred to as Director, in a manner consistent with the goals, policies, purpose and intent established in the Edenglen Specific Plan.
- d. Any major deviation from the design guidelines within the Edenglen Specific Plan shall require a Specific Plan Amendment. The Director shall determine whether a proposed change constitutes a major deviation.

6.8 DEVELOPMENT PERMIT

All development projects within Edenglen shall be subject to the Development Plan Review Process as established in ~~Article 8~~ of the City's Development Code. Development Plans will be submitted in conjunction with the Tentative Tract Map for P-3, P-4 and P-5 products. Adoption of the Edenglen Specific Plan by the City includes adoption of the design guidelines contained within the Edenglen Specific Plan, providing direction for the design of development projects within Edenglen. Where the Edenglen design guidelines are silent, the applicable design guidelines contained within the City's Development Code shall apply. The design guidelines are intended to be flexible in nature while establishing basic evaluation criteria for the review of developer projects during design review by the City.

Pursuant to these provisions, the Development Plan process constitutes a design review of project architecture, site plans, and landscape plans. All development project applications shall include a landscape and irrigation plan describing plant materials and their growth habits, plant size and spacing, methods of irrigation and landscaping maintenance, site plans, architectural elevations, floor plans, grading plans, and other requirements as specified by the City. Development Plans are approved with conditions of approval.

6.9 SUBDIVISION MAPS

Approval of the Edenglen Tentative Maps will create legal lots for development. All Tentative Maps will be reviewed and approved pursuant to applicable provisions of the City of Ontario Subdivision Ordinance and consistent with the applicable provisions contained within the Edenglen Specific Plan.

6.10 SPECIFIC PLAN MODIFICATIONS AND AMENDMENTS

6.10.1 Minor Modifications

The following constitute minor modifications to the Edenglen Specific Plan, not requiring a Specific Plan Amendment, and/or update of the Specific Plan, and are subject to review and approval by the Zoning Administrator. The Zoning Administrator shall have the discretion to refer any such request for modification to the Planning Commission or the City Council.

- a) Change in utility and/or public service provider.
- b) A net change of not more than fifteen percent (15%) to the number of units within an individual residential area, provided the total number of units for the entire Edenglen Specific Plan area does not exceed that established in the Edenglen Specific Plan.
- c) Adjustment of a residential planning area boundary provided the total acreage of the affected area does not increase or decrease by more than 15% the total acreage stated in the approved Edenglen Specific Plan.
- d) Minor changes to landscape materials, wall materials, wall alignment, entry design, and streetscape design which are consistent with the conceptual design set forth in the design guidelines contained within the Edenglen Specific Plan.
- e) Minor changes to the design guidelines, which are intended to be conceptual in nature only, and are intended to be flexible in implementation.
- f) Other modifications of a similar nature to those listed above, which are deemed minor by the Zoning Administrator, which are in keeping with the purpose and intent of the approved Edenglen Specific Plan and which are in conformance with the General Plan.
- g) Changes in street alignments and dimensions per the direction of and approval by the City Engineer.

6.10.2 Specific Plan Amendments

Amendments to the Edenglen Specific Plan may be requested by an applicant or by the City at any time pursuant to Section 65453(a) of the Government Code. Amendments shall be processed pursuant to the provisions of the Government Code and the City of Ontario Development Code for Specific Plan Amendments. In the event the proposed amendment requires supplemental environmental analysis pursuant to the California Environmental Quality Act (CEQA), the applicant(s) will be responsible for preparing the necessary CEQA documentation.

6.11 APPEALS

Appeals from any determination of the City (Planning Director, Zoning Administrator or the Planning Commission), may be made by any applicant(s) or other aggrieved party filing an application, on forms provided by the City of Ontario, and accompanied by the appropriate filing fee, where applicable, within ten (10) days following the final date of action for which an appeal is made. Appeals shall be processed consistent with the provisions of ~~Article 5, "Appeals"~~ of the City of Ontario Development Code.

6.12 PROJECT FINANCING

The financing of construction, operation and maintenance of public improvements and facilities [the “facilities”], and public services will include funding through a combination of financing mechanisms. Final determination as to the facilities to be constructed and as to maintenance responsibilities – whether publicly or privately maintained, will be made prior to recordation of the final maps. In order for the project to be fiscally self-sufficient, the following financing options can be considered for implementation:

Facilities and Services

- Private capital investment for the construction of facilities.
- Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of a variety of public facilities and the provision of public services.

Operation and Maintenance

- By individual private property owner.
- By private, Property Owners or Home Owners Association.
- By Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district.

City Council approval is a prerequisite for the implementation of any and all special district financing mechanisms. The use of the Mello-Ross Community Facilities District Act of 1982 [the “Act”] to finance public facilities and services will be at the City’s sole discretion. Moreover, the use of the Act must be consistent with the City’s adopted goals and policies concerning the use of the act.

6.13 MAINTENANCE RESPONSIBILITIES

The public and private improvements constructed within Edenglen will be maintained through a combination of public and private entities as described below and in *Table 4, "Maintenance Responsibilities"*.

6.13.1 Public Maintenance

1. All streets within the residential development areas will be dedicated as public streets to the City of Ontario and will be maintained by the City.
2. All alleys within the residential development areas will be private and maintained by a Homeowners Association (HOA).
3. All drives and on-site circulation within the ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial development areas will be private and maintained by the property owner of each respective development area.
4. The community trail within the SCE-owned property will be maintained by the City.
5. Landscape improvements within the public right-of-way of arterial, primary and secondary entry streets, community and neighborhood entries and public street lights within Edenglen shall be maintained through a landscape and lighting district or other special maintenance district established by the City for the New Model Colony. Parkway improvements within the right-of-way of residential areas along interior streets and alleys, parks and other common open space areas shall be maintained by a Homeowners Association. Parkway improvements along interior streets and driveways within the ~~commercial center and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial center shall be maintained by the property owners of each respective center.
6. All public on-site water, sewer, and storm drains within the public streets or public utility easements dedicated to the City shall be constructed by the developer and, upon acceptance, shall be maintained by the City. All Private on-site water, sewer, and storm drains shall be maintained by the Private Property Owners or for facilities serving more than one property, a Property Owner's Association or Covenants, Conditions & Restrictions (CC&Rs).
7. Off-site infrastructure improvements such as water, sewer and storm drain facilities will be maintained by the City. The City intends to participate in a Regional Water Quality Basin. In the event permanent onsite basins are developed within Edenglen as an alternative to City Basins, storm water pollution treatment detention basins or other water treatment facilities will be maintained by the HOA.
8. Operation and Maintenance (O&M) requirements for all NPDES stormwater runoff source control and treatment control Best Management Practices (BMPs) shall be identified in the approved Water Quality Management Plan for the project. An O&M Plan shall be created to ensure ongoing long-term maintenance of all structural and non-structure BMP's.

6.13.2 Homeowner Association

A Master Homeowner association will be established for the maintenance of common area landscape improvements within the residential portion of Edenglen. Private improvements to be maintained by the homeowner association include:

- Designated private alleys and adjacent landscaping.
- Courts, parkways and landscaping within the residential areas.
- Walkways and common areas distinct to individual residential types and neighborhoods.
- Recreational facilities including the country market.
- Internal slopes fronting streets and slope areas in the rear of homes.
- All internal open spaces, parks, and common areas.

6.13.3 Property Owners Association or Covenants, Conditions & Restrictions (CC&Rs)

A either a Property Owners Association or a Covenants, Conditions & Restrictions (CC&Rs) will be established for the maintenance of common area and common use facilities and private onsite utility improvements within the non-residential portion of Edenglen. Private improvements to be maintained by the homeowner association include:

- All designated Private on-site water, sewer, and storm drains improvements.

Table 4 – Maintenance Responsibilities

| | City/and or Special District | Private Homeowners Association (HOA) Or Sub-Association | Private (Homeowner, Neighborhood Commercial / Business Park / General Light Industrial Property Owners | Utility Entity | Property Owners Association (POA) or Covenants, Conditions & Restrictions (CC&Rs) |
|--|------------------------------|---|--|----------------|---|
| Master Plan Roadways (<i>curb- to-curb -Riverside Drive, Milliken Avenue, Mill Creek Avenue, Chino Avenue</i>) | ✘ | | | | |
| Interior Project Streets (<i>curb- to-curb Primary Entry Street, Secondary Entry Street, Neighborhood Streets</i>) | ✘ | | | | |
| Parkways of Master Plan Roadways (<i>curb to perimeter walls including landscape, sidewalk, street lights</i>) | ✘ | | | | |
| Parkways of Interior Project Streets (<i>landscaping, sidewalks, street lights</i>) | ✘ | | | | |
| Traffic Signals | ✘ | | | | |
| Traffic Control Signs | ✘ | | | | |
| Alleys | | ✘ | | | |
| Driveways and Parking Areas Serving Business Park General Industrial | | | ✘ | | |
| Community Trail | ✘ | | | | |
| Public off-site and on site water, sewer, and storm drain improvements (<i>excluding laterals</i>) ¹ | ✘ | | | | |
| Central Park ² | | ✘ | | | |
| Pocket Parks | | ✘ | | | |
| Linear Parks | | ✘ | | | |
| Front Yard Landscaping Areas P-1 | | | ✘ | | |
| Landscaped Common Areas P-2 through P-5 | | ✘ | | | |
| Private Exclusive Use Landscaped Areas P-2 through P-5 | | | ✘ | | |
| Community Theme Wall (<i>graffiti removal only on the street side face</i>) | ✘ | | | | |
| Community Theme Wall and Entry Monuments (<i>structural integrity and face repairs</i>) | | ✘ | | | |
| Alley Landscaping | | ✘ | | | |
| Electricity | | | | ✘ | |
| Natural Gas | | | | ✘ | |
| Communication Systems | ✘ | | | ✘ | |
| NPDS Facilities (Onsite) / W.Q.M.P. ¹ | ✘ | | | | |
| NPDS Facilities on Private Property/Interim Detention Basin | | ✘ | | | |
| Private on-site water, sewer, and storm drains improvements | | | | | ✘ |

¹ Only those Facilities in Public Roads and/or Easements.

² Including Community Center and Country Market.

6.14 RESIDENTIAL DEVELOPMENT STANDARDS

6.14.1 Residential Detached (P-1, P-2 and P-3)

a. General

This category includes the development of single-family detached dwelling units. The purpose of the residential standards for single-family detached housing is to establish the minimum criteria for the development of these product types on individual lots within the neighborhoods specified within Edenglen.

b. Permitted Uses

1. Single family detached dwellings and their accessory uses.
2. Public or private parks; club house buildings with the potential for a small market, not to exceed 200 square feet in area, providing commercial services limited to residents, including but not limited to, newsstands, coffee concessions, and sales of grocery items; greenbelts; or open space.
3. Accessory uses to include the following:
 - a. Garages.
 - b. Granny Flats (i.e. Second Dwelling Units, in accordance the City's Development Code).
 - c. Home occupations.
 - d. Swimming pools, spas, sports courts, and other similar outdoor recreational amenities.
 - e. Patios and patio covers.
 - f. Storage, garden structures, cabanas, and greenhouses.
 - g. Monument signage.
 - h. Temporary uses such as model home and subdivision sales trailers; temporary construction parking, offices, and facilities; real estate signs, signage indicating future development and directional signage in accordance with the City's Development Code.
 - i. Second story additions to existing single story dwelling units.
 - j. Childcare/day care facilities (serving up to 7 children), in accordance with the City's Development Code.

c. Conditionally Permitted Uses

1. Places of worship including but not limited to churches and synagogues.
2. Childcare facilities/Day care facilities (serving 8 to 14 children).

d. Temporary uses shall be permitted pursuant to ~~Article 13~~ of the City of Ontario Development Code.

e. Free Standing Satellite Dishes/Antennas

1. Free standing satellite dishes and/or antennas are permitted pursuant to ~~Article 32, Section 9.1.3289~~ of the City of Ontario Development Code.

Table 5 – P-1: Site Development Standards Single Family Detached

Total maximum number of Dwelling Units 92
 Maximum Density (Net) 4.9 DU/AC

Lot Criteria

- Min. Lot Width at Front PL for Standard Lot 55'
- Min. Lot Width on Corner 60'
- Min. Lot Depth on Standard Lot 95'
- Min. Lot Depth on Corner Lot 95'
- Min. Lot Size 5,225 S.F.

Minimum Setbacks¹

- All front and corner side setbacks are measured from the property line at back of sidewalk. All other setbacks are measured from property line unless otherwise noted.

Front Setbacks

- Living Area 15'
- Porch with Single Story Plate Line² 8'
- Front Entry Garage³ 20'
- Turn In Garage with Single Story Plate Line 10'

Side Setbacks⁴

- From Interior PL¹ 5'
- From Residential Street - First Story^{5,7} 10'
- Side for Garages (Min. 10' Between Garages) 3'
- Accessory Structures (Per City Code 5.1.5)

Rear Setbacks

- Main Structure 15'
- Garage (Single Story Plate Line) 5'
- Patio Cover 5'
- Second Story Deck 10'
- Accessory Structure 3'

Lot Coverage

- Maximum Coverage 50%

Maximum Building Height

- Main Structure 35'
- Accessory Structures 14'

Walls, Fences and Hedges

- Maximum Height in Traffic Safety-Site Area and/or front or corner side yard areas 3'
- Maximum Height at all other Locations on Lot 6'
- Maximum Height of Retaining Walls 3'
- Maximum Height Solid Rear Yard Property Walls adjacent to Pocket Parks 3'

Parking

- Minimum Number of Parking Spaces Required 2 Garage Spaces
- Recreational Vehicle (RV) storage is prohibited in front or corner side yards. RV Street parking, over 72 hours, is prohibited.

Footnotes

Please Refer to Page 6-14 for a complete list of all related footnotes.

P-1

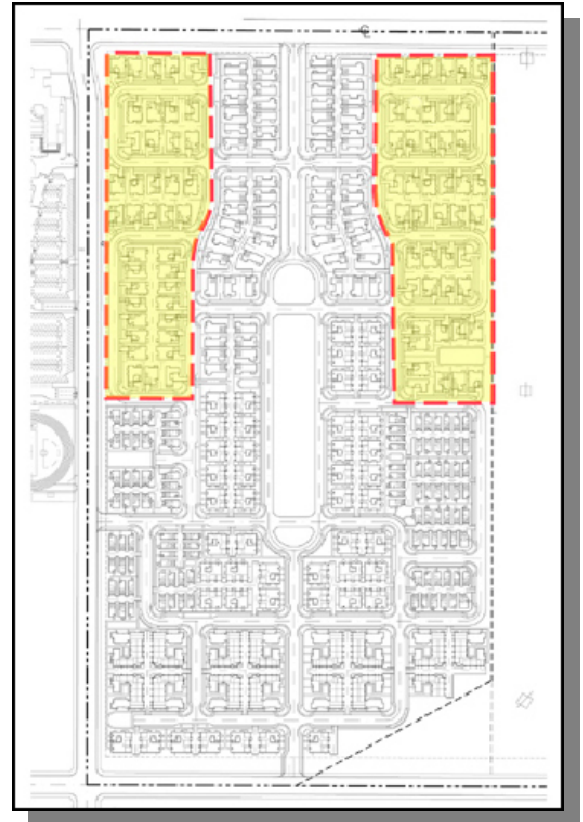


Table 6 – P-2: Site Development Standards Single Family Detached – Alley-Loaded

Total maximum number of Dwelling Units 69
 Maximum Density (Net) 6.1 DU/AC

Lot Criteria

- Min. Lot Width at Front PL for Standard Lot 50'
- Min. Lot Width on Corner 60'
- Min. Lot Depth on Standard Lot 85'
- Min. Lot Depth on Corner Lot 85'
- Min. Lot Size 4,250 S.F.

Minimum Setbacks¹

- All front and corner side setbacks are measured from the property line at back of sidewalk. All other setbacks are measured from property line unless otherwise noted.

Front Setbacks

- Living Area 12'
- Porch with Single Story Plate Line² 8'
- Front Entry Garage³ NA
- Turn In Garage with Single Story Plate Line NA

Side Setbacks⁴

- From Interior PL¹ 5'
- From Residential Street⁵ 10'
- Side for Garages 5'
- Accessory Structures (Per City Code 5.1.5)

Rear Setbacks⁸

- Main Structure (from Alley R/W) 5'
- Garage (Single Story Plate Line) (from Alley R/W) 5'
- Patio Cover 5'
- Accessory Structures 3'

Lot Coverage

- Maximum Coverage 50%

Maximum Building Height

- Main Structure 35'
- Accessory Structure 14'

Walls, Fences and Hedges

- Maximum Height in Traffic Safety-Site Areas and/or front or corner side yard areas 3'
- Maximum Height at all other Locations on Lot 6'
- Maximum Height of Retaining Walls 3'

Parking

- Minimum No. of Parking Spaces Required 2 Garage Spaces
- Recreational Vehicle (RV) storage is prohibited in front or corner side yards. RV Street parking, over 72 hours, is prohibited.

Footnotes

Please Refer to Page 6-14 for a complete list of all related footnotes.

P-2

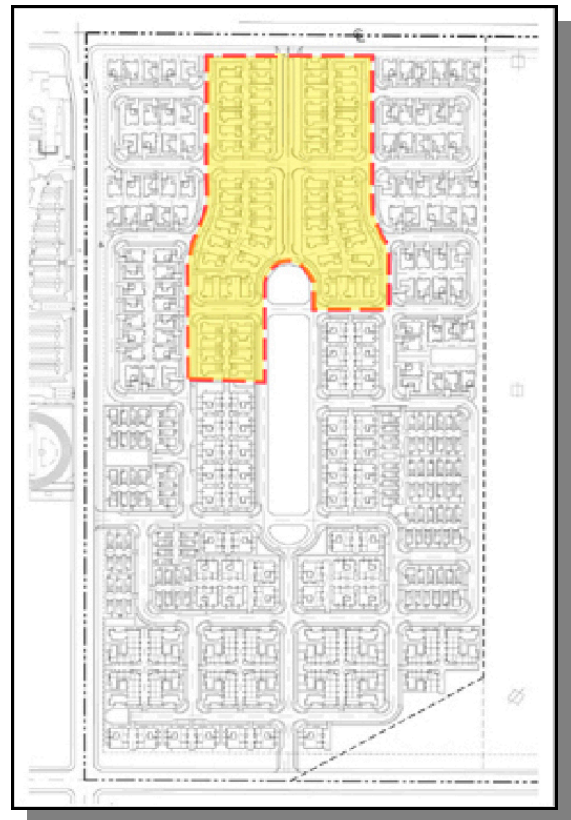


Table 7 – P-3: Site Development Standards Single Family Detached Cottages – Alley-Loaded

Total maximum number of Dwelling Units 116
Maximum Density (Net) 11.3 DU/AC

Lot Criteria

- Min. Lot Width at Front PL for Standard Lot 31'
- Min. Lot Width on Corner 46'
- Min. Lot Depth on Standard Lot 63'
- Min. Lot Depth on Corner Lot 63'
- Min. Lot Size 1,953 S.F.

Minimum Setbacks¹

- All front and corner side setbacks are measured from the property line at back of sidewalk. All other setbacks are measured from property line unless otherwise noted.

Front Setbacks

- Living Area 12'
- Porch with Single Story Plate Line² 8'
- Front Entry Garage³ NA
- Turn In Garage with Single Story Plate Line NA

Side Setbacks⁴

- From Interior PL^{1,6} 5'
- From Residential Street⁵ 10'
- Side for Garages 5'

Rear Setbacks⁸

- Main Structure (from Alley R/W) 5'
- Garage (Single Story Plate Line) (from Alley R/W) 5'
- Patio Cover 5'

Lot Coverage

- Maximum Coverage 60%

Minimum Building Separation

- Between Main Structures Rear to Rear 30'
- Between Main Structures Front to Front 25'
- Between Main Structures Side to Side¹ 10'
- Between Main Structures Front to Side 20'

Maximum Building Height

- Main Structure 35'

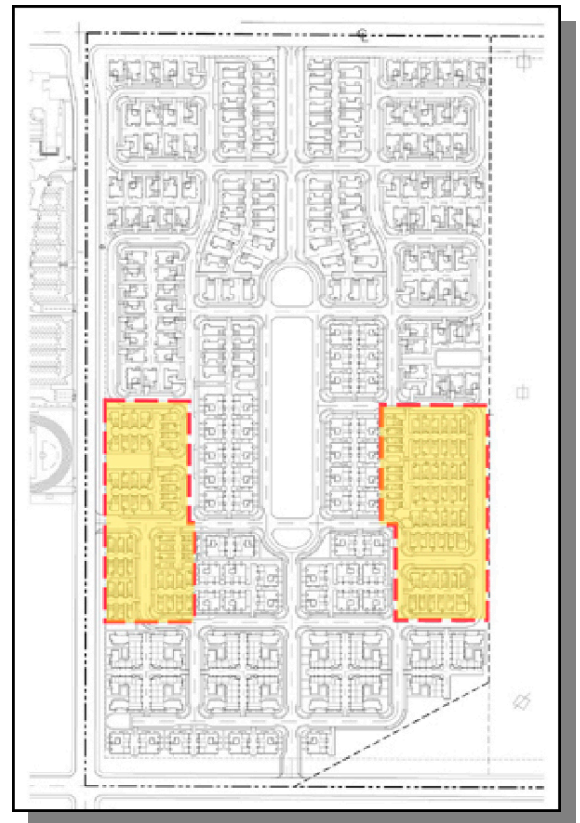
Walls, Fences and Hedges

- Maximum Height in Traffic Safety-Site Areas and/or front or corner side yard areas. 3'
- Maximum Height at all other Locations on Lot 6'
- Maximum Height of Retaining Walls 3'

Parking

- Minimum Number of Parking Spaces Required 2 Garage Spaces
- Recreational Vehicle (RV) storage is prohibited in front or corner side yards. RV Street parking, over 72 hours, is prohibited.

P-3



Footnotes

1. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; however, in no case shall such projection be closer than three feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced window sills, shutter details, window trim, balconies and entry gates, and other similar elements.
2. The minimum depth of a porch shall be seven feet with a minimum area of 70 square feet.
3. When front entry garages are plotted adjacent to one another on adjoining lots, the front plane of one garage must be offset a minimum of three feet from the garage on the adjacent lot.
4. Side yard slopes may not encroach more than 50% into side yard setback areas.
5. Porch elements with single story plate lines may project into required corner side yard setback along residential streets; in no case shall such projection be closer than 8' from the back of sidewalk.
6. P-3 with shared-use easement sideyards.
7. Second story on corner lots to be setback an average of 15 feet.
8. Articulation is required on rear elevations of alley-loaded product. Articulation shall be approved by the Planning Department.

6.14.2 Residential Attached (P-4 and P-5)

a. General

This category includes the development of attached type dwelling units such as row court homes, and garden court units.

b. Permitted Uses

1. Single family attached town home, paired homes, condominiums, apartments, duplex, triplex court homes, garden court homes and their accessory uses.
2. Public or private parks and clubhouse buildings with potential for a small market are not to exceed 200 square feet in area, providing commercial services limited to residents, including but not limited to newsstands, coffee concessions, and sales of grocery items; greenbelts; or open space.
3. Accessory uses to include the following:
 - Garages.
 - Home occupations in accordance with the City's Development Code.
 - Swimming pools, spas, tennis courts, sports courts, and other similar outdoor recreational amenities.
 - Patios and patio covers.
 - Mailboxes.
 - Community center buildings.
 - Maintenance storage buildings.
 - Monument signage.
 - Temporary uses such as model units, sales offices, and subdivision sales trailers, temporary construction offices and facilities, real estate signs, signage indicating future development and directional signage in accordance with the City's Development Code.
 - Childcare facilities/day care facilities serving up to 7 children.

c. Conditionally Permitted Uses

- Places of worship including but not limited to churches and synagogues.
- Childcare facilities/Day care facilities serving 8 to 14 children.

d. Temporary Uses

- Temporary uses shall be permitted pursuant to ~~Article 13~~ of the City of Ontario Development Code.

e. Free Standing Satellite Dishes/Antennas

- Satellite dishes and/or antennas shall be permitted pursuant to ~~Article 32, Section 9.1.3289 of~~ the City's Development Code.

Table 8 – P-4: Site Development Standards Triplex

Total maximum number of Dwelling Units 151
 Maximum Density (Net) 12.1 DU/AC

Lot Criteria

- Minimum Building Lot Area (Lot Size) 7,056 S.F.

Minimum Setbacks¹

- All front and corner setbacks are measured from the property line at back of sidewalk. All other setbacks are measured from property line unless otherwise noted.

Front Setbacks

- Living Area 12'
- Porch with Single Story Plate Line² 8'

Side Setbacks

- From Residential Street 13'
- Corner Lots (from Livable)⁴ 13'

Rear Setbacks⁵

- From Alley R/W 3'

Minimum Building Separation

- Side / Side 12'
- Front / Side 30'
- Rear / Rear 30'

Lot Coverage

- Maximum Coverage 65%
- Maximum Dwelling Units Per Building 6

Maximum Building Height

- Main Structure 35'

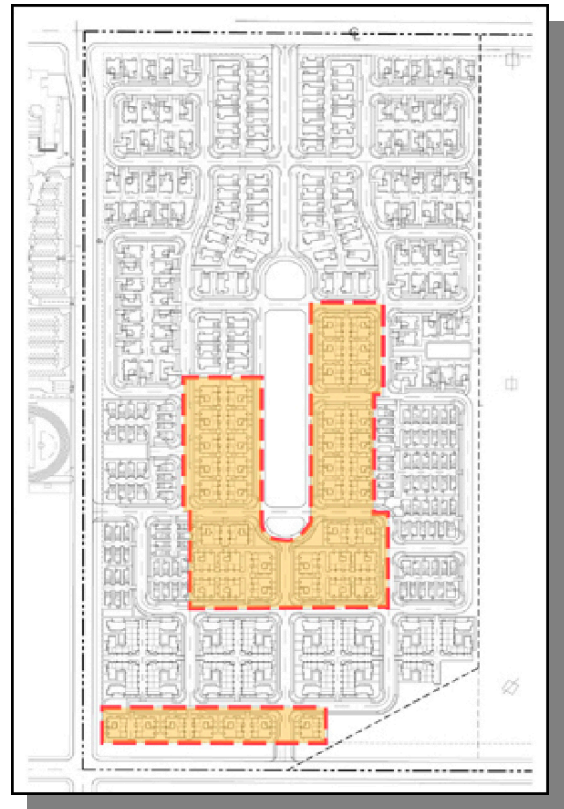
Walls, Fences and Hedges

- Maximum Height in Traffic Safety-Site Areas and/or front or corner side yard areas 3'
- Maximum Height at all other Locations 6'
- Maximum Height of Retaining Walls³ 3'

Parking

- Minimum Resident Parking Required 2 Spaces within a Garage
- Minimum Guest Parking Required 1 Space for each 4 units under 50 on the building lot. 1 Space for every 5 units between 51-100 units on the building lot. Public on-street parking may be counted toward guest requirement
- Recreational Vehicle (RV) storage is prohibited in front or corner side yards. RV Street parking, over 72 hours, is prohibited.

P-4



Footnotes

Please Refer to Page 6-18 for a complete list of all related footnotes.

Table 9 – P-5: Site Development Standards Garden Court

Total maximum number of Dwelling Units 156
 Maximum Density (Net) **16.7 DU/AC**

Lot Criteria

- Minimum Building Lot Area (Lot Size) 15,561 S.F.

Minimum Setbacks¹

- All front and corner setbacks are measured from the property line at back of sidewalk. All other setbacks are measured from property line unless otherwise noted.

Front Setbacks

- Living Area 10'
- Porch with Single Story Plate Line² 8'

Side Setbacks

- From Residential Street 10'
- From Any Exterior Property Line 10'

Rear Setbacks⁵

- From Alley R/W 5'

Minimum Building Separation

- Side / Side 20'
- Front / Side 25'
- Rear / Rear 30'

Lot Coverage

- Maximum Coverage 60%
- Maximum Dwelling Units Per Building 10

Maximum Building Height

- Main Structure 35'

Walls, Fences and Hedges

- Maximum Height in Traffic Safety-Site Areas and/or front or corner side yard areas 3'
- Maximum Height at all other Locations 6'
- Maximum Height at Retaining Walls³ 3'

Parking

- Minimum Resident Parking Required 1.75 Spaces per one-bedroom, unit including 1 in a garage, 2 spaces per two-bedroom unit including 1 in a garage and 2.5 spaces per three or more bedroom unit including 2 in a garage.
- Minimum Guest Parking Required 1 Space for each 4 units under 50 on the building lot. 1 Space for every 5 units between 51-100 units on the building lot. Public on-street parking may be counted toward guest requirement
- Recreational Vehicle (RV) storage is prohibited in front or corner side yards. RV Street parking, over 72 hours, is prohibited.



Footnotes

Please Refer to Page 6-18 for a complete list of all related footnotes.

Footnotes

1. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; however, in no case shall such projection be closer than 3 feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced window sills, shutter details, window trim, balconies and entry gates, and other similar elements.
2. The minimum depth of a porch shall be 7 feet.
3. Stepped walls allowed.
4. Patios can encroach 10 feet.
5. Articulation is required on rear elevations of alley-loaded product. Articulation shall be approved by the Planning Department.

6.15 ~~COMMUNITY COMMERCIAL/COMMERCIAL-BUSINESS PARK FLEX ZONE NEIGHBORHOOD COMMERCIAL, BUSINESS PARK AND LIGHT INDUSTRIAL LAND USE DEVELOPMENT STANDARDS~~

a. General

This section sets forth the development regulations for development of ~~Neighborhood Commercial, Business Park and Light Industrial~~ land uses within Edenglen.

b. Permitted Uses

Refer to Table 12.

c. Conditionally Permitted Uses

Refer to Table 12.

d. Determination of Use

Uses not specifically listed may be deemed permitted subject to a “Determination of Use” as provided for in ~~Section 9-11310 of~~ the City of Ontario Development Code.

e. Design Guidelines

~~Prior to the approval of the first site development permit and/or parcel map within the Neighborhood Commercial, Business Park, General Industrial and Light Industrial land use area, a detailed set of design guidelines for the area shall be submitted by the developer and approved by the City.~~

Design Guidelines for the Neighborhood Commercial, Business Park and Light Industrial are outlined in Section 8 of this Specific Plan. Subsequent development of uses within these areas shall require City approval of one or more site development permits. Consistency with the Design Guidelines will be considered by City Staff when reviewing site development permits including criteria for site planning and architectural and landscape treatment.

~~6.16 BUSINESS PARK/LIGHT INDUSTRIAL LAND USE DEVELOPMENT STANDARDS~~

~~a. General~~

~~This section sets forth the development regulations for development of business park/light industrial land uses within Edenglen.~~

~~b. Permitted Uses~~

~~Refer to Table 12.~~

~~c. Conditionally Permitted Uses~~

~~Refer to Table 12.~~

~~d. Determination of Use~~

~~Uses not specifically listed may be deemed permitted subject to a "Determination of Use" as provided for in Section 9-1.1310 of the City of Ontario Development Code.~~

~~e. Design Guidelines~~

~~Prior to the approval of the first site development permit and/or parcel map within the Neighborhood Commercial, Business Park, General Industrial and Light Industrial land use area, a detailed set of design guidelines for the area shall be submitted by the developer and approved by the City.~~

**Table 11 – Neighborhood Commercial, Business Park
& Light Industrial
Site Development Standards**

| | Neighborhood Commercial | Business Park | Light Industrial |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| MINIMUM LOT AREA | 10,000 SF | 1.0 AC | 10,000 SF |
| MAXIMUM DEVELOPMENT FLOOR AREA RATIO ^{5,6} | 0.40 | 0.60 | 0.55 |
| MINIMUM BUILDING SETBACKS ^{1,2} | | | |
| From Riverside Drive Right-Of-Way | 23 ft | 23 ft | N/A |
| From Milliken Hamner Avenue Right-Of-Way | 35 ft | N/A | 35 ft |
| From Chino Avenue Right-Of-Way | 55 ft | 55 ft | 55 ft |
| From Interior Property Lines | 5 ft | 0 ft | 0 ft |
| From SCE Property Line | 15 ft | 15 ft | 15 ft |
| PARKING & DRIVE AISLE SETBACKS | | | |
| From Riverside Drive Right-Of-Way | 23 ft | 23 ft | N/A |
| From Milliken Hamner Avenue Right-Of-Way | 35 ft | N/A | 35 ft |
| From Chino Avenue Right-Of-Way | N/A | N/A | 12 ft |
| From Private Streets and Drive Aisles to Buildings | 5 ft | 10 ft | 10 ft |
| From Interior Property Line | 5 ft | 5 ft | 5 ft |
| From Rear Property Line | 5 ft | 5 ft | 5 ft |
| MINIMUM LANDSCAPE COVERAGE | 15% | 10% | 10% |
| MAXIMUM BUILDING HEIGHT | | | |
| Main Structure | 45 ft | 45 ft | 55 ft |
| Architectural Projections and Focal Elements Such as Towers, Cupolas, and Other Appurtenances ³ | 25% of building height | 25% of building height | 25% of building height |
| Porte-Cochères ⁴ | 1 story | 1 story | 1 story |
| WALLS, FENCES, AND HEDGES | City of Ontario Development Code | City of Ontario Development Code | City of Ontario Development Code |
| OTHER DEVELOPMENT REGULATIONS | City of Ontario Development Code | City of Ontario Development Code | City of Ontario Development Code |
| PARKING | City of Ontario Development Code | City of Ontario Development Code | City of Ontario Development Code |

Table 11 – Neighborhood Commercial, Business Park & Light Industrial Site Development Standards *(continued)*

SCREENING

All loading areas shall be screened from adjacent public streets, residential and open space uses through the use of landscaping, earthen berms, and/or decorative walls or fencing. All storage, including cartons, containers, materials or trash shall be shielded from view within a building or area enclosed by a solid wall not less than six feet in height.

All roof-mounted equipment, including but not limited to, mechanical equipment, satellite dishes, tanks, ducts, and towers, and all equipment appurtenant thereto, shall be screened on all sides from public view from the street, adjoining properties, and neighboring residential units, by a parapet wall, decorative enclosure, or other architectural element. Equipment screening shall appear as an integral part of the building architecture.

LIGHTING

All interior and exterior lighting shall be directed away from residential and open spaces uses.

FOOTNOTES

1. All setback areas shall be landscaped. [See cross-section for Milliken Hamner Avenue.](#)
2. All setbacks are measured to habitable area not architectural appurtenance or projection. An architectural projection is defined as an element that articulates the building elevation such as eaves, window and door pop-out surrounds, bay windows, pot shelves, chimneys, enhanced window sills, shutter details, window trim, balconies, pedestrian colonnades and other similar elements. Such elements may project a maximum of 3 feet into setback areas.
3. Architectural element only - not to be used for signage, subject to Planning Director approval. Towers and vertical projections are limited in size to 10% of the total building square footage.
4. Porte-Cochères shall be open on three sides.
5. [Measured over entire site, prior to parcelization.](#)
6. [Rack mezzanines and rack pick mezzanines are not to be included in FAR calculations.](#)
7. [The maximum building height and FAR may be restricted pursuant to the Ontario International Airport Land Use Compatibility Plan \(ALUCP\). Refer to the ALUCP for properties affected by airport safety zones for maximum building/structure heights.](#)

Table 12 – Edenglen Land Use Table (continued)
Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|---|----------------------------|------------------|---------------------|
| AGRICULTURE AND FARMING | | | |
| Community Gardens [See Ontario Development Code Section 5.03.410 (Urban Agriculture)] | A | --- | --- |
| Urban Farms [See Ontario Development Code Section 5.03.410 (Urban Agriculture)] | A | --- | --- |
| EDUCATIONAL | | | |
| Vocational / Trade Schools | --- | C | --- |
| MEDICAL | | | |
| Animal Hospital / Veterinarian | P | P | --- |
| Ambulance Service (Office Only – No Storage of Vehicles) | --- | P | --- |
| Assisted Living/Congregate Care | | | --- |
| Substance Abuse Clinics/Facilities | | | --- |
| Convalescent Care Facility (w/ Continuous Skilled Nursing Care) | | | --- |
| Medical Office Offices of Physicians and Dentists, Other Health Practitioners, Outpatient Centers, Laboratory Testing Services, Home Healthcare Services, and Community Clinics [excludes massage establishments – see NAICS 812199] [See Ontario Development Code Section 5.02.270 (Massage Establishments and Services) for massage therapists or massage practitioners] [See Ontario Development Code Section 6.01.035.B.2.e (Development Standards and Guidelines) for medical offices and clinics that front Euclid Avenue] | --- | P | |
| All Other Miscellaneous Ambulatory Health Care Services [limited to blood pressure screening, health screening, hearing testing, industrial clinics, pacemaker monitoring, physical fitness evaluation, and smoking cessation program services] [See Ontario Development Code Section 5.03.030 (Ambulatory Health Care Services – All Other Miscellaneous)] | | P | |
| MEDICAL OFFICE/FAMILY CLINIC | | | |
| Pharmacies and Drug Stores w/o Drive-thru Facilities | P | P | |
| Pharmacies and Drug Stores with Drive-thru Facilities | C | | |
| Industrial Clinic | | P | C |

Table 12 – Edenglen Land Use Table (continued)
 Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|--|----------------------------|------------------|---------------------|
| PUBLIC FACILITIES | | | |
| Government Offices | P | | |
| Libraries and Archives | P | | |
| Police / Fire Station / Fire Protection | P | P | P |
| Police Storefront / Substation / Police Protection [limited to stations, substations and storefront facilities] | P | P | P |
| RELIGIOUS | | | |
| Church Religious Assembly | C | C | |
| NON-PROFIT / SERVICE ORGANIZATIONS 501 (C) (3) (PER DEVELOPMENT CODE SECTION 9-401305 N) | | | |
| Campaign Offices | P | P | |
| Charitable, Philanthropic, Service and Other Non-Profit Organization Offices | P | P | |
| Charitable Distribution Services (i.e. Food Banks, etc.) | | C | C |
| Personal Property Donation Bins [See Ontario Development Code Section 5.03.320 (Personal Property Donation Bins)] | C | | |
| TRANSPORTATION | | | |
| Limousine | | | C |
| ALCOHOL | | | |
| Alcoholic Beverage Sales for Off-Premise Consumption | C | C | C |
| Alcoholic Beverage Sales for On-Premises Consumption as an Ancillary Business Activity [Such as ancillary to restaurants] [See Ontario Development Code Section 5.03.025 (Alcoholic Beverage Sales)] | C | C | |
| Liquor Store | C | C | |
| AUTOMOBILE RELATED SERVICES | | | |
| Automotive Oil Change and Lubrication Shops | | C | |
| Automotive Parts and Accessories Stores [excludes automotive repair – Retail Sales Only] | P | P | |
| Automotive Services (i.e. Tune-Up, Emission Tests, Batteries, etc.) | P | P | P |

Table 12 – Edenglen Land Use Table (continued)
Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|---|----------------------------|------------------|---------------------|
| No use of impact wrenches or other equipment that could create noise impacts. | | | |
| Minor Repair (i.e. Brakes, tires, radiators, electrical, etc.) | | P | P |
| Gas Stations (per Section 9-1.1305 G) including ancillary - convenience store, and automotive service and repair. | C | | |

| AUTOMOBILE RELATED SERVICES (continued) | | | |
|--|-----|---|---|
| Self-Service and Full Service Fueling Stations Gasoline Fueling with Convenience Stores | € | | |
| {See Ontario Development Code Section 5.03.225 (Gasoline and Fueling Stations)} | | | |
| Tire Stores | | P | |
| Towing Service (With Tow Truck Parking - No Auto Storage) | | | P |
| Major Repair (i.e. Engine and Transmission Repair/Rebuild, Customization, etc.) | | | C |
| Body, Paint, and Upholstery Shops (Vehicle Customization) | | | C |
| Car Wash – Full | € | | € |
| Car Wash Self Service (Ancillary) | € | | € |
| Service Facilities | € | P | P |
| {limited to retail-oriented services, such as emissions testing, battery replacement and other similar retail activities that involves the limited use of pneumatic tools or equipment that create noise impacts} | | | |
| {See Ontario Development Code Section 5.03.065 (Automotive Repair and Maintenance – Service Facilities)} | | | |
| All Other Automotive Repair and Maintenance | € | P | |
| —• Emissions Testing (test only facilities) | | | |
| —• Plug-In Electric Vehicle (PEV) Charging Facilities [ancillary to — and allowed land use] | | | |
| MOTOR VEHICLE STORAGE | | | |
| Indoor | | | P |
| Outdoor - Operable Vehicles (w/ Screening) | | | C |
| COMMUNICATIONS | | | |
| Refer to Development Code Section 9-1.3289 | P C | | |
| TELECOMMUNICATIONS FACILITIES | | | |
| Wired Telecommunications Facilities | C | | C |

Table 12 – Edenglen Land Use Table (continued)
 Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|--|----------------------------|------------------|---------------------|
| Wireless Telecommunications Facilities [See Ontario Development Code Section 5.03.420 (Wireless Telecommunications Facilities)] | C | | C |
| POSTAL SERVICES | | | |
| Limited to US Postal Service and contract services. [See “Private Mail Centers and Postal Services and Supplies” (NAICS 561431) for commercial mail services] | P | | |
| DAY CARE FACILITIES | | | |
| Commercial Daycare Child Day Care Services Limited to the following: • Child Day Care Centers [Commercial Facilities] [See Ontario Development Code Section 5.03.100 (Child Day Care Services)] | C | | |
| EATING DRINKING PLACES AND FOOD SERVICES | | | |
| Catering establishments | C | PC | |
| Restaurants (Sit-Down / Full-Service) Full-Service Restaurants [includes ancillary banquet facilities – see NAICS 531120 for standalone banquet facilities] [See Ontario Development Code Section 5.03.150 (Drive-Thru Facilities) for the inclusion of drive-thru facilities] | P | P | |
| Cafeterias and Buffets [See Ontario Development Code Section 5.03.150 (Drive-Thru Facilities) for the inclusion of drive-thru facilities] | P | P | |
| Banquet Facilities/Catering Services in conjunction and ancillary to a restaurant | P | P | |
| Banquet Facilities [standalone facilities only] | C | | |
| Bar/Cocktail Lounge | C | C | |
| Snack and Nonalcoholic Beverage Bars [See Ontario Development Code Section 5.03.150 (Drive-Thru Facilities) for the inclusion of drive-thru facilities] | P | P | |
| Fast Food Limited-Service and Fast Food Restaurants | P | P | |

Table 12 – Edenglen Land Use Table (continued)
Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|--|----------------------------|------------------|---------------------|
| [See Ontario Development Code Section 5.03.150 (Drive-Thru Facilities) for the inclusion of drive-thru facilities] | | | |
| Fast Food with Drive-through (per Development Code, Section 9-10305D) | C | C | |
| ENTERTAINMENT AND RECREATION | | | |
| Auditoriums and Other Public Assembly Facilities | | | |
| Batting Cages – Indoor | | P | |
| Batting Cages – Outdoor | | P | |
| Billiard Parlor / Pool Hall | | | |
| Bowling Alley | | | |
| ENTERTAINMENT AND RECREATION (continued) | | | |
| Dance / Studio (Instructional) | P | P | |
| Live Entertainment – less than 10,000 square feet | C | C | |
| Museums | C | | |
| Simulated Shooting Games (Indoor) | C | C | |
| Skating Rink | C | C | |
| Theater | C | | |
| Video/Electronic Game Arcades (per Development Code Section 9-101305V) | C | | |
| Health Club / Gymnasium – less than 10,000 square feet | | | |
| Fitness and Recreational Sports Centers – less than 10,000 square feet [limited to health clubs and gyms, fitness and sports training facilities, tennis clubs, swim clubs and other similar activities and facilities] | P | P | |
| Health Club Gymnasium – over 10,000 square feet | C | C | |
| OFFICES | | | |
| Administrative, Professional, and Other Offices | P | P | |
| RETAIL | | | |
| Antique Stores | P | P | |
| Art Dealers, Art Galleries and Art Supply Stores | P | P | |
| Art Supplies, Candles, Closet Organizers, Collectibles, Flowers, Home Security Equipment, Hot Tubs, Janitorial Supplies, Police Supplies, Religious Goods, Swimming Pool Supplies and Trophy Shops | P | | |
| Beauty Supplies, Cosmetics, and Perfume Stores | P | P | |
| Book Stores | P | P | |
| Building Materials and Garden Supply —•With Outdoor Storage —•With Garden Supply/Nursery Hardware Store | | | |
| Camera and Photographic Supply Stores | P | P | |
| Cigar and other Tobacco Products Store | | | |
| Clothing and Clothing Accessory Stores | P | P | |

Table 12 – Edenglen Land Use Table (continued)
 Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|--|----------------------------|------------------|---------------------|
| Computer and Home Electronic Stores | P | P | |
| Florists | P | P | |
| Electronics and Appliance Stores [See Ontario Development Code Section 5.03.175 (Electronic and Appliance Stores)] | P | P | |
| Furniture and Home Furnishings Stores [See Ontario Development Code Section 5.03.210 (Furniture and Home Furnishing Stores)] | P | P | |
| General Merchandise Stores [limited to dollar stores, variety stores and catalog showrooms] | P | P | |
| RETAIL (continued) | | | |
| Department Stores | --- | P | |
| Discount Variety Stores | P | | |
| Warehouse Club Stores * | | | |
| Guns and Ammunition Stores | | | |
| Health and Personal Care Stores [limited to hearing aids, medical equipment and supplies, and prosthetics] | P | P | |
| Hobby, Toy and Game Stores | P | P | |
| Home Appliance Store | | | |
| Jewelry Stores | P | P | |
| Luggage and Leather Goods | P | P | |
| Music and Video Stores | P | P | |
| Office Supplies, Stationery & Gift Stores | P | P | |
| Optical Goods Stores | P | | |
| Pawnshop / Pawnbroker | --- | | |
| Pet and Pet Supply Stores | P | P | |
| Shoe Stores | P | P | |
| Sporting Goods Stores | P | P | |
| Thrift and Second Hand Stores | P | | |
| Sporting Goods, Hobby, Book, and Music Stores [includes sporting goods stores; hobby, toy and game stores; needlework and piece goods (fabric and upholstery materials) stores; book stores; and news dealers and newsstands] | P | P | |
| Used Merchandise Stores (except motor vehicles) Limited to the following: <ul style="list-style-type: none"> • Antique, Vintage and Collectibles Shops • Consignment Shops | P | P | |
| FOOD AND BEVERAGE STORES | | | |

Table 12 – Edenglen Land Use Table (continued)
Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|--|----------------------------|------------------|---------------------|
| Bakery Confectionary and Baked Goods, Dairy Products, Ice Cream, Meat, Seafood, Produce, Soft Drink, Tea and Coffee, Water Stores, and All Other Specialty Foods [See Ontario Development Code Section 5.03.125 (Convenience Markets and Specialty Food Stores)] | P | P | |
| Beer, Wine and Liquor Stores | C | C | |
| Delicatessen | P | P | |
| Convenience Stores Market (per Development Code Section 9-1.1305) [See Ontario Development Code Section 5.03.125 (Convenience Markets and Specialty Food Stores)] | P | P | |

| FOOD AND BEVERAGE STORES (continued) | | | |
|---|----|----|---|
| Supermarkets and Other Grocery Stores (primarily retailing a range of grocery items and meats), Commissaries and Food Stores | P | P | |
| Microbrewery with tasting rooms | C | C | |
| Specialty Food Stores | P | P | |
| SERVICES | | | |
| BUSINESS SERVICES | | | |
| Advertising Agency | P | P | |
| Data Processing Services | | P | |
| Exterminating Service (per Development Ordinance Section 9-1.1305 E) | | P | P |
| Equipment Sales and Rentals | | C | C |
| Photography Studio | P | P | |
| Photocopying and Duplicating Services | P | P | P |
| FINANCIAL SERVICES | | | |
| Banks, Credit Unions and other Depository Institutions | P | P | |
| Banks, Credit Unions and other Depository Institutions with Drive-thru (See Development Ordinance Section 9-101305 D) | €P | €P | |
| Check Cashing | € | | |
| Check / Payday Advance | € | | |
| Depository Credit Intermediation [limited to commercial banking, savings institutions and credit unions] [See Ontario Development Code Section 5.03.145 (Depository Credit Intermediation)] [See Ontario Development Code Section 5.03.150 (Drive-Thru Facilities) for the inclusion of drive-thru facilities] CUP | P | P | |
| Money Transmitting | P | | |

Table 12 – Edenglen Land Use Table (continued)
Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|---|----------------------------|------------------|---------------------|
| Mortgage and Nonmortgage Loan Brokers | P | | |
| Other Financial Services | P | | |
| PERSONAL SERVICES | | | |
| Barber Shop and Beauty / Nail Salon | P | P | |
| Dry Cleaners | P | P | |
| Bed and Breakfast Inns | C | | |
| {See Ontario Development Code Section 5.03.070 (Bed and Breakfast Inns)} | | | |
| Hair, Nail, and Skin Care Services | P | | |
| Diet and Weight Reducing Centers | P | | |

| SERVICES (continued) | | | |
|--|---|---|---|
| PERSONAL SERVICES (continued) | | | |
| Other Personal Care Services Limited to the following: <ul style="list-style-type: none"> • Chair Massage • Color Consulting Services • Day Spas • Hair Removal Services • Hair Replacement Services • Make-Up Salons [includes the application of permanent cosmetics] • Tanning Salons [See Ontario Development Code Section 5.03.270 (Massage Establishments and Services)] [See Ontario Development Code Section 5.03.390 (Tattoo, Body Piercing, Branding, and Permanent Cosmetics Application)] | P | | |
| Funeral Parlor, Mortuary | | | |
| Laundry – Commercial | | P | P |
| Coin-Operated Laundries and Drycleaners | P | P | P |
| Dry-Cleaning and Laundry Services [except Coin Operated] | P | P | P |
| [See Ontario Development Code Section 5.03.150 (Drive-Thru Facilities) for the inclusion of drive-thru facilities] | | | |
| Laundry Self-serve | | | |
| Pet Grooming – Commercial | | | |
| Pet Grooming and Training Services | P | P | |
| Pet Boarding and Sitting (Doggy Daycare) Services and Shelters | C | C | |
| Photofinishing | P | | |
| Party Planning Services | P | | |

Table 12 – Edenglen Land Use Table (continued)
Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|---|----------------------------|------------------|---------------------|
| Personal Fitness Trainer [See Ontario Development Code Section 5.03.315 (Personal Fitness Trainer)] | P | P | |
| Real Estate [limited to offices of real estate lessors, agents and brokers, property managers and appraisers, and escrow and listing services] | P | P | |
| Tailor | P | P | |
| Travel Agency | P | P | |
| Wedding and Funerary Chapels [excludes religious assembly] | C | | |
| REPAIR SERVICES | | | |
| Computer, Home Electronics, and Small Home Appliances (when ancillary to another use) | P | P | |
| Electrical Equipment | | P | |
| Furniture Refinishing | | P | P |
| Furniture Re-upholstery | | P | P |
| Home Appliances – Large | | P | P |
| Jewelry and Watches / Clocks | P | P | |
| Lawnmower and Garden Equipment | | P | P |
| Locksmith / Key Shop | P | P | P |
| Shoe Repair Footwear and Leather Goods Repair | P | P | |
| Other Personal and Household Goods Repair and Maintenance – Without Retail Sales [limited to garment alteration and repair, gun repair, jewelry repair, key duplicating, musical instrument repair and tailor shops] | P | P | |
| INDUSTRIAL | | | |
| CONSTRUCTION | | | |
| Contract Construction Service Office | | P | |
| Research and Development Services / Laboratories | | C | C |
| Light Assembly and Packaging | | P | P |
| MANUFACTURING | | | |
| Apparel Manufacturing | | C | C |
| Computer and Home Electronic Manufacturing | | P | P |
| Electrical Equipment Manufacturing | | P | P |
| Food Manufacturing / Bakery (Industrial) / Bottling Plant | | C | C |
| Machine Shop | | C | C |
| Furniture and Related Products Assembly | | P | P |
| Instrument Manufacturing | | P | P |
| Leather Product Manufacturing (Excluding tanning and finishing) | | C | C |

Table 12 – Edenglen Land Use Table (continued)
 Land Use Area

| Use --- = Not Permitted, C= Conditional, P= Permitted, A= Administrative | NEIGHBORHOOD COMMERCIAL | BUSINESS PARK | LIGHT INDUSTRIAL |
|---|---------------------------------------|------------------|---------------------|
| Miscellaneous Manufacturing (jewelry, office supplies, sporting goods, toys, etc.) – Small Items | | P | P |
| Printing and Related Activities | | C | C |
| WAREHOUSING/STORAGE & TRANSPORTATION/ BULK POSTAL SERVICE | | | |
| Warehouse / Distribution Facility of 60,000 square feet or less | | P | P |
| Wholesale / Retail | | P | P |
| Industrial Retail Sales (Max 15% of building floor area or 8,000 sq. ft. whichever is less) when accessory to a main use. | | | |
| Industrial Retail Sales over 15% of building floor area or over 8,000 sq. ft. | | C | C |
| Wholesale Distribution Establishment with or without Outdoor Storage | | P | P |
| WAREHOUSING/STORAGE & TRANSPORTATION/ BULK POSTAL SERVICE (continued) | | | |
| Temporary and Interim Land Uses (per Development Code Article II – Temporary Uses) Amusement (i.e. circuses, carnivals, etc.) [See Section 5.03.395 (Temporary and Interim Land Uses, Buildings, and Structures)] | Refer to the Ontario Development Code | A | A |

6.17 LANDSCAPE STANDARDS

6.17.1 General Provisions

- a) All landscape plans, streetscape plans and graphic designs with regard to the identity of Edenglen, neighborhood identity or entry monuments shall conform to the design guidelines and regulations as set forth herein and shall be subject to review and approval by the City of Ontario.
- b) The Landscape/Streetscape improvements for the Edenglen Specific Plan shall establish a landscape theme reminiscent of the regional landscape character of the surrounding area.
- c) Landscaping within the P-1 residential areas will be installed and maintained by the individual homeowners.
- d) Installation of landscaping and irrigation within the front yards of P-2 residential areas of Edenglen will be provided by the homebuilder and maintained by the homeowner.
- e) Installation of landscaping and irrigation with the front yards of P-3 through P-5 residential areas will be installed by the developer/homebuilder and maintained by the Homeowner Association.
- f) At a minimum, the developer will install turf in the front yards of homes within residential areas.
- g) Installation of landscaping within the ~~commercial and business park/light industrial~~ **Neighborhood Commercial, Business Park and Light Industrial** areas of Edenglen will be provided by the developer/builder.

6.17.2 Landscape Standards

- a) Landscaping within the Edenglen Specific Plan shall be provided in accordance with the Design Guidelines for Streetscapes and Entries utilizing plant materials specified on the Plant Matrix included in Section 7, "Residential Design Guidelines" and Section 8, "**Neighborhood Commercial, Business Park and Light Industrial** Design Guidelines" established for the Edenglen Specific Plan.
- b) Boundary landscaping will be required adjacent to residential, ~~commercial, and business park/light industrial~~ **Neighborhood Commercial, Business Park and Light Industrial** areas. Landscaping shall generally be placed along the entire property line.
- c) Landscaping and automatic irrigation systems within the public rights of way of the Edenglen Specific Plan area shall be installed by the developer.
- d) Freestanding perimeter walls and view fencing shall be provided within and at the perimeter of the Project Site as specified in the Wall and Fence Master Plan, Section 7, "Residential Design Guidelines". Such walls and fences will be constructed concurrently with the construction of improvements required for development of the neighborhoods of the Specific Plan.
- e) Perimeter walls shall be constructed in locations and of a design consistent with the Residential Design Guidelines. The "Wall Master Plan" and "Wall Details" Exhibits are located within Section 7, "Design Guidelines". Perimeter walls shall not exceed six feet in height from finished grade. If required for sound attenuation, perimeter walls may exceed six feet in height if first approved by the City. Perimeter walls shall be constructed of either masonry or other permanent, durable, low maintenance material approved by the City. Thematic perimeter fencing shall be constructed of all durable materials with a wood-like appearance, or tubular steel subject to approval by the City. In no instance shall wooden fencing be permitted.

Residential side and rear yard walls and fencing shall not exceed six feet in height from highest adjacent finished grade. Walls and fencing within the residential front yard setback area shall not exceed three feet in height. Walls shall be of masonry construction or other permanent low maintenance materials approved by the City. Front yard fences may be constructed of either wood, or any other durable materials with a wood like appearance, subject to approval by the City. View fencing may be of a decorative wrought iron, tubular steel/aluminum glass panels, or other durable material approved by the City.

- f) All perimeter wall and fence materials throughout Edenglen will be of uniform manufacture with colors specified for the overall design theme.
- g) The developer will provide site inspection of all construction and installation of open space areas in accordance with City of Ontario requirements.
- h) Parking lot landscaping within commercial areas shall be required in accordance with ~~Section 9-1.3040 of~~ the City's Development Code.
- i) Non-toxic vegetation shall be utilized adjacent to all public open space areas.
- j) Wherever feasible water conserving plant material will be utilized in all public open space areas.
- k) All neighborhood edges, parks, open space/common areas, shall utilize reclaimed water, if available and where appropriate. Commercial and industrial areas shall utilize reclaimed water to the maximum extent possible.
- l) Illumination Maintenance.

6.18 SIGNAGE

A Master Sign Program shall be submitted by the developer(s) of each land use component for Edenglen and approved by the City of Ontario, pursuant to ~~Article 31 of~~ the City's Development Code, to address residential project entries, residential neighborhood identification signs, ~~neighborhood~~ commercial ~~center~~ identification, business and ~~light~~ industrial center identification, tenant signage, and way finding signs within Edenglen. No project signs shall be permitted in the public right-of-way. All other signs shall be subject to the approval of a sign permit pursuant to the City's Development Code.

6.18.1 Master Sign Program Contents

All sign programs shall address, at a minimum, the following:

- a) Permitted signs
- b) Prohibited signs
- c) The hierarchy of signage.
- d) Definition of types of signs.
- e) Locations and dimensions for monument signs, neighborhood identification signs, and public facilities signs.
- f) Locations and dimensions of directional signage.
- g) Provisions for size, location, and duration of display of temporary signs should be consistent with Development Code.
- h) Permitted sign types, styles, construction materials, colors, and lettering styles.
- i) Requirements for a sign permit application.

- j) Procedures for obtaining approval of a sign permit.
- k) Procedures for amendments to the sign program.
- l) Illumination.
- m) Maintenance.

6.19 LIGHTING

6.19.1 Street Lights along Public Streets

Streetlights along public streets, within the Edenglen Specific Plan, shall be high-pressure sodium vapor “Nostalgic”, standard per Southern California Edison Specifications.

6.19.2 Alley Lighting Fixtures

Alley lighting fixtures shall be on sensors for automatic nighttime lighting. Style and specifications of alley lights shall be approved by the City as part of the City’s Development Plan Review.

6.19.3 Lighting within Parks, Paseos, Tot Lots and Other Recreational Areas

Lighting within parks, paseos, tot lots and other recreational areas shall be approved by the City as part of the City’s Development Plan Review of these facilities.

6.19.4 Lighting within Driveways, Parking Lots, Plazas and Other Areas

Lighting with driveways, parking lots, plazas and other areas within the ~~Community Commercial Business Park/Flex Zone and Industrial Business Park~~ Neighborhood Commercial, Business Park and Light Industrial area of Edenglen shall be approved by the City as part of the City’s Development Plan Review of proposes projects in these areas.

6.20 PARK FURNITURE

Park furniture, including but not limited to, benches, barbeques and picnic tables, shall be approved by the City as part of the City’s Development Plan Review of parks, paseos and other public gathering places.

6.21 BUS SHELTERS

Bus shelters shall be installed in a number of locations designated by OmniTrans and shall be of a design compatible with the architecture character established at the project entries to Edenglen.

6.22 MAILBOXES

Mailboxes shall be clustered and installed in locations approved by the City as part of the City’s Development Plan Review of each resident project within Edenglen.

live the difference

Section 7 Residential Design Guidelines

7.1 INTRODUCTION

Borrowing from the vision of Ontario’s founder, George Chaffey, Jr., Edenglen’s walkable design is reminiscent of many 1900s-era American small towns. It will be the kind of place where flags reflecting the season line the streets, children make wishes and throw their pennies into the neighborhood fountain, and an unexpected visitor is always welcomed.

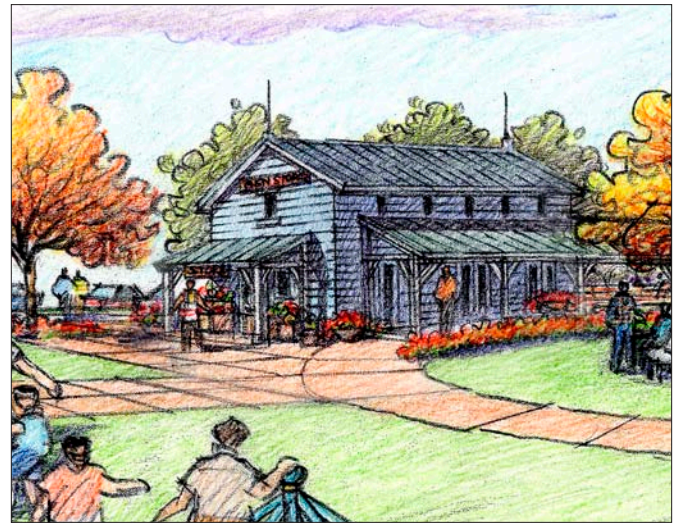
Edenglen is designed as a traditional residential community that connects to Ontario’s historic past and emphasizes its pedestrian-friendly streets, landscaped parks and inviting gathering places. Architecture-forward and rear-access garages provide relief to the interface between cars and people, while front porches and landscaping help to soften the streetscene. A range of home types and authentic architectural styles further enhances the nurturing, friendly atmosphere—setting the tone for future family-oriented communities within the New Model Colony.

In order for the vision of Edenglen to be fully realized as an attractive and welcoming place to live, the design team has developed the Edenglen Residential Design Guidelines. This document will provide planning, architectural, and landscape criteria to describe various techniques and elements encouraged in the design of the homes and facilities at Edenglen. The appropriate selection of architectural styles, materials, landscaping and massing are important to creating quality homes in a pleasing living environment.

In an effort to encourage creativity and innovation, the Guidelines are to be used as a tool to inspire architectural creativity while maintaining the character and quality anticipated for the community of Edenglen. The guidelines express “intent” rather than “absolutes”, thereby allowing certain flexibility in fulfilling the intended design goals and objectives. The sketches and graphic representations contained herein are for conceptual purposes only and are to be used as general visual aids in understanding the basic intent of the guidelines.

These Guidelines are organized into the following sections:

- Architectural Style
- Massing
- Materials and Details
- Home Types
- Landscape Design
- Implementation



Conceptual Country Market and Rec Center

“The American city should be a collection of communities where every member has a right to belong.

It should be a place where every man feels safe on his streets and in the house of his friends.

It should be a place where each individual’s dignity and self-respect is strengthened by the respect and affection of his neighbors.

It should be a place where each of us can find the satisfaction and warmth which comes from being a member of the community of man.

This is what man sought at the dawn of civilization. It is what we seek today.”

U.S. President Lyndon B. Johnson
Special message to Congress
on the Nation’s cities—March 2, 1965



7.1.1 Guiding Principles

Guiding Principles for residential design for Edenglen:

Buildings should contribute to the qualitative nature of neighborhood.

- Proper scale and proportions in massing and details should be used
- Transitional spaces between public and private spaces (courtyards, porches, low walls, etc.) should be implemented
- Building setbacks at front and rear should be varied
- Massing and articulation should be varied
- Garage placement should vary from lot to lot and should not be the dominant feature of the home

Buildings should have an enduring quality.

- Design should draw inspiration from the rich and diverse Southern California architectural heritage
- Regionally appropriate materials and colors should be used
- Authentic details and ornamentation should be emphasized
- Durable materials should be used

Buildings should be designed with architectural sensitivity to human scale.

- Doors, windows, indoor, and outdoor spaces should be intimate and secure
- Designs should not overpower the overall streetscape

Buildings should be appropriate to the climate and context.

- Shading and shaded areas should be provided to protect from intense summer sun
- Protection from adverse weather should be considered using a variety of techniques in designs.
- Buildings should complement and reflect the surrounding environment
- Design should encourage outdoor activities

Buildings should be designed of materials and techniques appropriate to achieving realistic hard cost objectives (see Simple Home Design section).

- Efficient structural systems should be considered
- Consistent window and door sizes are encouraged
- Use of standard modules and sizes is encouraged



Homes should have an enduring quality

live the difference

7.2 ARCHITECTURAL STYLES

7.2.1 Introduction

The residential architectural intent for Edenglen is to emphasize diversity of styles, floor plans, garage placement, materials, and color. In keeping with the overall community theme, the homes will be of high quality and contribute positively to the character of the community and City of Ontario. Overall, the design concept is to blend the traditional architectural styles found in Ontario and Southern California with contemporary lifestyles, current building methods and emerging technologies. Additionally, these styles incorporate detailing appropriate to the setting.



Traditional Style

Acceptable architectural styles include Spanish, Bungalow, Cottage, Monterey, Traditional and Territorial Ranch. These styles are appropriate to the region, address the needs and lifestyles of the residents, and support the community theme reflective of Ontario’s historic development pattern. Brookfield Homes seeks to embrace that diversity in architectural style and design, while responding to market desires.

Builders may submit home designs using alternative architectural styles to those listed, provided they are appropriate to the region, environment and setting.

Diversity is a fundamental guiding principle at Edenglen. This ensures that neighborhoods are varied and that blanket uniformity is avoided.

The styles selected for Edenglen share similar design attributes. Specifically, these styles:

- Are compatible and complementary
- Are generally accepted by the market (actually desired)
- Can be implemented using current building methods and techniques
- Can be interpreted in a number of ways (creativity, diversity)
- Have a historic relevance to the region (timeless in nature)
- Can be interpreted in contemporary and/or regional adaptations

Builders are required to produce a minimum of two styles for a 3-plan package, and three styles for a 4-plan or more package. Attached plans may require additional styles to avoid repetition in certain locations.

7.2.2 Architectural Philosophy

Southern California has a rich legacy of early agriculturally-based towns, such as Ontario, that have fostered a variety of traditional architectural styles. As these towns were being established, architectural styles were often imported from the Midwest and East Coast in the form of pattern books from which the builders chose the style and massing of their homes. Placed in the setting of “sunny” Southern California, the styles were then often modified to meet specific climatic influences of the region. Outdoor spaces became more prominent and useful year-round, colors were light earth tones, and materials included a blend of plaster, stucco and siding.

Additionally, the Spanish history of Southern California also influenced the architecture of the region. Brought to the region by Spanish settlers and missionaries, these homes were well-suited for the temperate climate of Southern California.

The theme of Edenglen’s architecture is based upon these architectural styles historically found in Ontario. Edenglen’s homes shall age gracefully over time, contributing to the sustainability and vitality of the neighborhoods. All architectural styles have been chosen for their traditional forms and timeless character that reinforces the charming nature of the neighborhoods and of historic Ontario.

All architectural styles outlined in these guidelines should be interpreted with authenticity. Simple yet detailed forms are crucial to the success of the community. All architectural styles must be detailed with elements that represent the best interpretations. Homes shall be designed with a few particular styles in mind prior to the beginning of the design process. A home designed to a particular set of compatible styles is always stronger than a home that has a style applied after the floor plan has been designed.

Additionally, each home is expected to provide a “gift to the street” — a positive contribution to the public realm. Specific elements may include, but are not limited to, architecture forward, porches, recessed garages, covered terraces, enhanced elevations, and landscape.

Residential Design Objectives:

- Emphasize styles of architecture that are compatible, yet vary enough to create interest and diversity
- Focus on traditional, more timeless styles of architecture
- Interpretations of styles that are authentic to the extent feasible
- Create a dynamic streetscape through variation in floor plan and elevation plotting
- Emphasize articulated building massing
- Emphasize front elevations that relate strongly to the street and contribute to the livability of that realm
- Design certain homes specifically for corner conditions
- Emphasize alternative garage configurations.
- Utilize authentic materials and colors that reinforce the overall design theme



Spanish Style Home at Corner



Craftsman Style Home

live the difference

7.2.3 Architectural Styles

The architectural character of Edenglen’s neighborhoods shall consist of complementary traditional architectural styles. As an architectural pedigree, they reinforce Edenglen’s connection to Ontario’s early beginnings, building upon a rich heritage of traditional neighborhood design. Additionally, the chosen styles complement one another through overall scale, massing, proportions, details, and the ability to establish a charming architectural backdrop that will age gracefully over time. The materials and colors of these home styles shall complement the overall landscape design of the neighborhoods. Each style shall be developed appropriate to the region, addressing the lifestyle needs of the residents.

Acceptable architectural styles for Edenglen’s homes include:

- Spanish
- Bungalow
- Cottage
- Monterey
- Traditional
- Territorial Ranch



Spanish Style

The following guidelines have been developed for the Specific Plan in order to create a community with a diversity of architectural styles and design:

- A variety of styles and plans is encouraged
- The same plan, either standard or reverse, shall not be platted adjacent to one another under most circumstances
- A variety of plan orientations is encouraged
- No two adjacent homes shall utilize the same architectural styles

SPANISH

History and Character

Spanish-inspired homes began appearing at the turn of the 20th Century in the form of the Mission style, reflecting a loose adaptation of features often found in detailing from various influences, including Moorish and Spanish Colonial. Edenglen's Spanish style is a catalog of styles unified by the order of arches, courtyards, strong form and mass, plain wall surfaces, and tile roofs, all derived from Mediterranean architectural styles. The Spanish style is most often characterized by an informal plan arrangement and massing. This informality reflects the natural composition of the farmhouses and small estates of Spain, which were not symmetrically composed.

General Attributes

Massing:

- Asymmetrical massing

Finishes and Details:

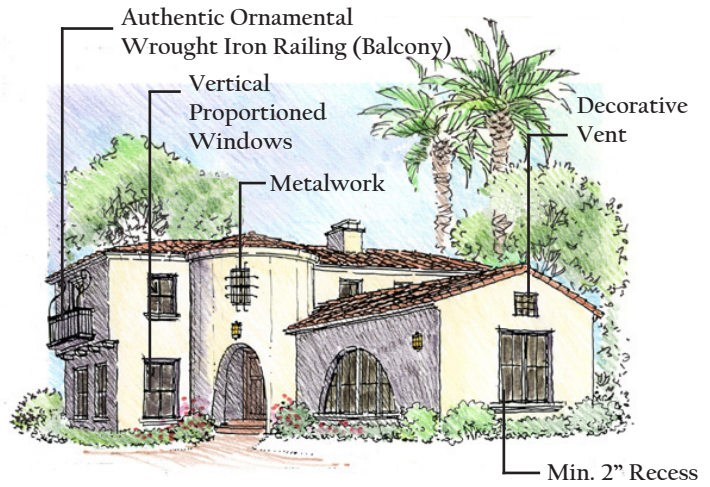
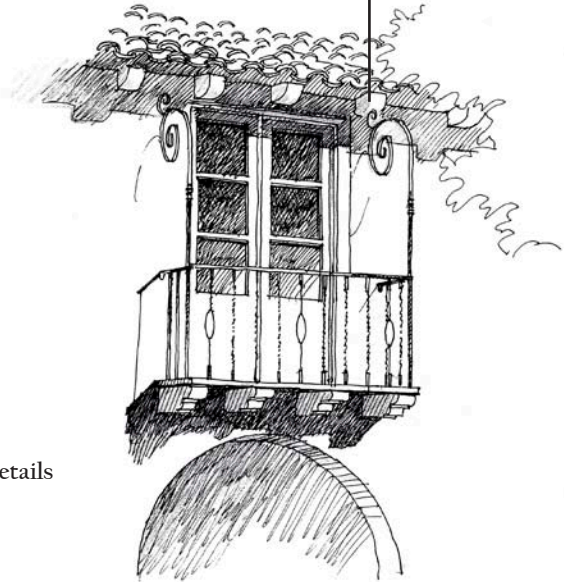
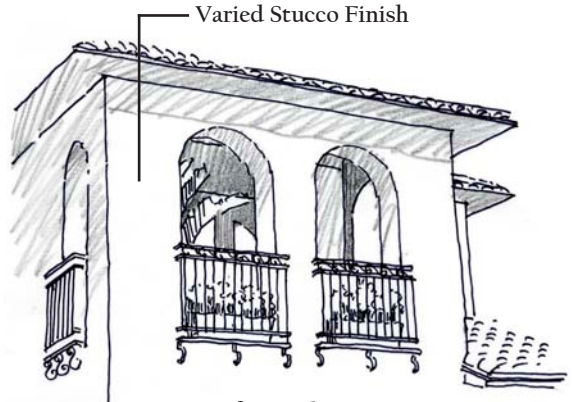
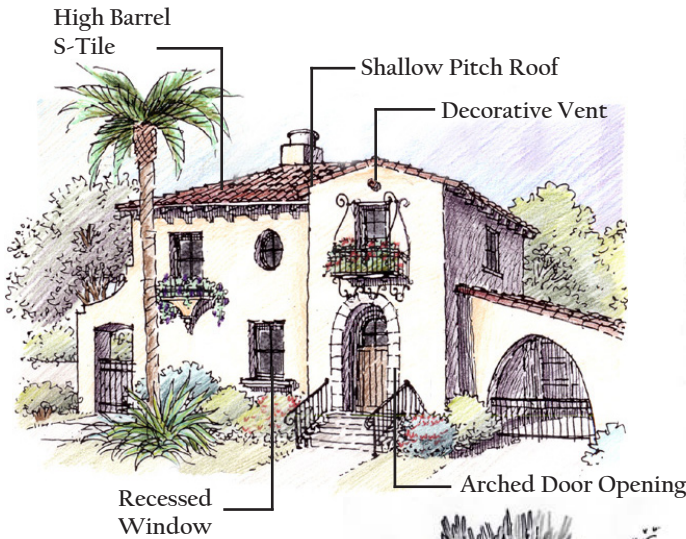
- Stucco exterior walls – smooth to sand finish with a handmade appearance
- Wood posts and stucco columns
- Chimneys are sculptured stucco
- Round arches
- Decorative columns and trim
- Stucco profiles at eaves and windowsill trims
- Ornate black wrought iron or metal railings, gates, grilles, etc.
- Shutters as occasional accents
- Wrought iron balcony (No tubular steel)
- Thick walls with deep recessed openings
- Covered patios/porches/loggias
- Detailing primarily at openings
- Stucco or tile decorative gable end vents
- Projected window and door balconies, open or roofed
- Round or square columns at one- and two-story porches
- Elaborate decorative hardware

Roofs:

- Low-pitched roofs, with minimal or no overhang
- Gable ends have tight rakes and overhangs
- Stucco eave details or wood corbeled rafter tails
- Gable end roof vents with clay pipe or decorative stucco grilles typical
- Gables and hip roofs typical
- Shallow sloped, concrete 'S' tile roofs in variegated colors (red clay is predominant color)

live the difference

SPANISH



Representative Images

BUNGALOW

History and Character

The Bungalow with its variations of the Craftsman style home evolved from the late 19th century American Arts and Crafts movement. These moderately detailed buildings are characterized by the use of hand-finished materials with a rusticated texture. Broad open porches, low sloping roofs with deep overhangs, multiple gables, asymmetrical compositions, oversized first floor windows, expressive trim, rafters, brackets, and porches characterize the Bungalow style.

General Attributes

Massing:

- Asymmetrical massing with horizontal proportions

Finishes and Details:

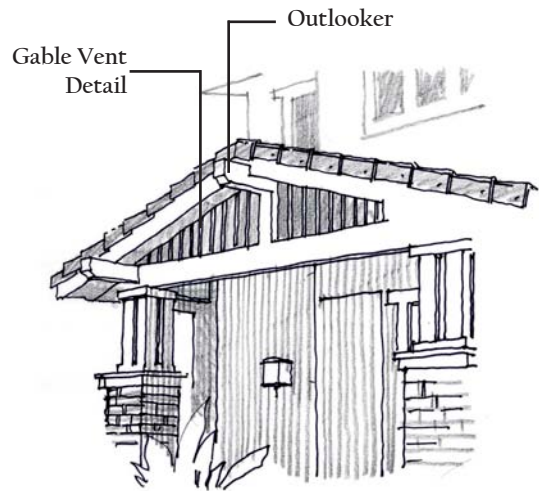
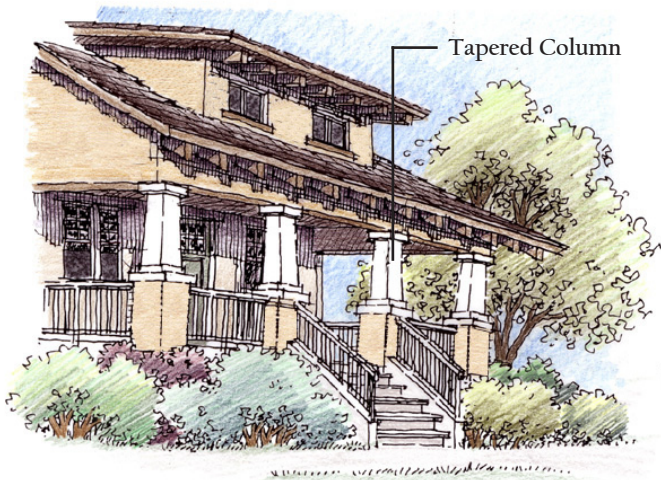
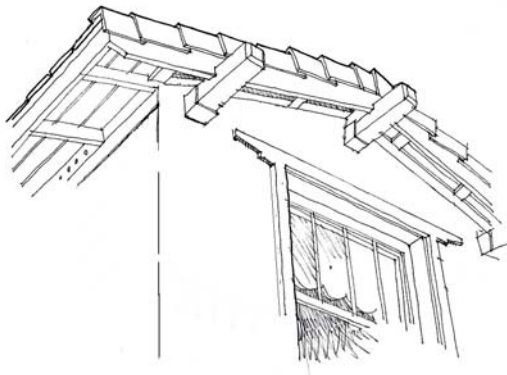
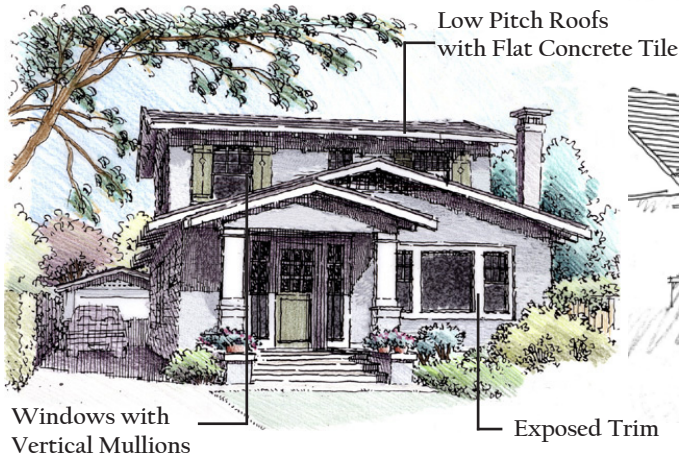
- Deep, broad porch elements with expressive structural components usually placed symmetrically
- Expressive structural elements such as rafters, brackets, and columns
- A mixture of materials such as stone, stucco siding
- Asymmetrical massing and window and door compositions
- Simple roof lines with wide projecting gables
- Stucco sand finish exterior walls, or wood or shingle siding
- Covered entry and surrounding stoop contained by a porch or roof covering
- Use of stone or brick at porch columns (typical)
- Variety of column and beam detailing at porches with stone or brick pilaster

Roofs:

- Deep overhangs
- Roof dormers
- Shallow-pitched roofs with deep overhangs
- Predominantly low-pitched gabled roofs, with the occasional hipped or shed roofs
- Flat concrete tile or architectural quality asphalt composition shingles, subject to City of Ontario Planning Department review and approval
- No rake tile

live the difference

BUNGALOW



Representative Images

COTTAGE

History and Character

The Cottage style is based upon early twentieth century American interpretations of English architecture. The design sources come from medieval English and French cottages, as well as country estates of Brittany and Normandy, larger manor homes, and rural village vernacular houses. The Cottage style captures a romantic and picturesque architecture. American interpretations include houses with simple volumes, most often with front-facing gables that have steeply-pitched roofs.

General Attributes

Massing:

- Asymmetrical massing
- Integral low site walls

Finishes and Details:

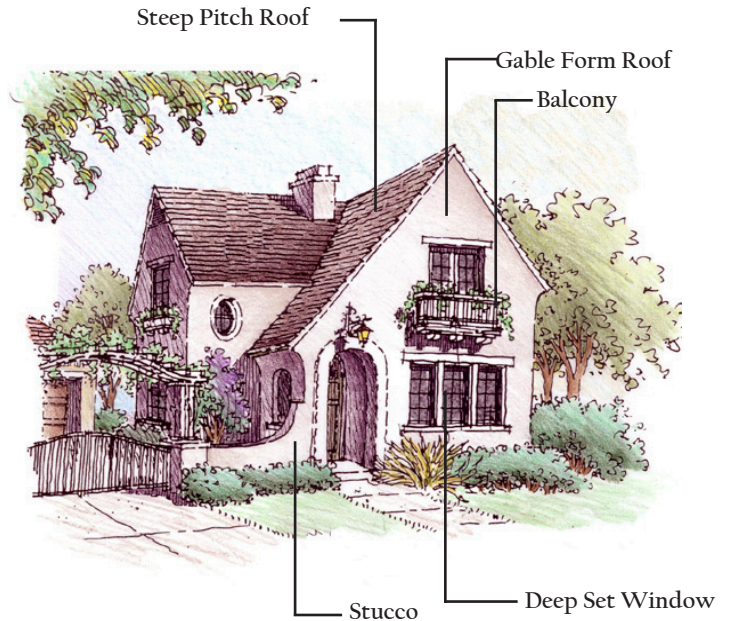
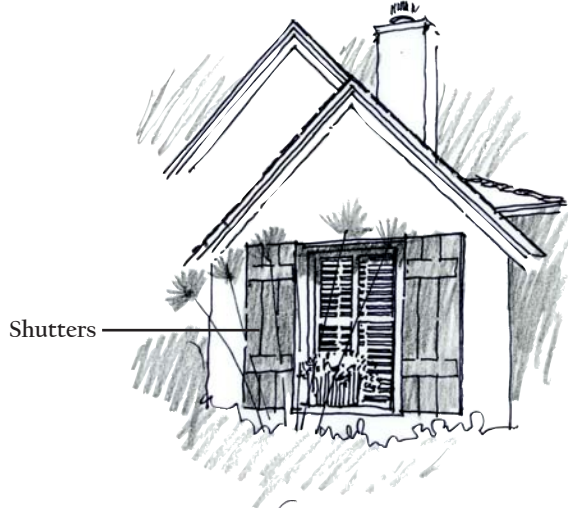
- Sculpted stucco sand finished walls
- Stucco recessed accents
- Vertical windows in groupings
- Large, simple roof planes
- Simple detailing
- Chimneys can be detailed with stucco above, and stone or brick veneer below with decorative chimney caps
- Half stucco chimneys with stone or brick on the lower portion
- The entry and surrounding raised stoop is covered and contained by a porch or roof covering
- The garage door can be a roll-up door with a variety of panel break-ups to correspond with the elements of this style

Roofs:

- Gable, hip and Dutch gable roof forms, accentuated with “bell-cast” or flared roof treatments at the eave
- Wide variety of roof dormer forms that break the fascia, continuing the wall plane below
- Stucco, brick or stone exterior material combinations
- Gable end venting in various styles
- Rooflines extending below window
- Shallow overhangs
- Steep roof pitches with dormers
- Roofs will be steep and simple with wide gables
- Slate look or flat concrete tile or architectural quality concrete shingles
- Standard medium overhangs
- Tight eaves
- No rake tiles

live the difference

COTTAGE



Representative Images

MONTEREY

History and Character

The Monterey style is a combination of Spanish Colonial construction methods and the basic two-story New England Colonial house. Architects in the 1920's began to reintroduce the style and modify the elements to suit the period preferences. The signature cantilevered balcony on the front of the house may be a prelude to the porch that often surrounds or defines a private courtyard in the back of the house. The original houses used adobe wall construction. Detailing on the porches and the cornice is extremely simple. Rafters are often exposed, gable or hipped roofs are used, chimneys often anchor one end of the house, and flat paneled doors are used both on the ground floor and on the balcony, in addition to a more solid entry door.

General Attributes

Massing:

- Simple, straightforward volumes sometimes with a gable wing facing the street and opposing cantilevered balcony from second floor

Roofs:

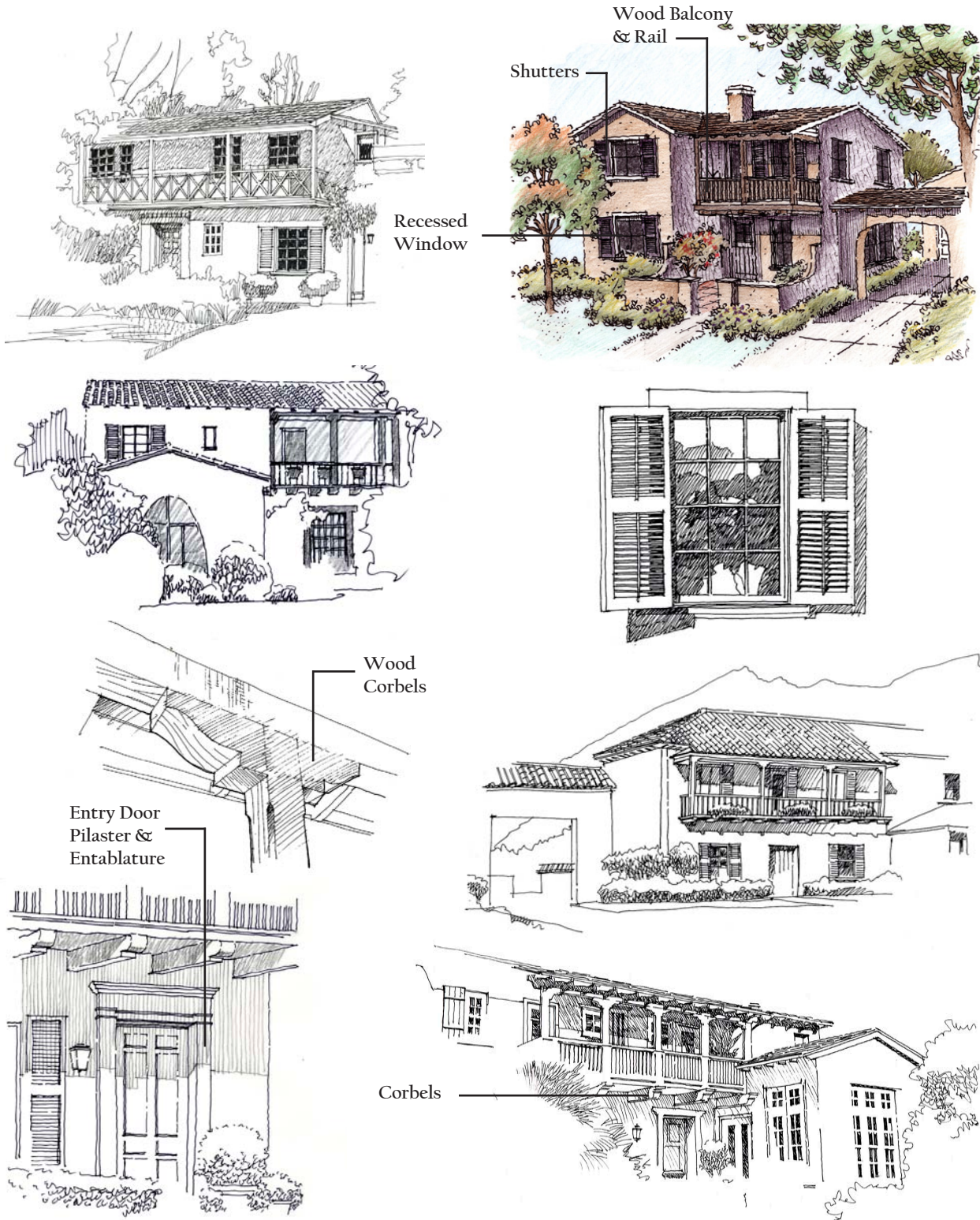
- Low pitch
- Flat concrete tile
- Gable, typically low-pitched
- Tight rake and extended eaves with exposed rafter tails

Finishes and Details:

- Cantilevered balconies
- Contrasting materials of stucco and siding between first and second floors
- Use of brick as a base for the elevation
- Shutter accents at doors and windows with wood or stucco trim surrounds
- Stucco as the predominant finish with brick and siding used as accent materials
- Enhanced front door surrounds with pediment trim above

live the difference

MONTEREY



Representative Images

TRADITIONAL

History and Character

The Traditional style is a picturesque country house based on classical design principles that were followed during the American Colonial period. Its interpretation, however, is regional in character. Massing is often more horizontal in appearance with special windows appearing in the center of the house over the front door. The houses are composed of simple forms with vertical proportioned windows and door surrounds. Front porches with a variety of columns and railings are common.

General Attributes

Massing:

- Symmetry
- Simple, straightforward, boxy volumes with one-story side wings and porches added make more complex shapes

Finishes and Details:

- Symmetrical and asymmetrical composition of doors and windows are common
- Simplified versions of Classical details and columns
- Siding will be used as an accent along with brick veneer
- Porches shall vary in size, either just around the area of the entry or the full width of the elevation for single family
- Stucco will be a sand finish and match the siding color
- Front porches with a variety of wood columns and railings
- Porches that cover the length of the front elevation
- Clapboard siding
- Stone veneer and brick used singularly or in combination with one another

Roofs:

- Pitched roof dormer
- Medium roof pitch
- Flat concrete roof tile or architectural quality composition shingle shall range in color from light brown to light gray
- Roof overhangs vary per interpretation
- Dormers and symmetrical elevations
- Roof ornamentation consists of cupolas, weather vanes and dovescotes
- Roof pitch over the porch breaking to a more shallow pitch
- Eave mouldings are typical for this style

live the difference

TRADITIONAL



Representative Images

TERRITORIAL RANCH

History and Character

Reminiscent of the early ranchers and farmers of Southern California, the Ranch Style was developed in response to their lifestyle, available materials and environmental considerations. The strong indoor/outdoor relationship is ideal for the temperate climate of the region and incorporates sliding glass doors, picture windows, terraces and secluded patios. These homes were influenced by Colonial, Spanish Colonial, Stick, Monterey, and Spanish Eclectic architecture; however, the detailing was simplified when adapted to the Ranch Style.

General Attributes

Massing:

- Simple rectilinear forms, horizontal massing and humble scale

Roofs:

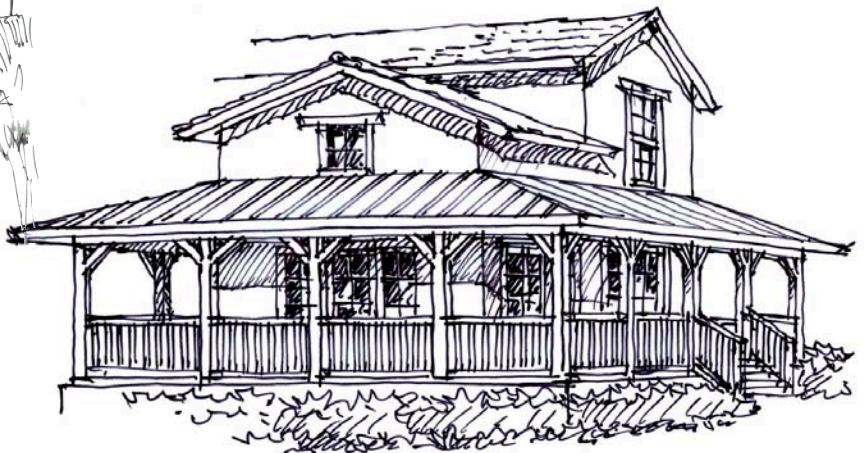
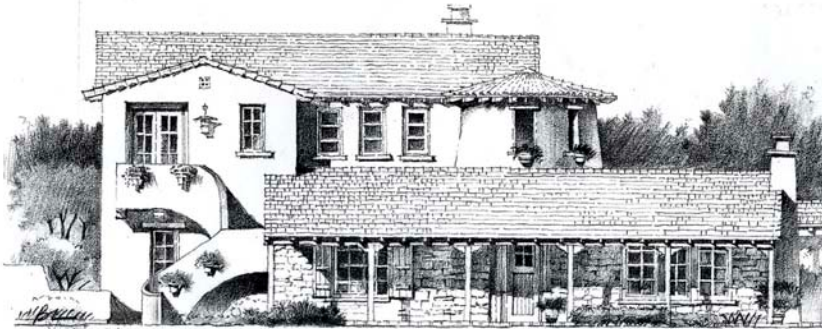
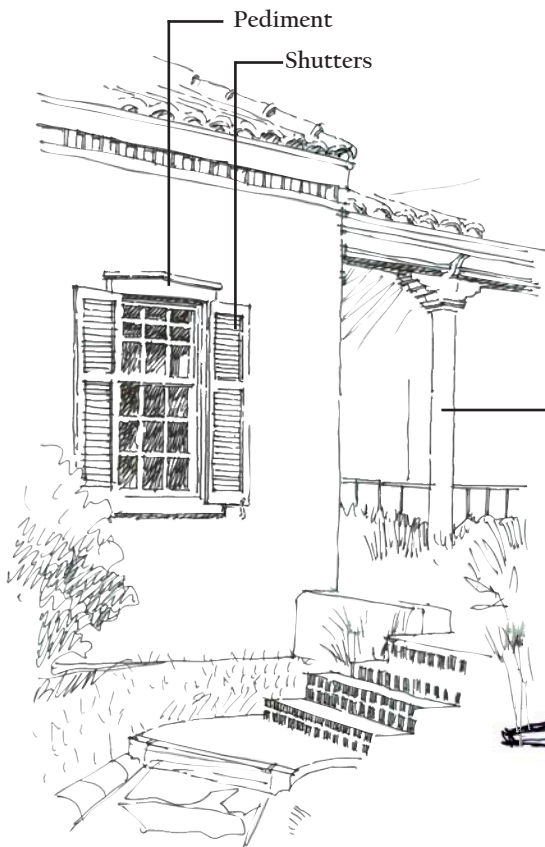
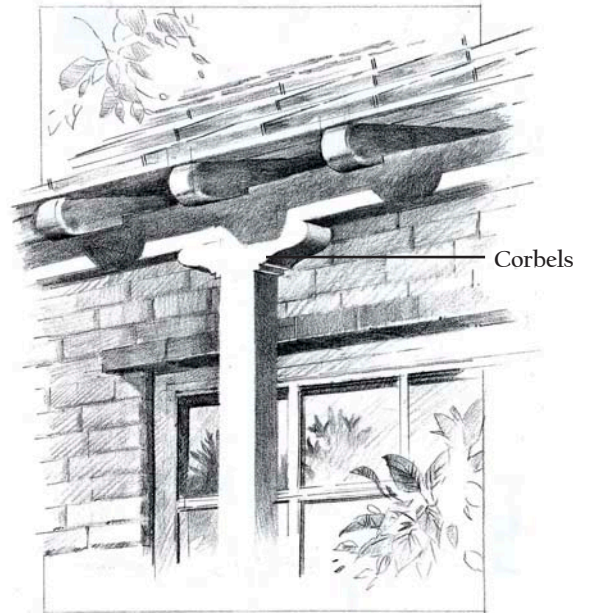
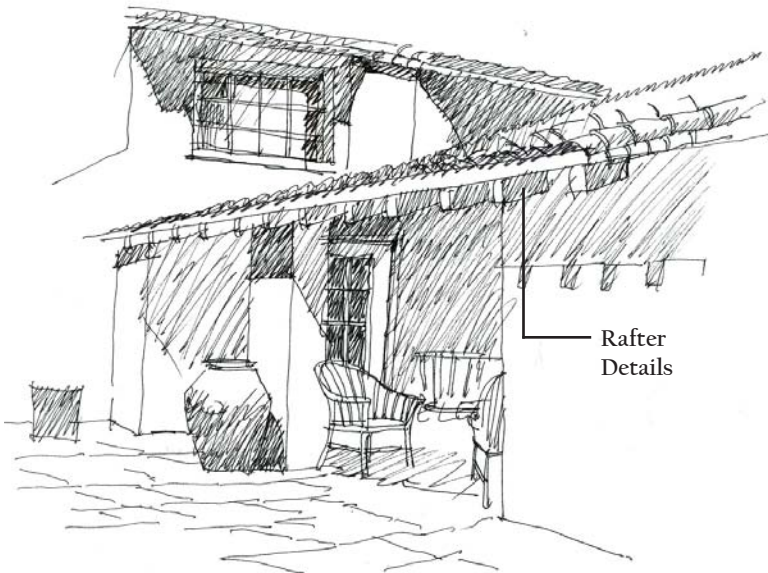
- Gabled dormers
- Long horizontal gable roofs of shallow to medium pitch
- Deep overhangs typical

Finishes and Details:

- Cladding materials of stucco, board and batten, and horizontal wood siding
- Porches along front and rear façades typically with a shallow roof breaking into the main roof plane
- Decorative shutters at windows with wood trim surrounds
- Simple column and railing detailing at porches
- Minimum 8"x8" post sizes for single wood columns

live the difference

TERRITORIAL RANCH



Representative Images

7.3 MASSING

7.3.1 Introduction

The 'massing' section is intended to provide suggestions for creating neighborhoods and streetscenes that have a variety of building forms that are more proportionate to a human scale and more welcoming to the pedestrian.

Exterior massing of the home should reflect the general uses inside and be organized to create a positive street environment.

Objectives:

- Minimize visual impact of garages
- Give attention to composition of building mass
- Incorporate single-story elements in two-story buildings
- Vary setbacks at porches, living and garage areas
- Minimize two-story dominance of the streetscene, sidewalks and open spaces
- Design with sensitivity to corner lot conditions
- Use appropriate transition of scale
- Use four-sided elevation design



Varying single and two-story massing

7.3.2 General Elements

The general elements of building massing include:

- Front Articulation
- Roof Form
- Garage Placement
- Balconies and Projections
- Rear Articulation
- Variable Setbacks
- Corner Lots / Critical Edge Conditions



Architecture forward

live the difference

7.3.3 Front Articulation and Entry Scale

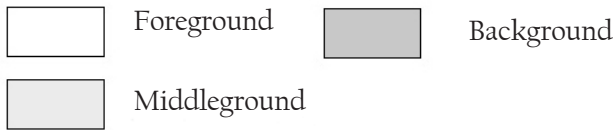
Intent:

The front elevation of the home is an important element in creating a quality community at Edenglen. Special attention will be placed on these elevations and how they address the public realm. Emphasis on location and design of entries, living areas and garages will be to provide a special element or “gift” to the street. Placing an emphasis on variety of building massing creates a diverse streetscene.

Criteria:

- Building massing should be appropriate to architectural style
- Building details such as doors and windows should be in proportion to the overall building massing
- All homes should have at least two planes (not counting the garage) of variation in front elevation massing
- Corner homes shall have single story elements at corner edge
- Porches and loggias shall be 7' minimum in depth and have an 8' plate height (70 SF minimum)
- Massing elements should project enough to avoid elevations that appear to be “pasted on”
- Building form is encouraged to reflect the interior uses of the home
- “Recessed” two-story elements are encouraged to create human scale buildings.
- Front elevations with a single-story element for two-story homes are encouraged
- Front elevations are encouraged to emphasize the placement of living areas, porches, covered terraces, entries, and windows to address the neighborhood street

Front Massing Legend



Covered entry door with porch



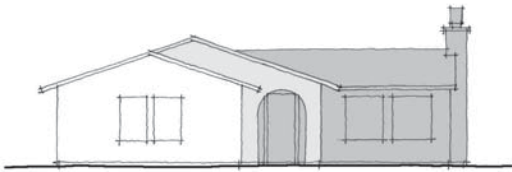
Covered entry door with porch



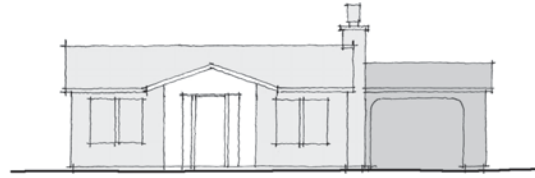
Recessed entry door with story massing



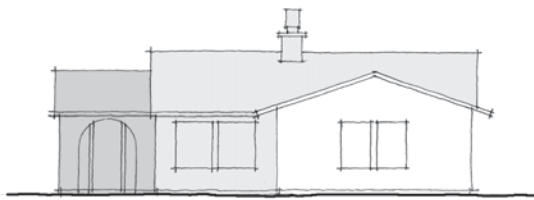
Covered entry door with porch



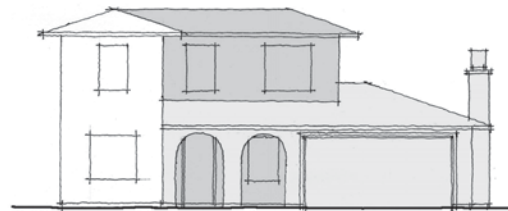
Covered entry door



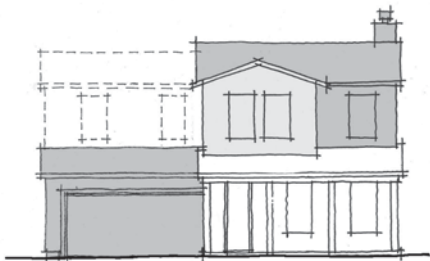
Covered entry door with porch and porte cochère



Recessed entry door



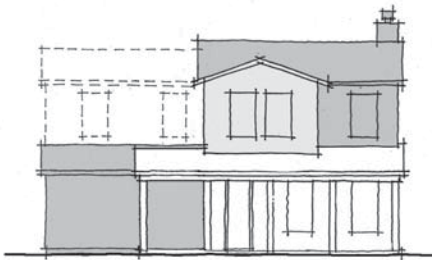
Covered entry with porch



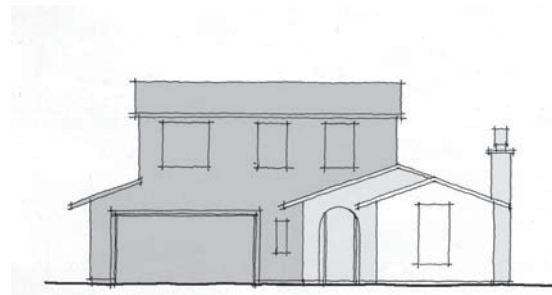
Covered entry door with porch



Corner lot entry door with porch



Corner lot entry door with porch



Covered entry door with one story massing

Front Massing and Articulation

live the difference

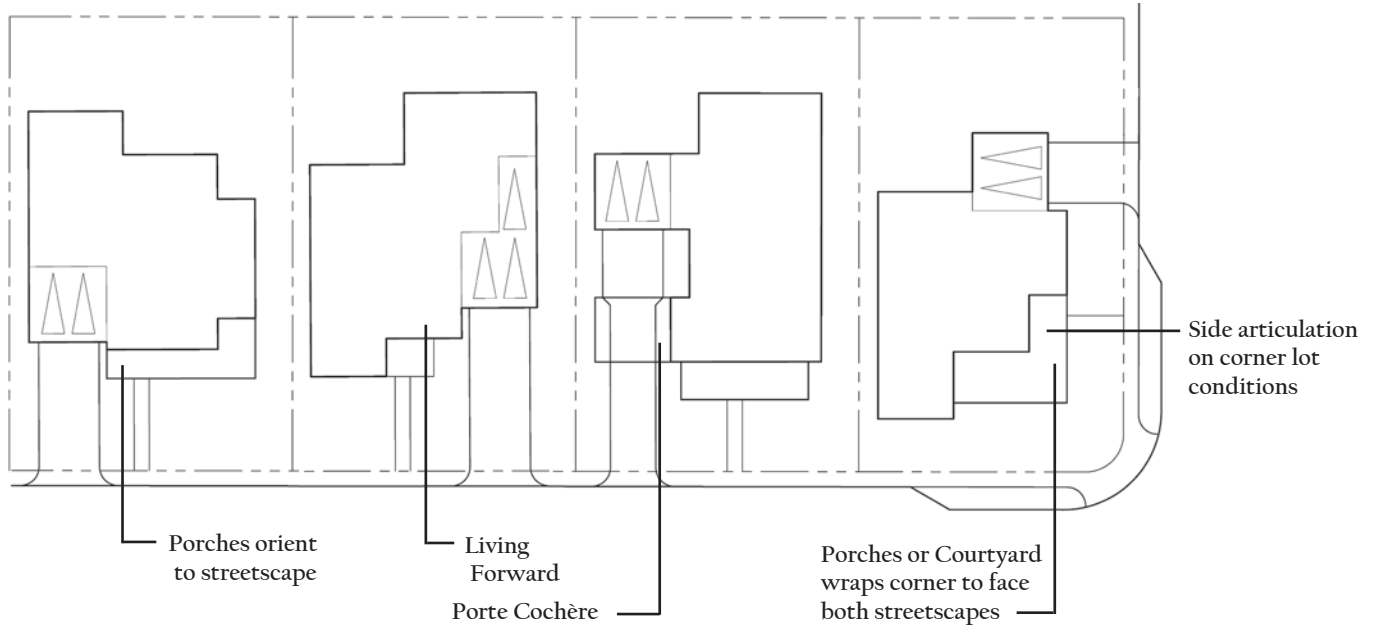



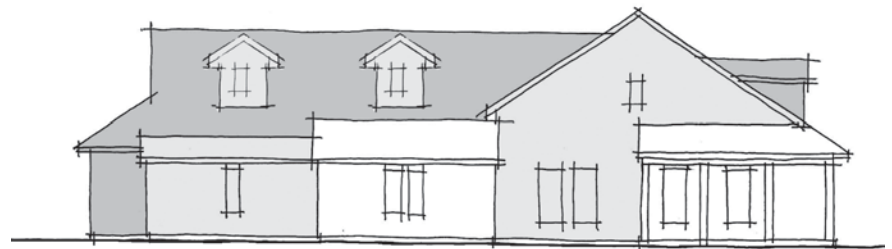


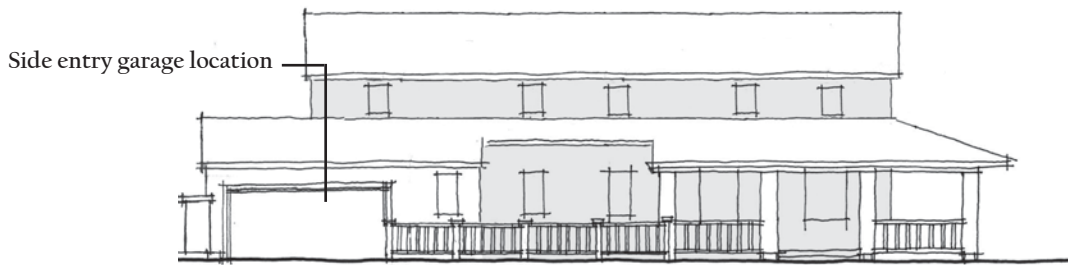
Diagram of Living Area Forward

Side Massing Legend

-  Foreground
-  Middleground
-  Background



Single-story porch wraps at corner condition



Single-story porch wraps at corner condition

Side Articulation

7.3.4 Roof Form

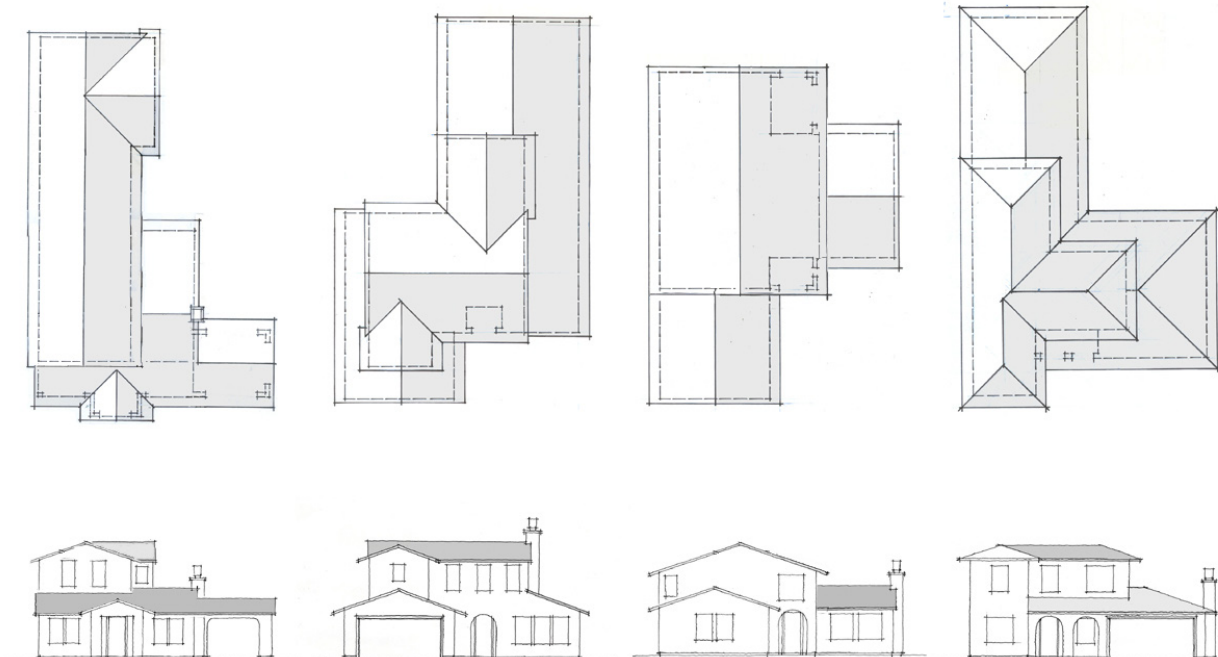
Intent:

Roof form is an important design element as it relates to the character of the community, observed from both the external edges and inside the neighborhood.

Variety of roof form along streets creates a positive visual edge to these public ways. Appropriate massing of roof forms help to create human scale architecture to the street.

Criteria:

- Roofs shall appear to be composed of a series of simple roof forms
- Gable ends shall be a minimum of 12' wide for lot sizes 50' and wider
- Roofs shall vary in massing along streetscene and open spaces
- No more than three of the same main span roof configurations (front to back or side to side framing) shall be adjacent to one another for variation in massing along the streetscene
- Roof forms are encouraged to reinforce the architectural style of the home
- Flat roof elements are encouraged only if appropriate to style
- Mainspan roof directional changes at narrower lots are encouraged



Roof Variation Along Streetscene

live the difference

7.3.5 Garage Placement

Intent:

The location, configuration and orientation of the garage on its lot are important design elements, both for the composition of the dwelling and its contribution to the streetscape.

De-emphasizing the garage is an important community design element. The goal is to emphasize the living areas of the home as they address the street.

Placing living areas forward encourages ‘eyes on the street’ for neighborhood safety and security while establishing neighborhood orientation to the pedestrian.

Criteria:

- Garage door patterns are encouraged to vary among elevation types and to reinforce the architectural theme of the dwelling
- A minimum of a 3’ offset is encouraged where garages are adjacent on common property lines except when garages are located at rear of lot
- 3-car garage configurations are discouraged
- Garage door recess is encouraged to be a minimum of 12”

The following alternative garage configurations are encouraged:

- Shallow Recessed Garage
- Mid-Recessed Garage
- Deep Recessed Garage
- Offset Garage
- Garage with Casita
- Tandem Garage
- Swing-in Garage
- Rear-Loaded Garage
- Corner Lot Garages



Deep Recessed Garage

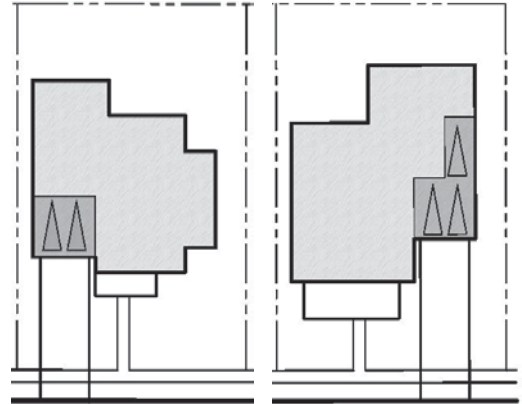
Examples of garage orientation types:

Shallow Recessed Garage

Set the garage back from the adjacent living space façade of the house (excluding porches). This setback strives to reduce the overall visual mass of the garage.

Mid-Recess Garage

Set the garage back at the mid-point of the home to allow maximum living space forward while the garage remains attached to the house.

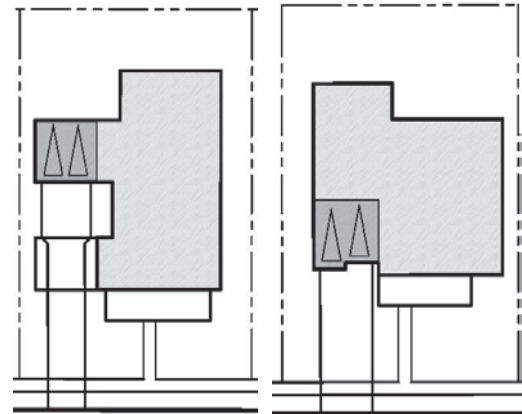


Deep Recessed Garage with Porte Cochère

Set the garage back to the home. This setback achieves more usable living space toward the street and creates additional usable side yard outdoor space.

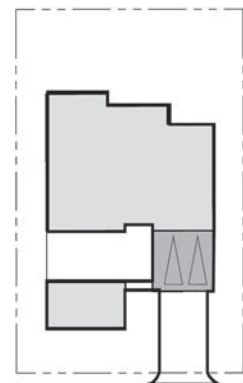
Offset Garage

This garage layout breaks up the massing of the two-car garage by offsetting two one-car garages from each other.



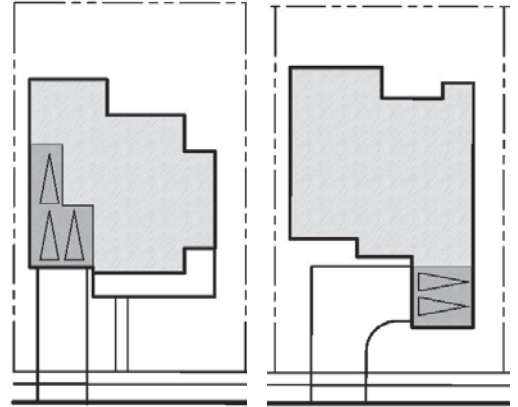
Garage with Casita

This garage configuration is offset from a detached casita which defines the front of the home.



Tandem Garage

This garage layout de-emphasizes a third garage space by concealing it behind a standard two-car garage condition. This garage configuration can be shallow, mid-recessed or deep recessed garage design.

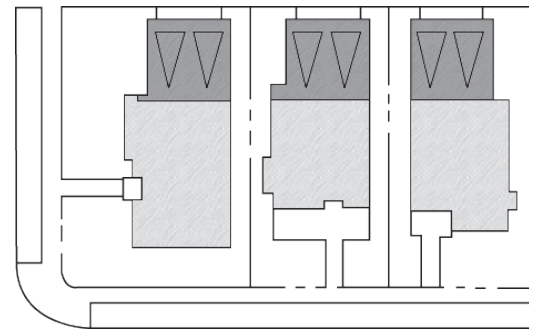


Swing-in Garage

A single or two-car swing-in garage may be used on a lot with a minimum width of 50'. A minimum of 28' back up space is required. The elevation facing the street shall have an architectural detail such as a window, reveal or pop-out.

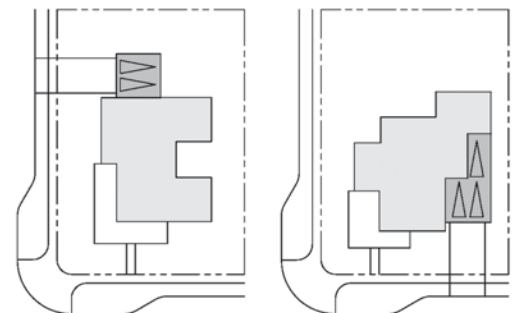
Rear Loaded Garage

Garages accessed from an alley create a more traditional streetscene, without garages visible at the front side of the home. Recess garage door a minimum of 8" on rear loaded garages.



Corner Lot Garages

Corner lot garages may be addressed two ways; plans may be designed for corner orientation or interior lot plans may be adjusted to address corner conditions. The purpose of either solution should be to create substantial streetscene variation while the architecture wraps the exterior lot frontage.



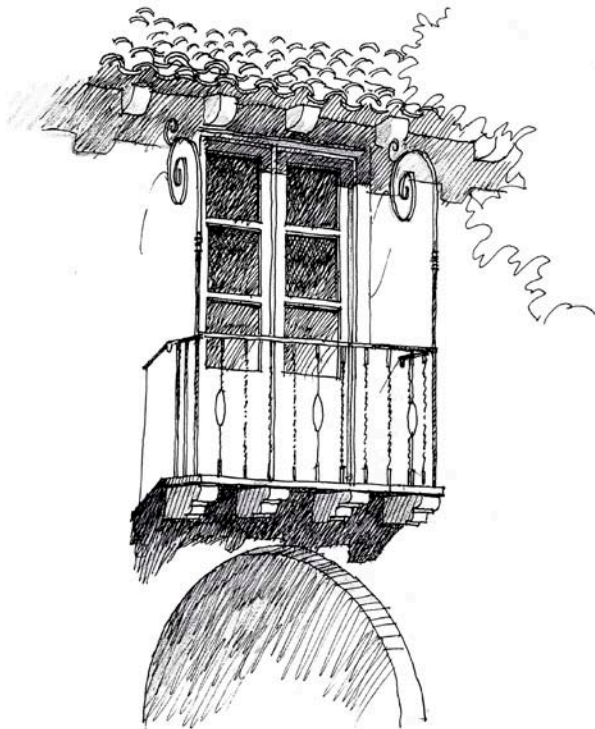
7.3.6 Balconies and Projections

Intent:

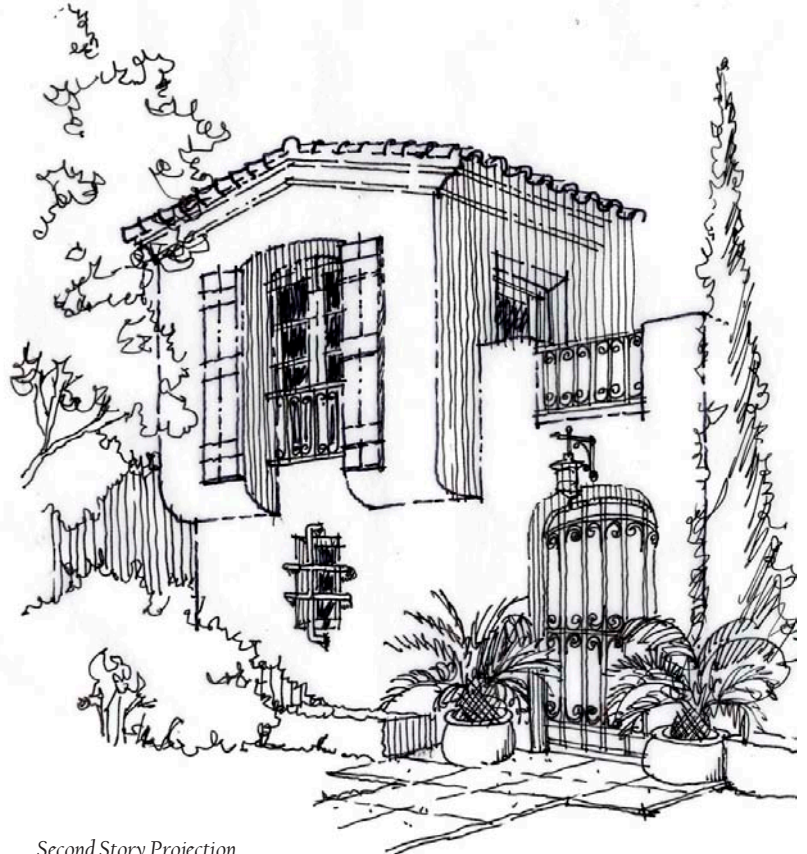
As part of the overall composition of a two-story dwelling, balconies or projections provide relief and interest at the second story. Additionally, these elements create ideal outdoor rooms.

Criteria:

- Balconies shall be roofed when they exceed 4' in depth
- Balconies and projections shall proportionally complement and be integrated into the overall massing of the home
- Balconies shall not be located at outside edges of homes where they can overlook private spaces of adjacent homes
- Balcony railings are encouraged to be consistent with the architectural style—no tubular steel railings
- Architectural projections such as media niches and chimneys are encouraged to be a maximum of 3'
- Covered balconies and living area cantilevers are encouraged to be appropriate to the architectural style
- Opportunities for creating shaded areas and usable outdoor spaces are encouraged



Balcony Detail



Second Story Projection

Note: Multiple options should be considered based on effective solar orientation.

live the difference

7.3.7 Rear Articulation

Intent:

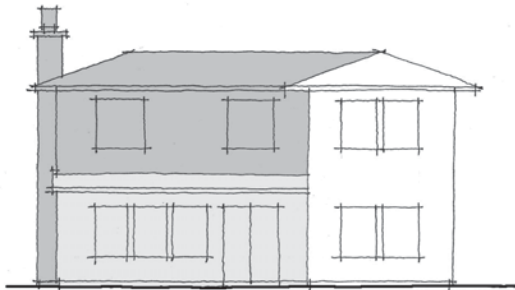
Particular attention will be placed on the design of those dwellings adjacent to or in close proximity of major community roadways, open spaces, or entry features. Whether viewed from distant or close range, massing requirements will be implemented to ensure positive community character in these conditions. Generally, repetitious elements such as continuous gable ends and similar building silhouettes shall be avoided.

Criteria:

- Plans shall utilize projections and/or offsets that extend from the main wall plane
- Plans shall have single-story living spaces that cover at least 30% of the rear façade
- The stepping or use of projections shall be encouraged to create the articulated massing important to the character of the community
- Homes directly adjacent to arterial roadways, collector roads, entry drives, and open spaces are encouraged to be given particular attention in their rear articulation, contributing positively to these edges
- Building forms that are assemblies of interlocking masses are encouraged
- Architectural massing and articulation appropriate to style is encouraged
- Vertical and horizontal plane breaks are encouraged



Two-Story Massing with Single-Story Projection



Two-Story Massing with Two-Story and Single-Story Projection






Single-Story Roof Shed with Two-Story Element



One- and Two-Story Massing

Rear Massing Legend

-  Foreground
-  Middleground
-  Background

7.3.8 Variable Setbacks

Intent:

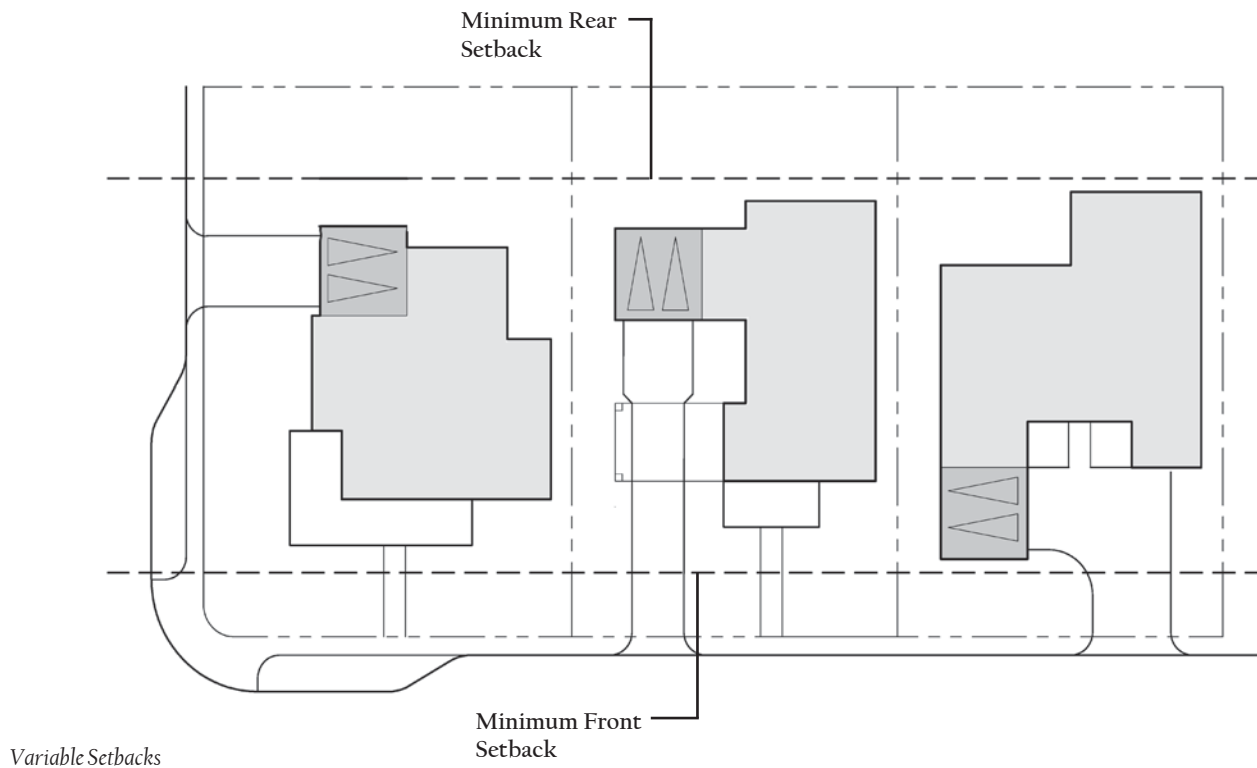
The key to quality neighborhood design is the emphasis on the 'living' areas of the home orienting towards the street. To encourage this, reduced setbacks are allowed for living areas as measured from the property line (generally, the back of the sidewalk).

Additionally, variable setbacks for both living and garages are encouraged to create diversity in streetscenes.

Criteria:

- Setbacks shall be appropriate and proportionate to the housing type and lot size
- Variable rear setbacks are encouraged to create a variety of edge conditions such as homes backing to collector roads and back to back homes

Refer to the preliminary and/or final plot for final setback requirements.



live the difference

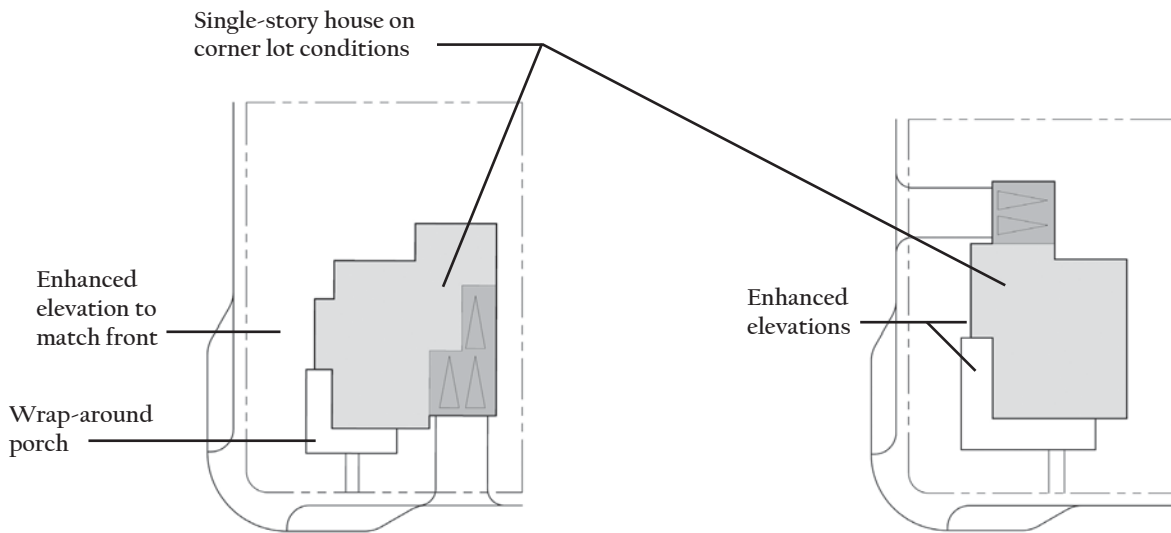
7.3.9 Corner Lots /Critical Edge Conditions

Intent:

Single-story elements at corner conditions should be considered in Edenglen. Creating a “human-scale” edge, utilizing single-story elements and other architectural details, provides optimal massing forms oriented to pedestrians. Porches that wrap around two sides of the house provide a transition from the public realm of the street to the private home.

Criteria:

- At least one plan type should be designed for corner lot plotting in order to be flexible
- Similar massing and detailing utilized on the front elevation shall be incorporated on the side elevation facing the street
- Homes on corner lots are encouraged to be designed for two-sided corner exposure



Corner Lot Garage Alternatives

7.4 MATERIALS AND DETAILS

7.4.1 Introduction

Strong architectural detailing is a key element to creating quality communities. During the design of Edenglen, special attention has been given to the details of the homes. Appropriate focus should also be given to the design of the secondary elements of the architecture.

General Elements

The following elements are primary:

- Wall Finish
- Accent Materials
- Doors
- Windows
- Exterior Lighting
- Roofing Materials
- Eaves and Rakes
- Color
- Chimney Shrouds

Other Elements:

Mechanical equipment

- Rooftop mechanical equipment is strictly prohibited
- Air conditioning/heating equipment shall be screened from the street and neighboring views
- Pool, spa, and water softening equipment shall be screened from the street and neighboring views

Meters

- Meters shall be screened from public view to the extent possible

Gutters and downspouts

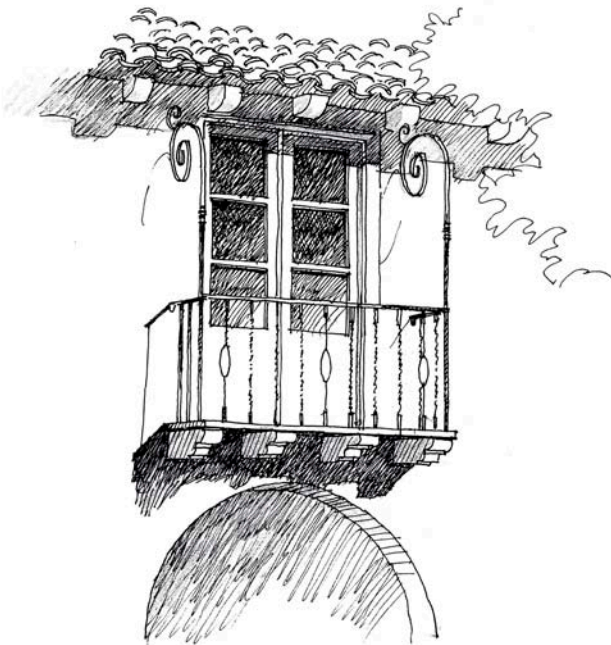
- 6" half round gutters required
- Exposed gutters shall match roof or wall color
- Faux copper patina is acceptable

Accessory structures

- Any detached living structure, such as casitas, associated with the single-family lot shall be designed to match the style, massing and detail criteria of the primary building

Chimney Shrouds

- Chimney shrouds shall be simple in form, appropriate to the architectural style, and not overly ornate



Wrought Iron Balcony Railing

live the difference

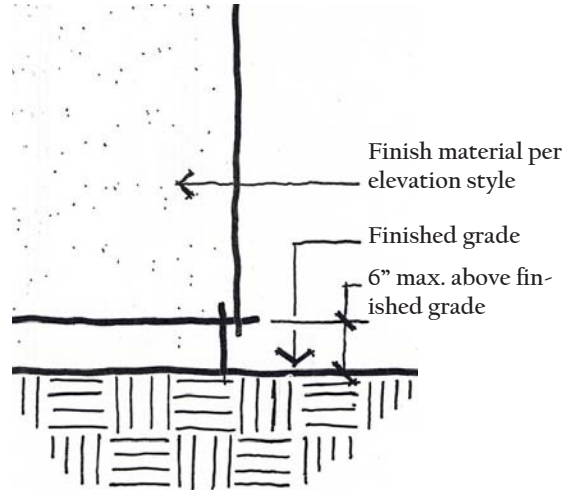
7.4.2 Wall Finishes

Allowed Finishes:

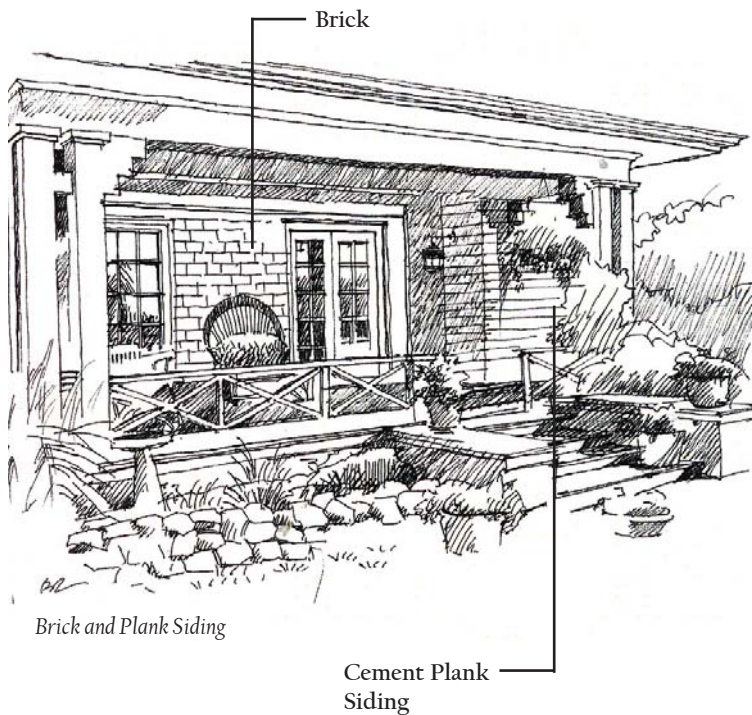
- Stucco
- Exposed masonry walls (brick, slump block, etc.)
- Stone, brick, adobe, brick veneers (accent materials)
- Cement plank siding
- Board and batten siding

Criteria:

- Footings shall be exposed no higher than 6" above finished grade
- A medium sand finish (30/30) for stucco is encouraged
- "Spanish Lace" stucco finish is discouraged
- The proposed stucco finishes must be approved by the City of Ontario Planning Department

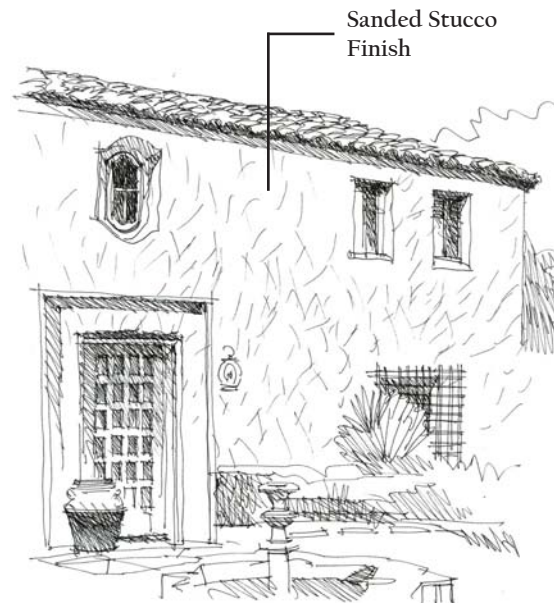


Exposed Footing Detail



Brick and Plank Siding

Cement Plank Siding



Stucco Finish

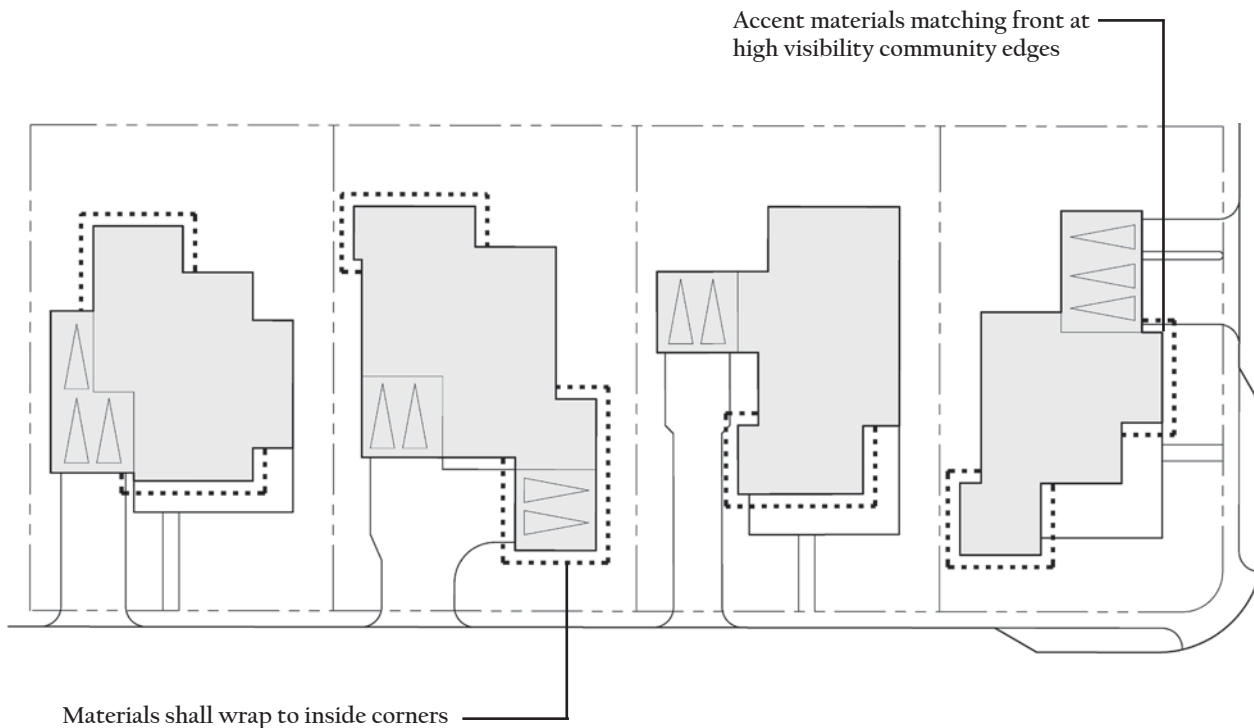
7.4.3 Accent Materials

Intent:

Accent materials reinforce the architectural theme of the home and ensure diversity in character within the neighborhood.

Criteria:

- Accent materials shall be wrapped to coincide with an architectural element, and terminate at inside corners
 Note: Accent materials may terminate at privacy wall conditions
- Natural stone, approved manufactured or cultured stone, painted or natural brick, precast concrete, ceramic tile, wrought iron, slump block, and horizontal or vertical wood siding (or approved manufactured siding, i.e. cementitious board) are encouraged
- Accent materials complementing the overall color and style of the home are encouraged
- Architectural trim applied to all elevations should be provided to be consistent with the front elevation and the architectural style

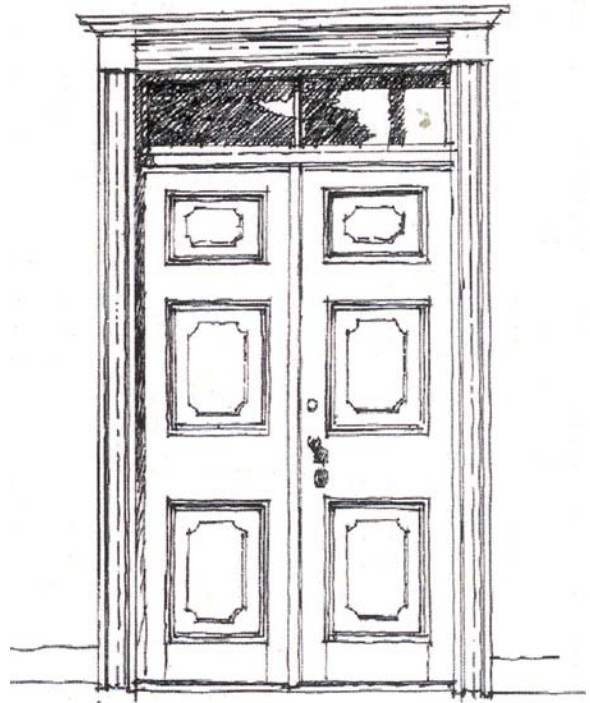


live the difference

7.4.4 Doors

Criteria:

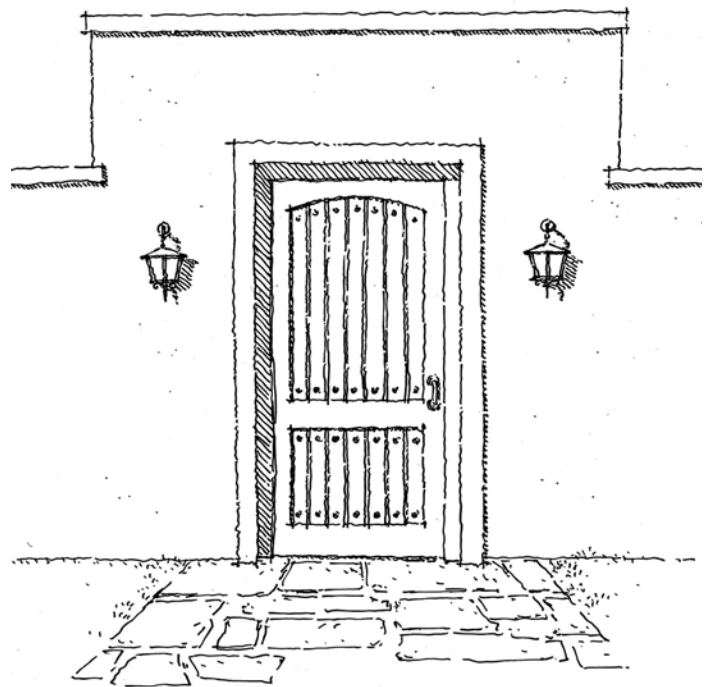
- Front entry doors shall be wood, composite fiberglass, or MDF
- Design of doors shall be consistent with the architectural style of the home
- Doors shall be protected by deep recess or porch elements
- Recessed doors are encouraged at two-story massing
- Entry and garage doors expressing a level of detail appropriate to the style of the dwelling are encouraged
- Maximum garage door height shall be 8'-0"
- Garage doors are encouraged to be recessed a minimum of 12"
- Garage door windows shall be consistent with the architectural style of the home



Front Door with Trim Detailing



Protected Door Under Balcony

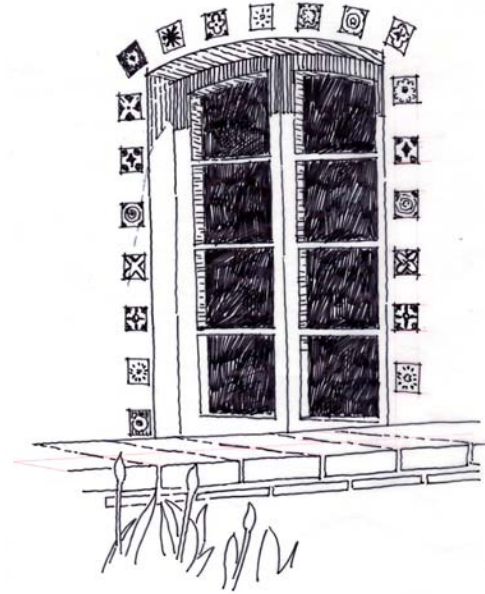


Door to Courtyard

7.4.5 Windows

Criteria

- Proportions and alignment shall be appropriate to style
- No highly reflective glazing shall be used.
- Windows shall be aluminum, wood or vinyl
- Grates, shutters and tile surrounds are encouraged as style dictates
- Inset windows are encouraged to be a minimum of 2" in depth at inset
- Recessed windows are encouraged to be a minimum of 18" in depth
- Full window trim is encouraged on all elevations (front, side, rear)
- Shutters shall be sized to match window width and have appropriate hardware

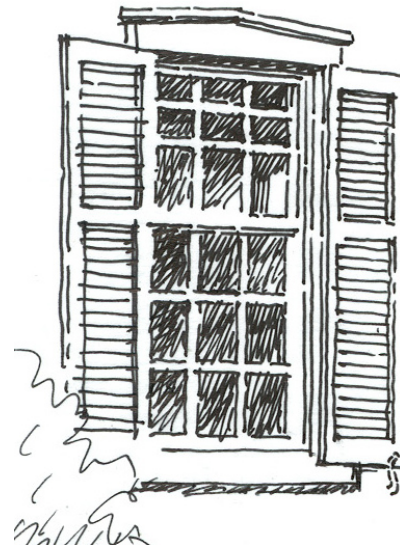


Tile Surrounds Window

Recessed Window



Window Recess



Shutter Detailing

live the difference

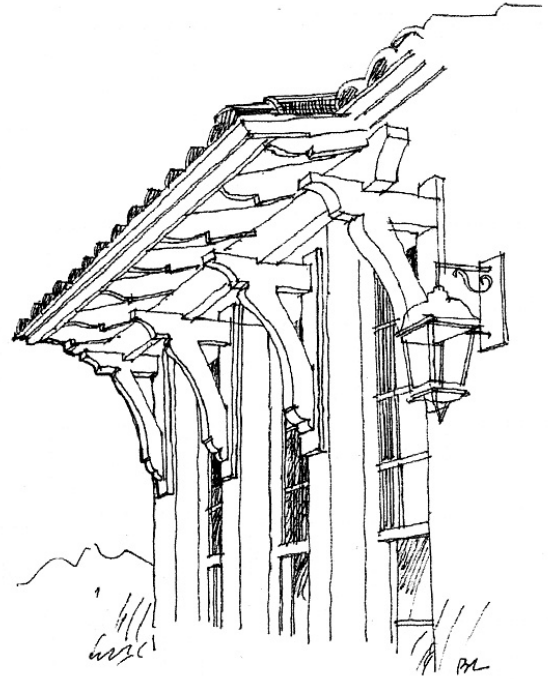
7.4.6 Exterior Lighting

Intent:

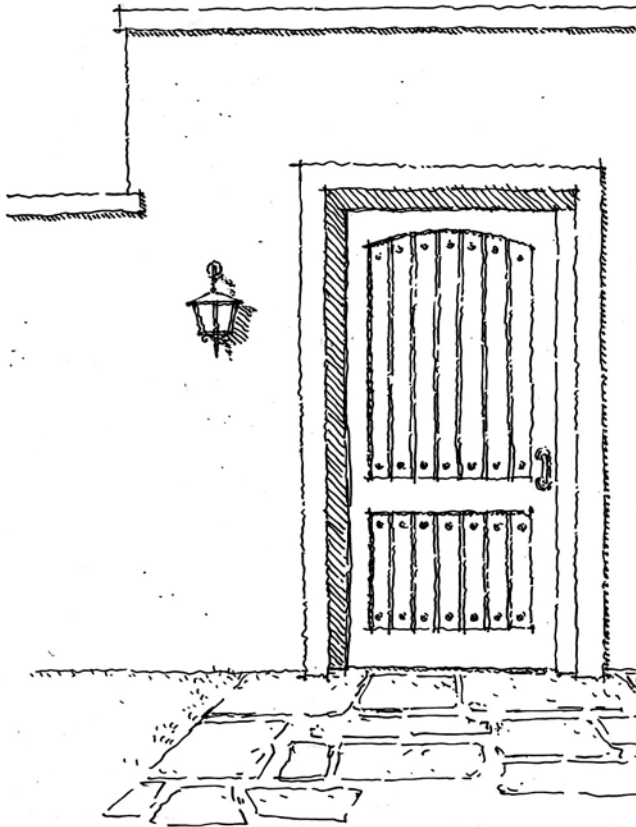
Emphasis will be placed in reducing ambient light at Edenglen.

Criteria:

- Lighting used on walls and walkways shall focus light down and provide appropriate downcasting hardware to minimize glare
- Surface mounted lights shall not be permitted in garage door soffits; lighting fixtures shall be appropriate to the selected style of the home; wallparks are prohibited
- Ambient light shall be cast downward to reduce impact
- Light design shall be included as part of the architecture review package



Lighting Detail Reinforcing Architectural Style



Entry Lighting

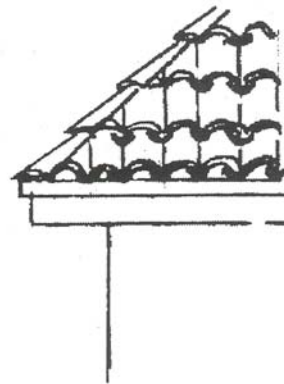
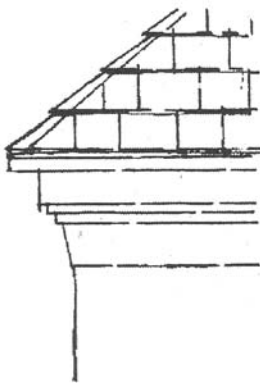
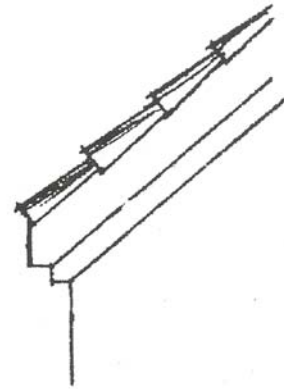
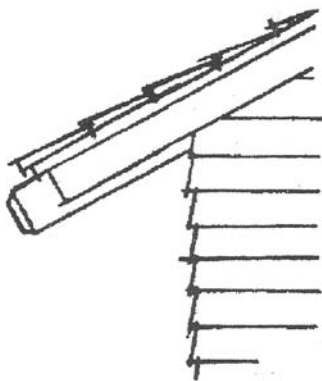


Accent Lighting

7.4.7 Roofing Materials

Criteria:

- Particular attention shall be given to avoid repetition in continuous gable-ends and similar ridge heights
- Concrete clay flat, S-tiles or barrel shall be used depending upon home style
- Skylights are not allowed on sloped roofs facing public streets
- Standing seam metal roofs painted in non-reflective neutral colors are allowed for all appropriate architectural styles (excluding Spanish and Monterey)



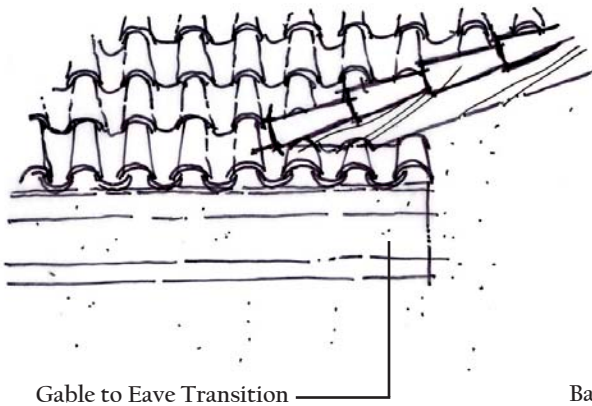
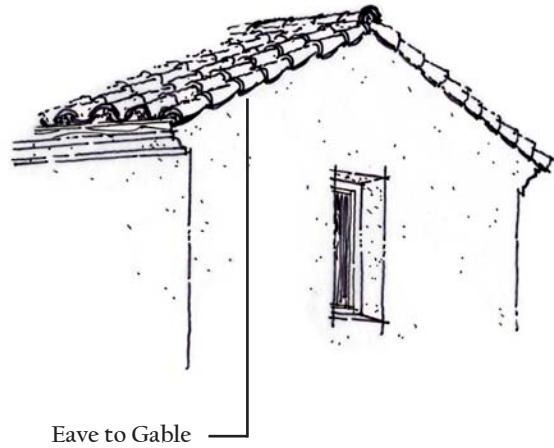
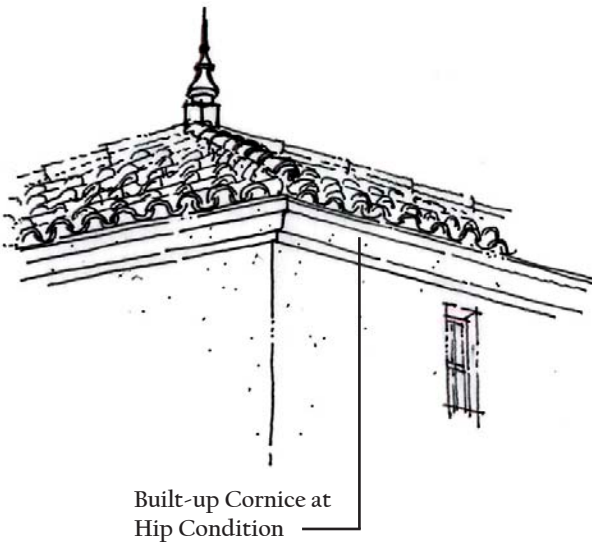
Roof Options

live the difference

7.4.8 Eaves and Rakes

Criteria:

- Rafter tails, when exposed, shall be a minimum of 4," painted or stained
- Attention related to the rake return detail is encouraged
- Eaves are encouraged to be constructed of simple built-up stucco cornices (wrapped eaves)
- Appropriate to the home's style, larger eave overhangs are encouraged to provide opportunities for shading
- Proportions of eaves and rakes shall be appropriate to the home style



7.4.9 Color

Intent:

Colors chosen for the homes of Edenglen are important to establishing a community that blends continuously, yet leaves the impression that each home was designed on its own. Appropriate color selections will make each home unique but still look naturally and not out of place in the neighborhood.

Criteria:

- Color shall contribute to distinguishing the overall architectural character of the dwelling
- Colors should reflect the natural hues found in Southern California while embracing the diversity of color found in this environment
- Generally, the main body of the dwelling shall emphasize hues that are warm in character and saturated in intensity
- Hue variation in adjacent homes shall be provided to create diversity within the neighborhood
- Soft earthen tones are encouraged at the stucco-finished portions of the dwelling
- Diversity of color is encouraged
- Saturated regional earth tone colors are encouraged
- The exterior color character for the residences at Edenglen shall draw from the site itself and the influences of Southern California
- Roof tile colors are encouraged to be consistent with architectural styles

live the difference

7.5 HOME TYPES

7.5.1 Introduction

A variety of housing types utilizing an architectural program composed of detached and attached housing is offered at Edenglen. This diversity in housing types ensures a range of choices and a mix of homes within each neighborhood. Residences ranging from greencourt-oriented townhomes to condominium style cottage homes to conventional single-family homes are articulated in traditional architectural styles. Providing a multitude of various housing programs will allow for a diverse array of family types and the opportunity for families to move up within the community as their lifestyles and needs change through time.

The siting of the various housing types included consideration of orientation to edge conditions, transitional land use areas, street and pathway types, and the heart of the community—the Central Park.

7.5.2 Home Type Criteria

The following pages reference the location of defined parcels, their appropriate housing type allocation, and a vignette showing a conceptual image of house orientation on a lot, as well as its relationship to other homes.

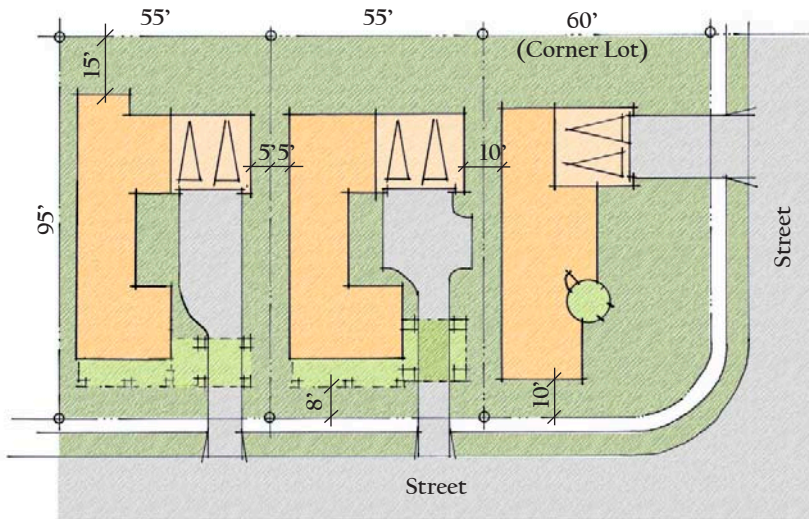
| Home Type | Configuration | Product Acreage | Units | Density | Min. Lot Size |
|--------------|-----------------------------|-------------------|------------|------------------|---------------|
| P-1 | SFD | 18.6 Acres | 92 | 4.9 du/ac | 55' x 95' |
| P-2 | Alley-Loaded SFD | 11.3 Acres | 69 | 6.1 du/ac | 50' x 85' |
| P-3 | Cottage Home SFD | 10.3 Acres | 116 | 11.3 du/ac | 31' x 63' |
| P-4 | Triplex Court Home | 12.4 Acres | 151 | 12.1 du/ac | 84' x 84' |
| P-5 | Garden Court Townhome | 9.3 Acres | 156 | 16.7 du/ac | 119' x 133' |
| | Roads, Parks and Open Space | 15.2 Acres | | | |
| Total | | 77.1 Acres | 584 | 7.6 du/ac | |

Note: Lot counts, acreages and densities may be revised based on final plat maps.



Garden Court homes

P-1: SINGLE FAMILY DETACHED (SFD)

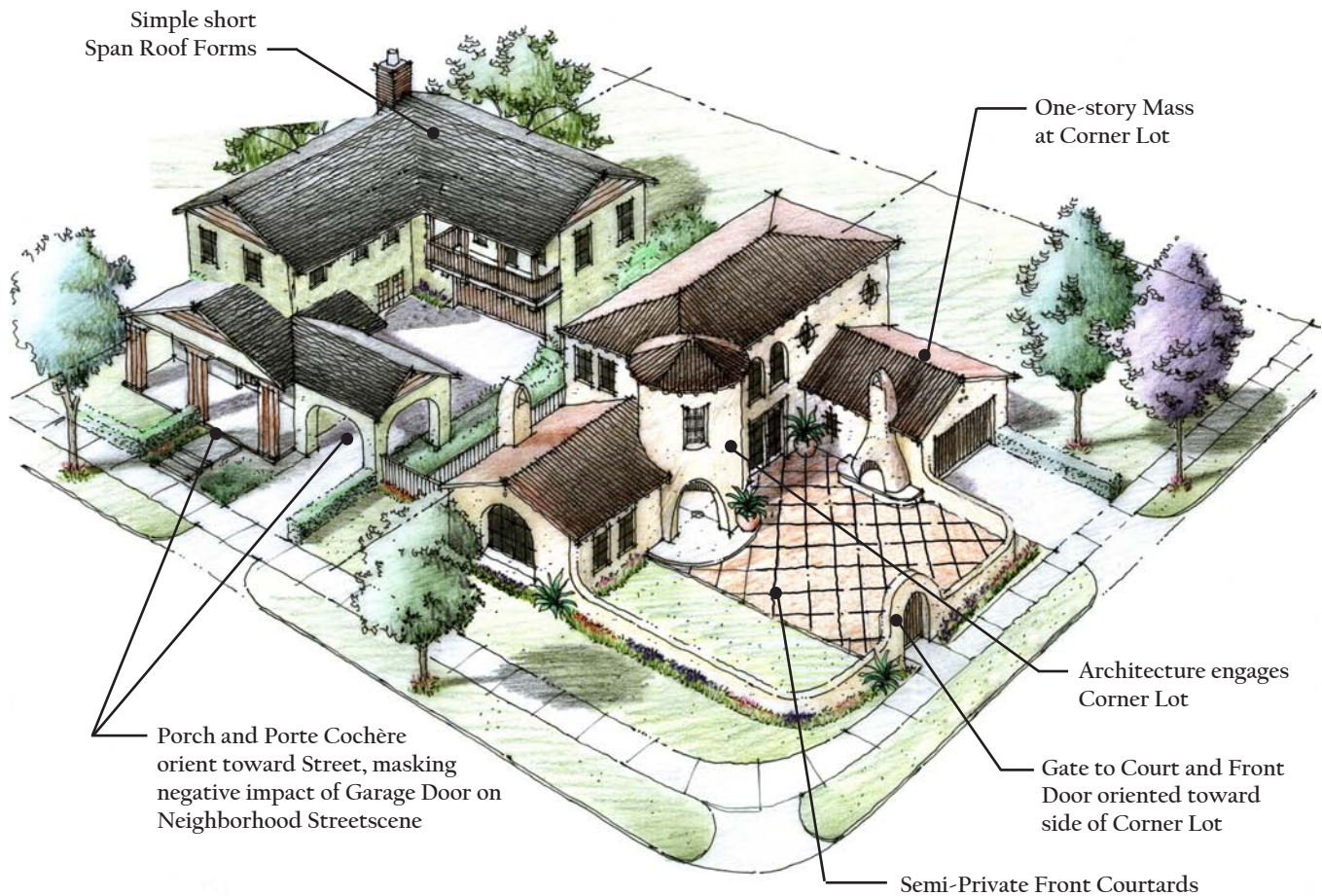


Characteristics:

- Variety of garage configurations
- Primary rooms orient towards street
- Front doors and walks face street
- Wider lot at corner
- Varied front setbacks

*Unless otherwise stated, all setback dimension lines are minimums.

Plotting Example

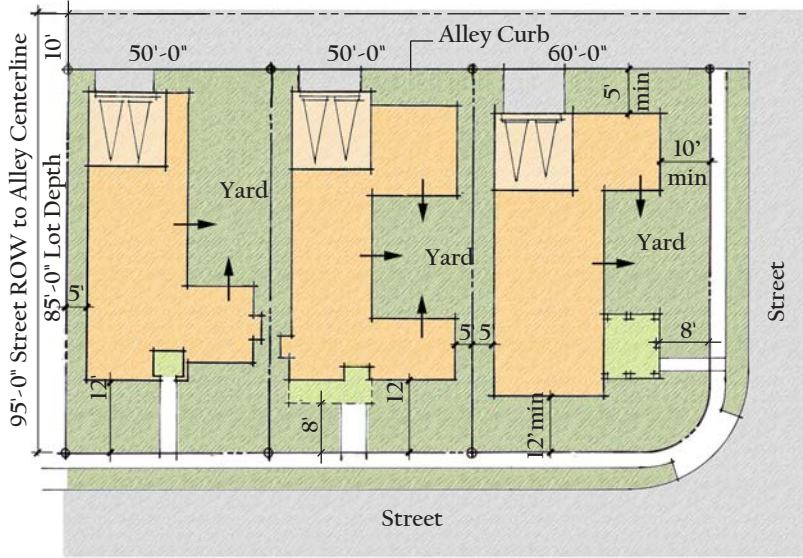


Axonometric

Note: Architectural styles may vary.

live the difference

P-2: ALLEY-LOADED SFD

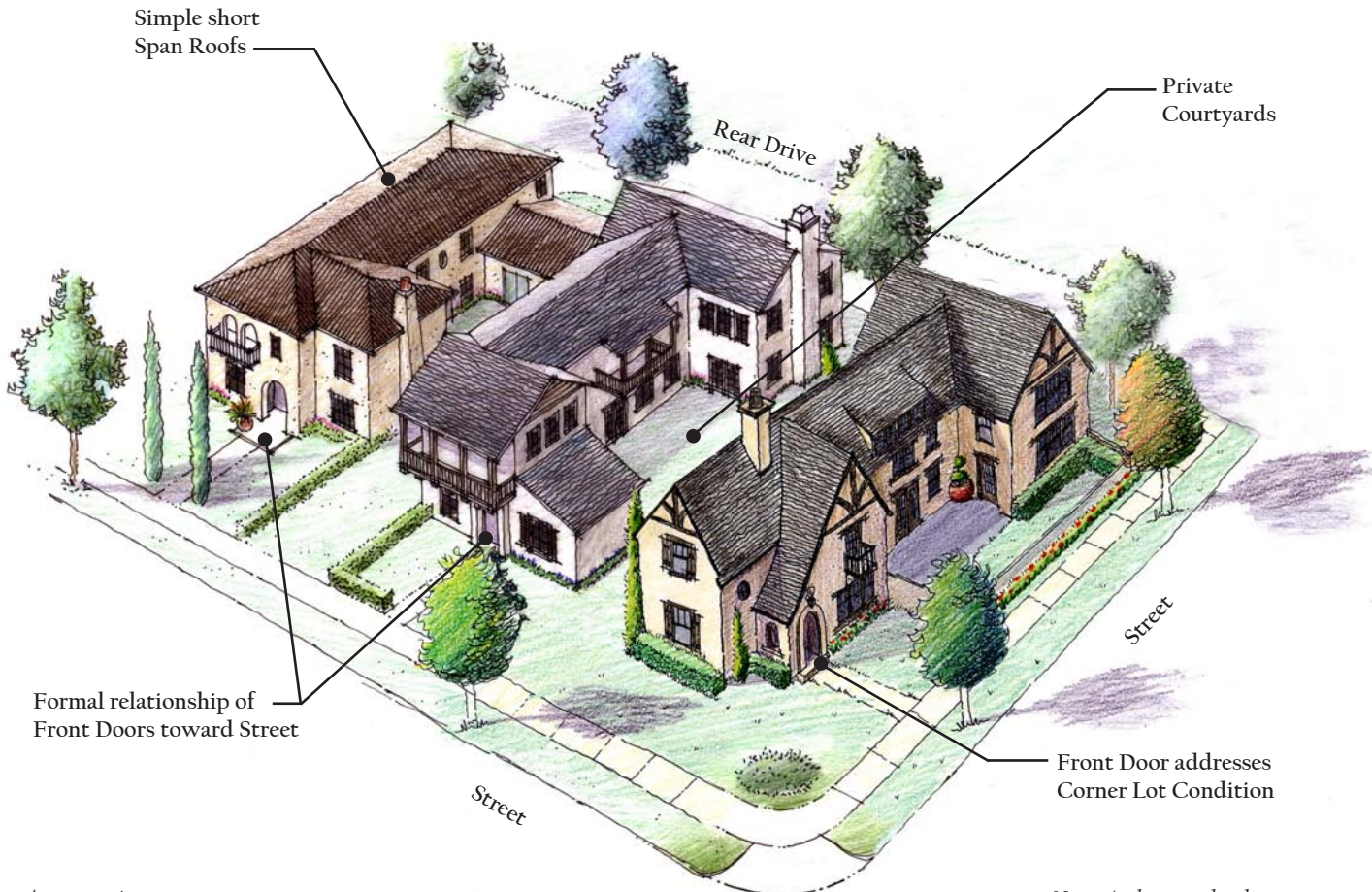


*Unless otherwise stated, all setback dimension lines are minimums.

Characteristics:

- Rear-loaded garages from alleys
- Major rooms orient around courtyard
- Front doors and walks facing street
- Wider lot at corner
- Reciprocal use easements for expanded sideyards

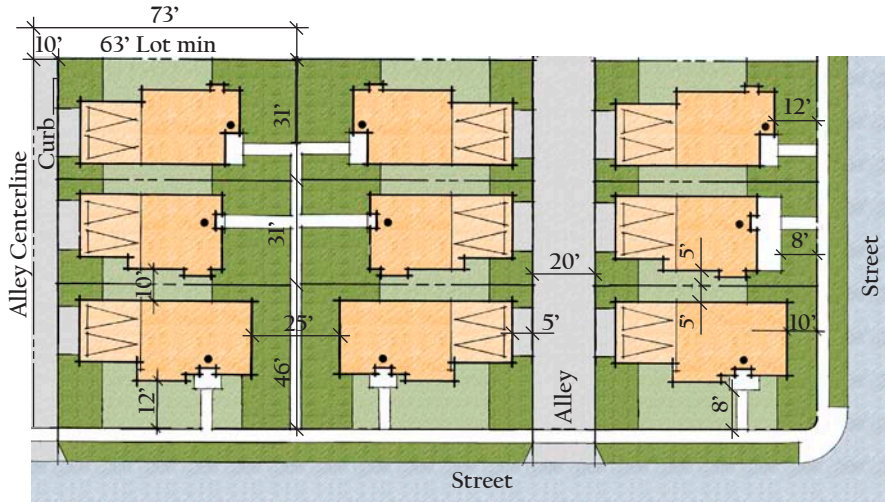
Plotting Example



Axonometric

Note: Architectural styles may vary.

P-3: COTTAGE HOME SFD

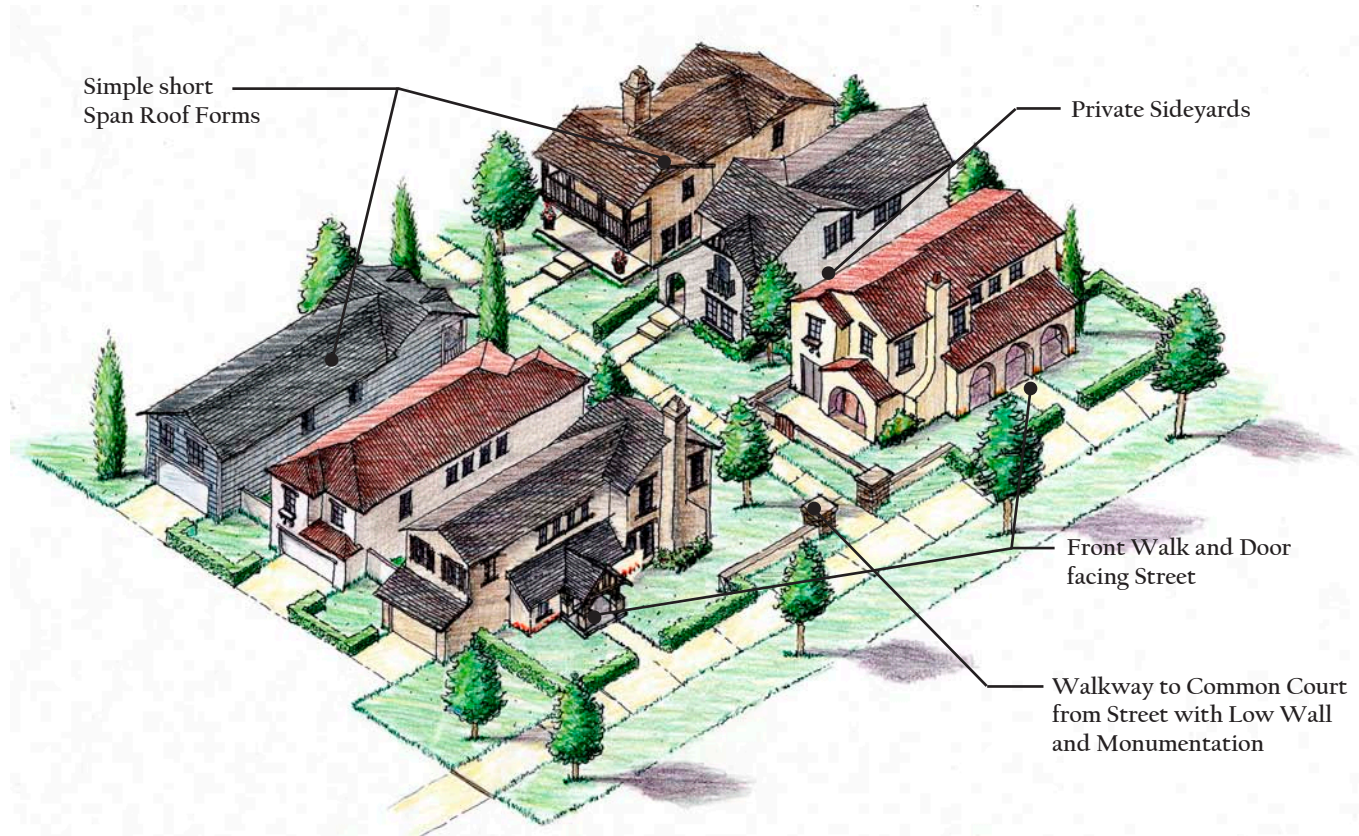


*Unless otherwise stated, all setback dimension lines are minimums.

Characteristics:

- Rear-loaded garages from alleys
- Primary rooms orient towards street or greencourt
- Front doors and walks facing street or greencourt
- Private side patio yard areas
- Reciprocal use easements

Plotting Example

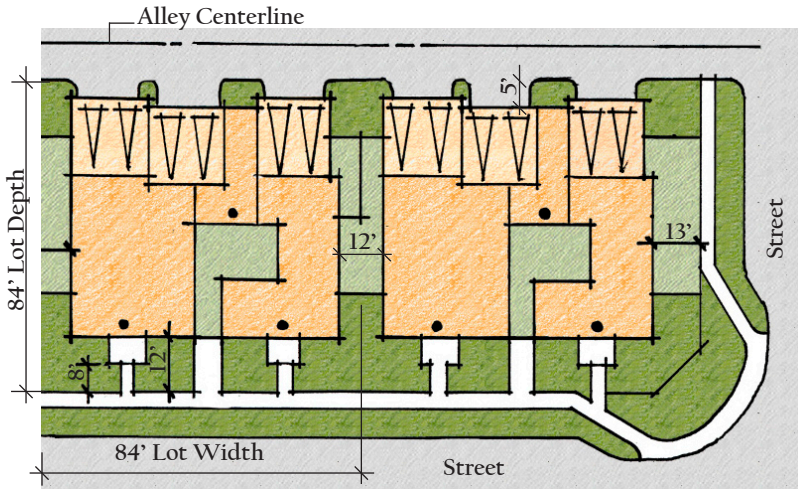


Axonometric

Note: Architectural styles may vary.

live the difference

P-4: TRIPLEX COURT HOMES

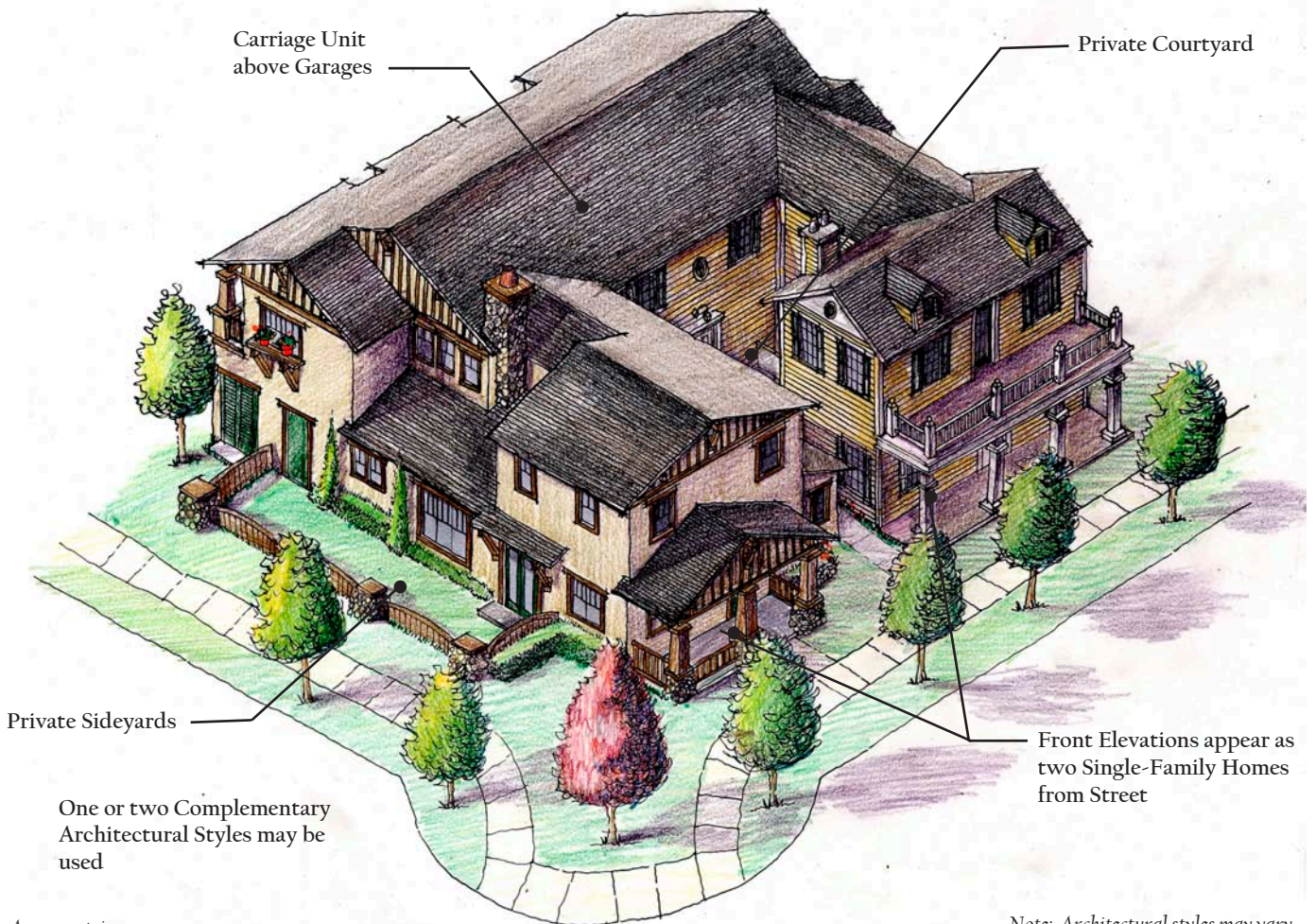


*Unless otherwise stated, all setback dimension lines are minimums.

Plotting Example

Characteristics:

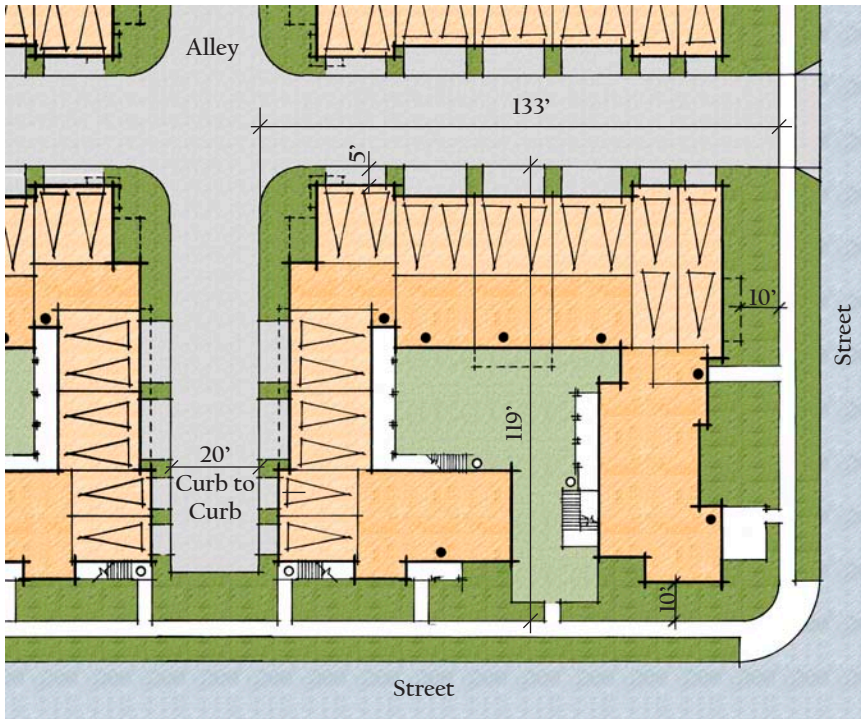
- Rear-loaded garages from alleys
- Primary rooms orient towards street
- Front doors and walks facing street
- Private side patio yard areas
- Private courtyard for carriage unit



Note: Architectural styles may vary.

Axonometric

P-5: GARDEN COURT TOWNHOMES



Characteristics:

- Rear-loaded garages from alleys
- Primary rooms orient toward street or courtyard
- Front doors and walks facing street or courtyard
- Private side patio yard areas
- Common courtyard
- Varied street facing setbacks

*Unless otherwise stated, all setback dimension lines are minimums.

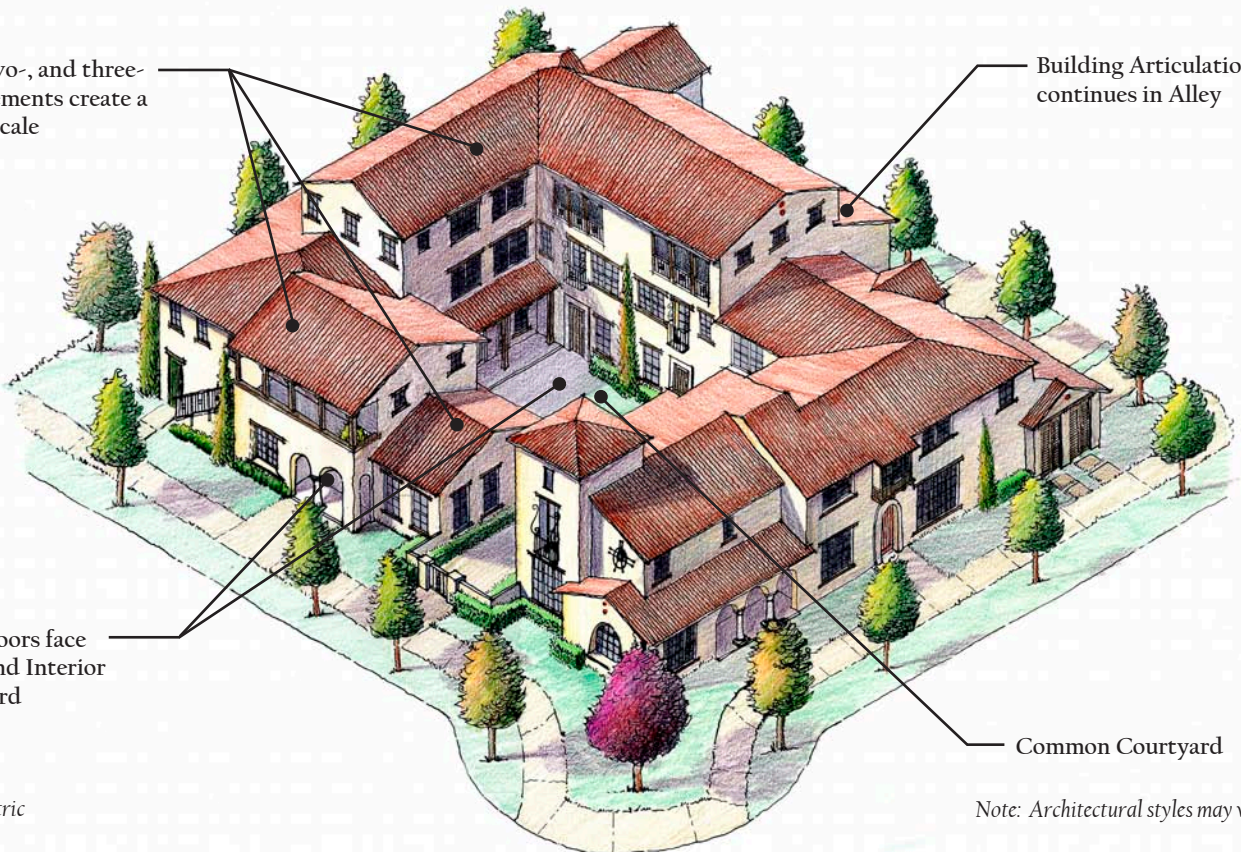
Plotting Example

One-, two-, and three-story elements create a human scale

Building Articulation continues in Alley

Front Doors face Street and Interior Courtyard

Common Courtyard



Axonometric

Note: Architectural styles may vary.

live the difference

7.6 LANDSCAPE DESIGN

7.6.1 Introduction

The Design Concept is directed towards the creation of traditional neighborhoods serving to integrate the project area into a unified village within the existing City of Ontario. As a result, Edenglen becomes a vital part of the City, rather than an inwardly oriented suburban project more typical of new developments. The creation of a traditional development plan establishes the framework in which diversity in design and development can be achieved while providing an integrated neighborhood within the existing City.

The key elements of Edenglen design include:

- Formal street pattern, with alternative routes to each destination
- A pedestrian-friendly circulation system
- Connectivity between residential and commercial, business park/light industrial areas
- Traditional landscape character
- Strong sense of neighborhood
- Strong visual and physical connection with open space amenities

The overall landscape guidelines focus on the integration of these elements into Edenglen. Together, the appropriate treatment of the ideas discussed will establish a distinctive image consistent throughout the neighborhoods.



Central Park conceptual perspective

7.6.2 Overall Streetscapes and Entries

The following key landscape criteria are established for the overall streetscapes and entries within Edenglen.

- Provide a mix of deciduous and evergreen canopy trees within the parkways to create a continuous streetscene and a shaded walk on which people can stroll through their community.
- Lend an individual personality to each neighborhood with the use of plant material and tree species.
- Create “gateways” at the main entries that are reminiscent of a small town’s main street.
- Introduce elements at corner intersections along the main entry street and village loop road to enhance the community and add a sense of welcome to each neighborhood.
- Develop a series of parks, open spaces, and paseos throughout the neighborhoods with formal and informal uses, which help provide for a walkable community that intertwines the neighborhoods and allows for comfortable interaction between all residents.



Landscape creates welcoming and friendly neighborhood character



Master Streetscape and Entries Plan

7.6.3 Entries

Entries to Edenglen residential areas will occur along Riverside Drive, Mill Creek Avenue, and Chino Avenue. The community's commercial entries will occur along Riverside Drive and Milliken Avenue. The business park/light industrial development access will occur along Milliken Avenue.

Residential entries may feature an informal setting of evergreen and deciduous trees, with a comfortable blend of vehicular and pedestrian scale improvements to provide a recognizable gateway and emphasize the traditional pedestrian-friendly character of Edenglen. Elements may be made with materials such as brick or stone designed to reflect an appearance of timeless strength and stability.

Primary Residential Entry

The primary residential entries off Riverside Drive and Chino Avenue will be composed of elements to act as gateways into the community. These components will be designed to have a small town appeal and be simple in design with an understated, welcoming character. These elements become the first impression of those coming to live and raise a family or to those just visiting. The intent is to create an impression that brings a smile and a feeling of being home.

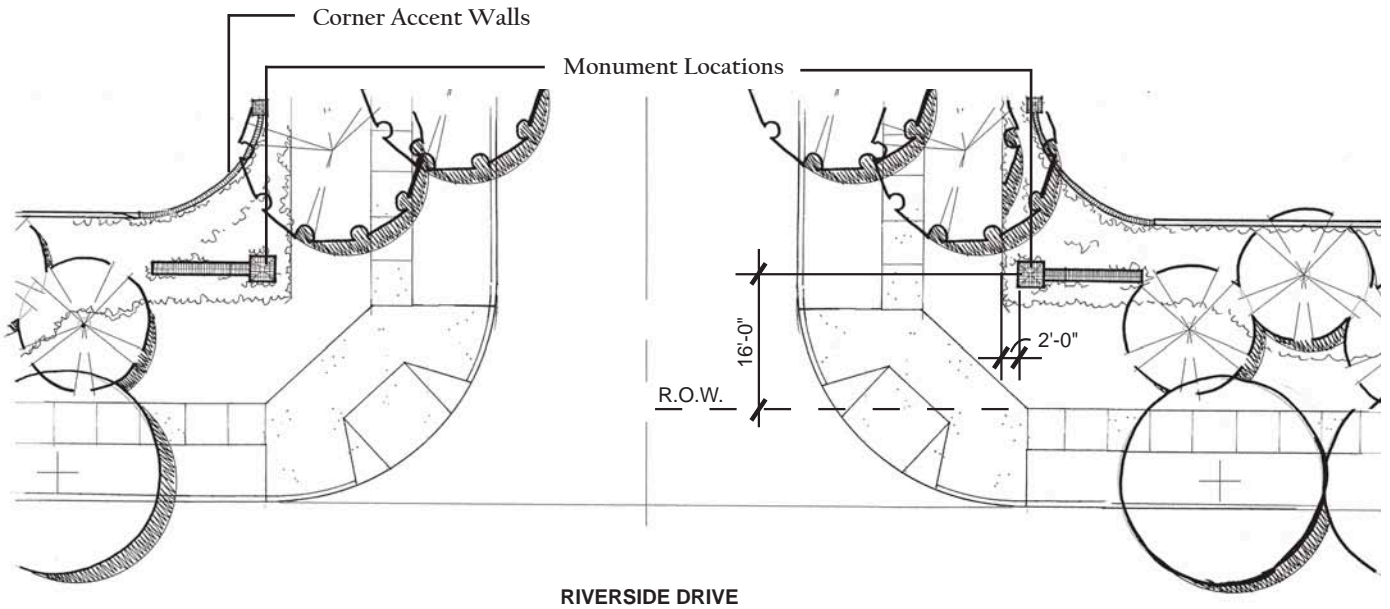
Secondary Residential Entry

The secondary entry on Mill Creek Avenue will carry the same character of the main entries, giving the impression of a small town and an appeal that will always leave a smile with those who come and go. The elements within this entry will be smaller in scale yet will keep the same warmth and friendliness of their counterparts on Chino Avenue and Riverside Drive.

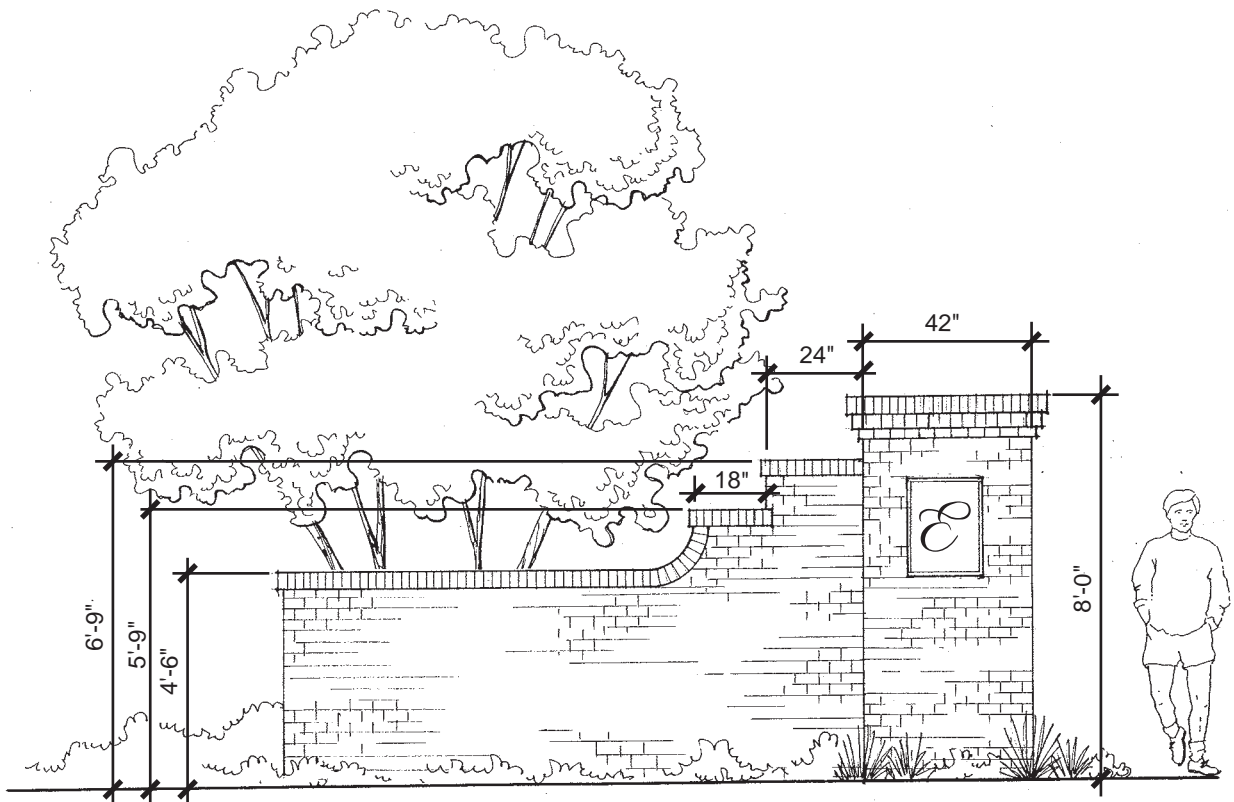


Entry from Riverside Drive

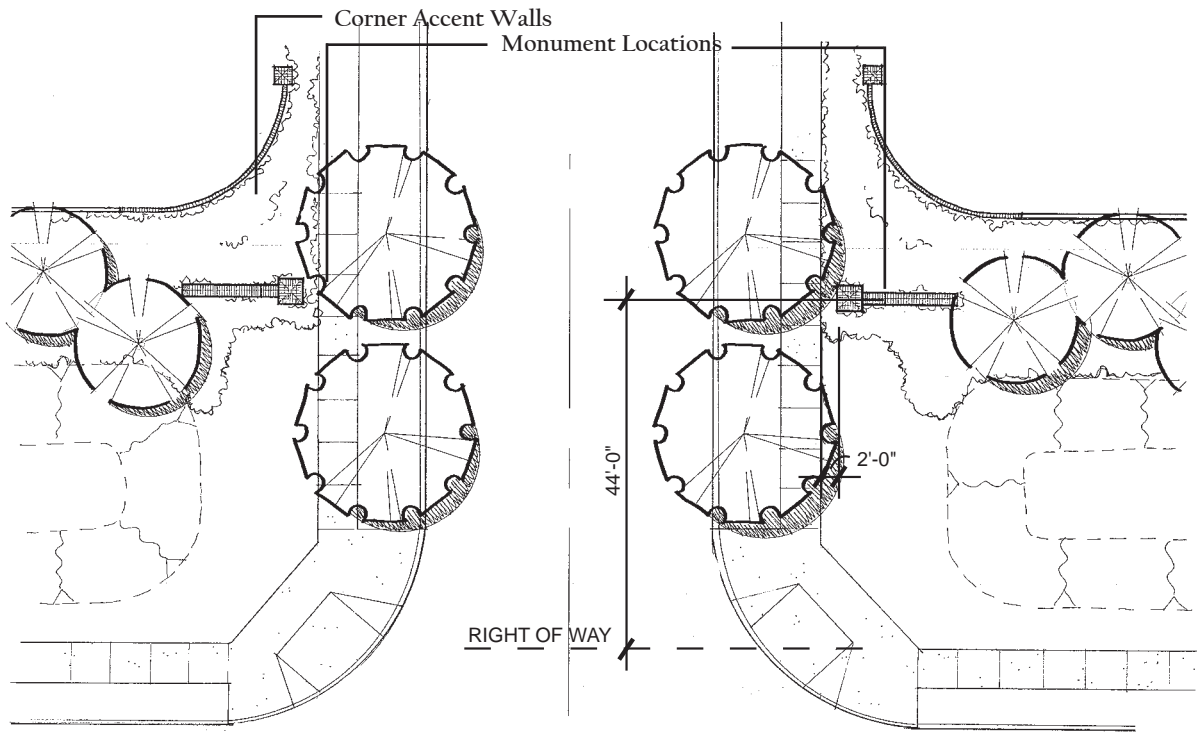
live the difference



Primary Entry at Riverside Drive



Entry Monumentation at Riverside Drive



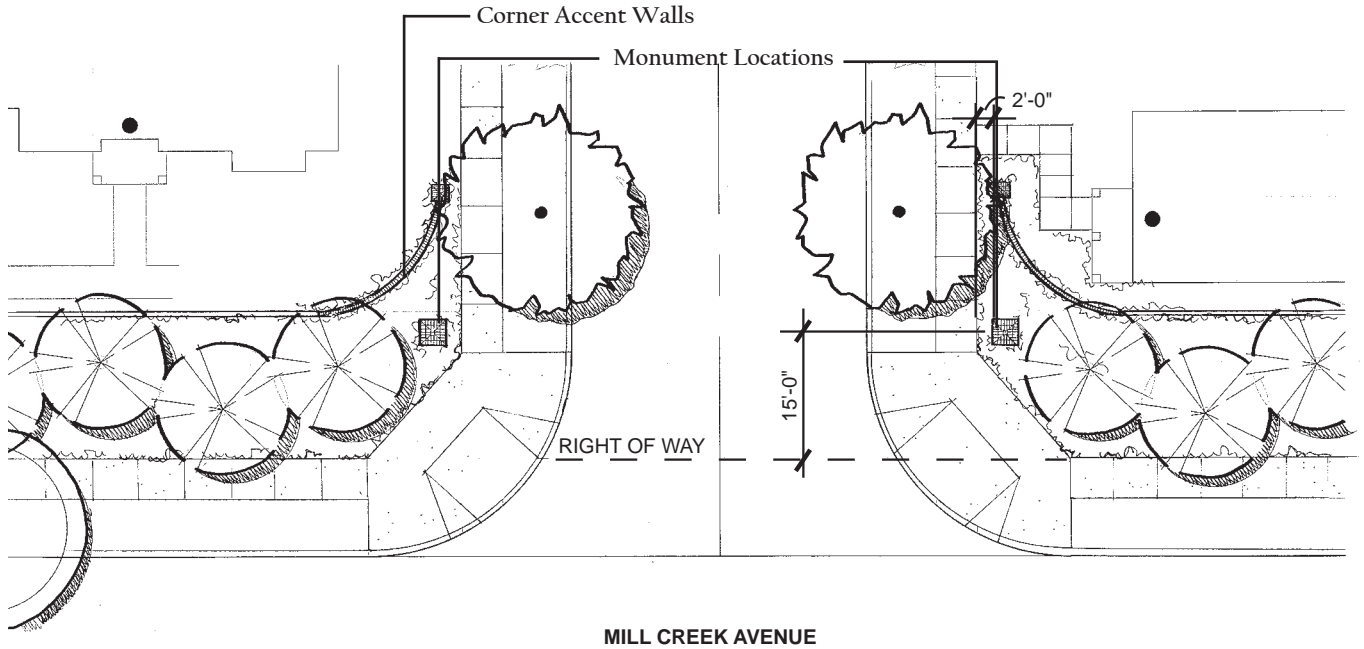
CHINO AVENUE

Secondary Entry at Chino Avenue

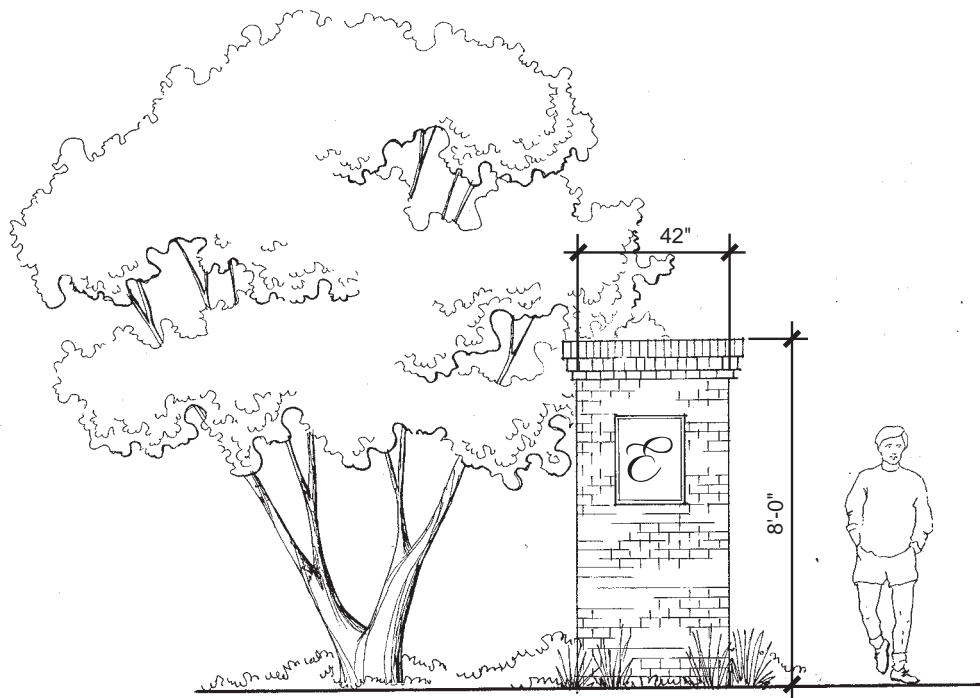


Entry Monumentation at Chino Avenue

live the difference



Secondary Entry at Mill Creek Avenue



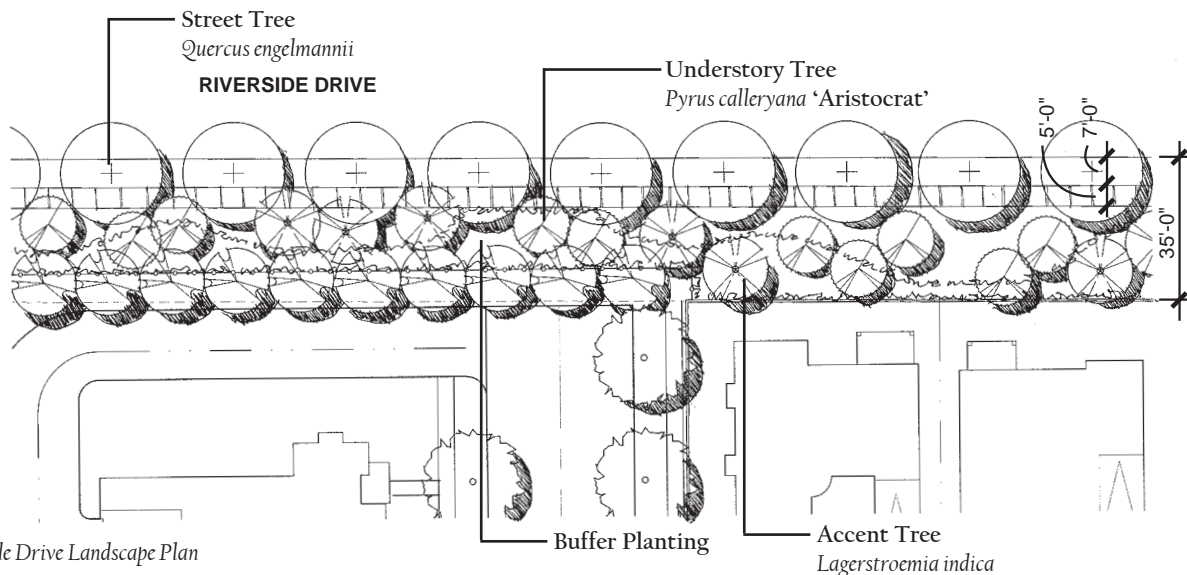
Entry Monumentation at Mill Creek Avenue

7.6.4 Streetscapes

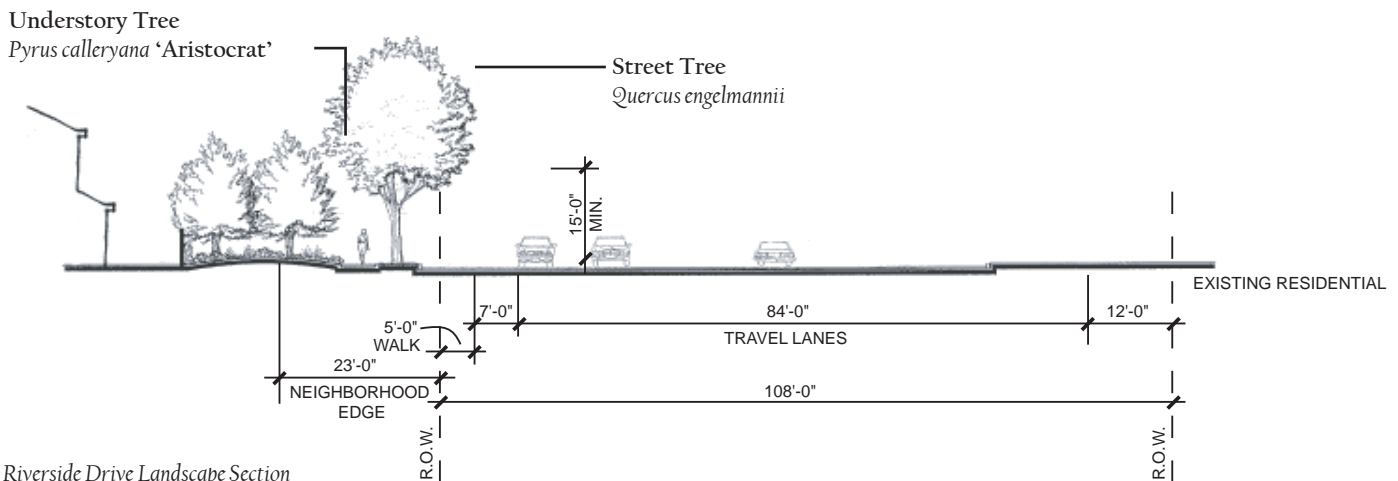
Arterial and Collector Streetscapes

Two City Master Plan arterial streets and two City Master Plan collector streets provide access into the project site. As key elements in the Edenglen Master Plan, these streets are designed with the following goals:

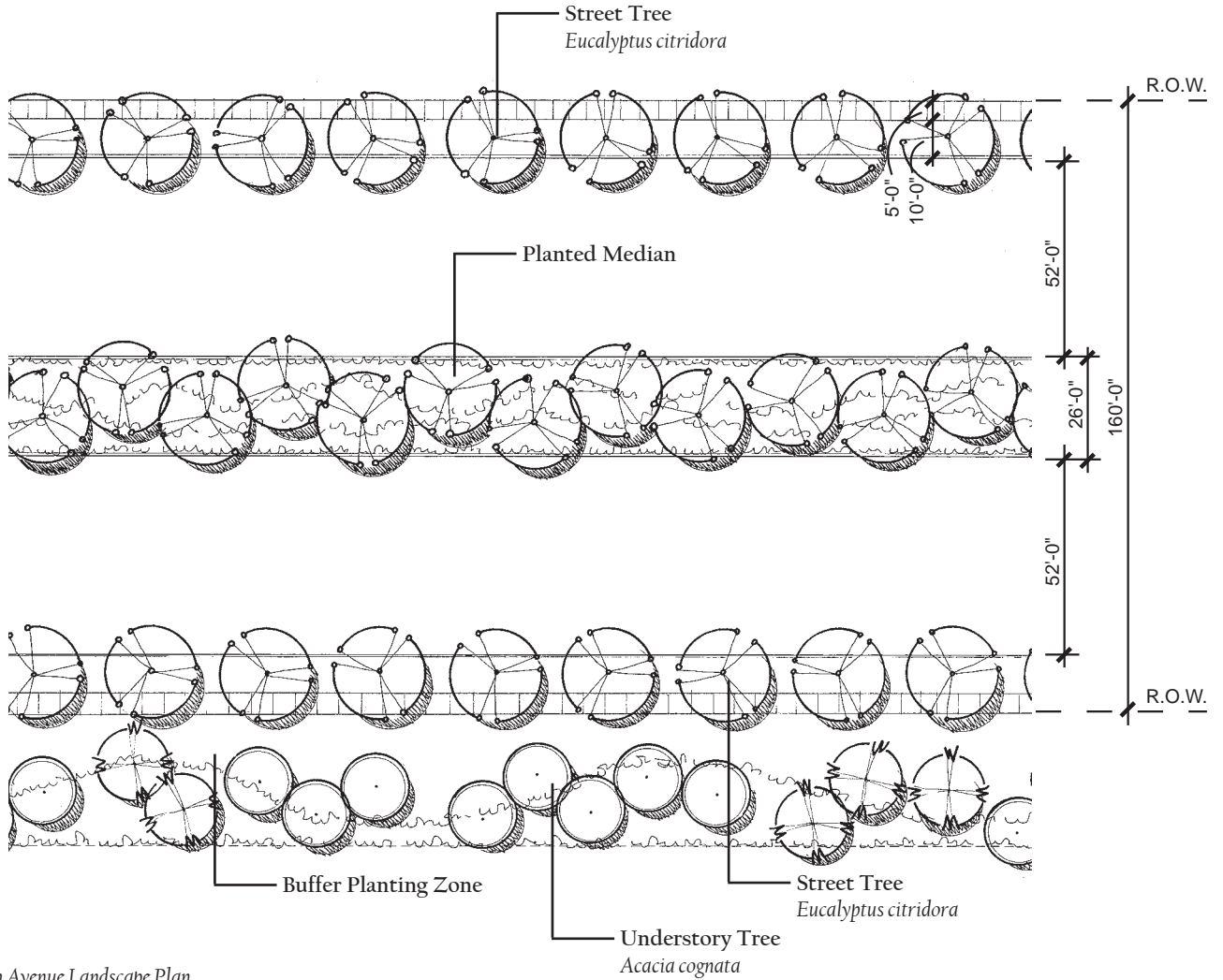
- To reinforce the traditional character of Edenglen through a formal landscape design of parkways,
- To establish a strong neighborhood identity utilizing theme trees which establish a special character for these important streets,
- To provide curb-separated sidewalks, on-street bicycle paths and off-street bicycle trails for a pleasant and safe pedestrian and bicycling environment,
- And, in spaces that will allow, to provide trees which will ultimately grow into a canopy cover for streets and sidewalks, thus enhancing sustainability and creating shade.



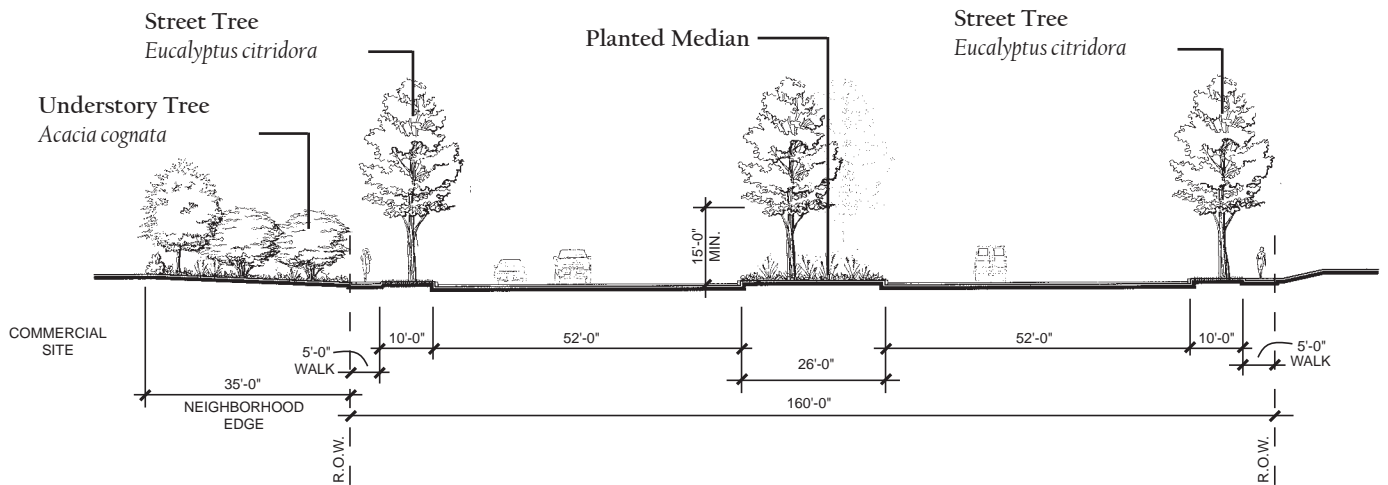
Riverside Drive Landscape Plan



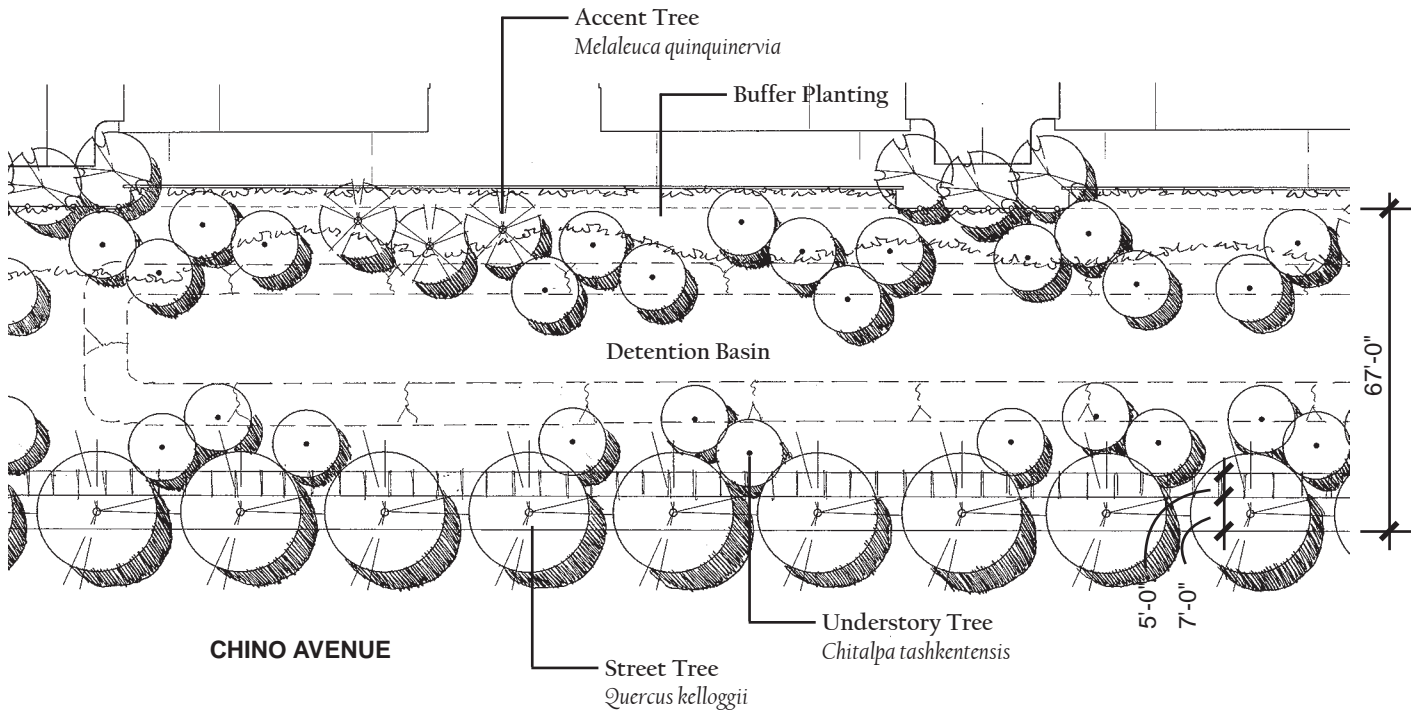
Riverside Drive Landscape Section



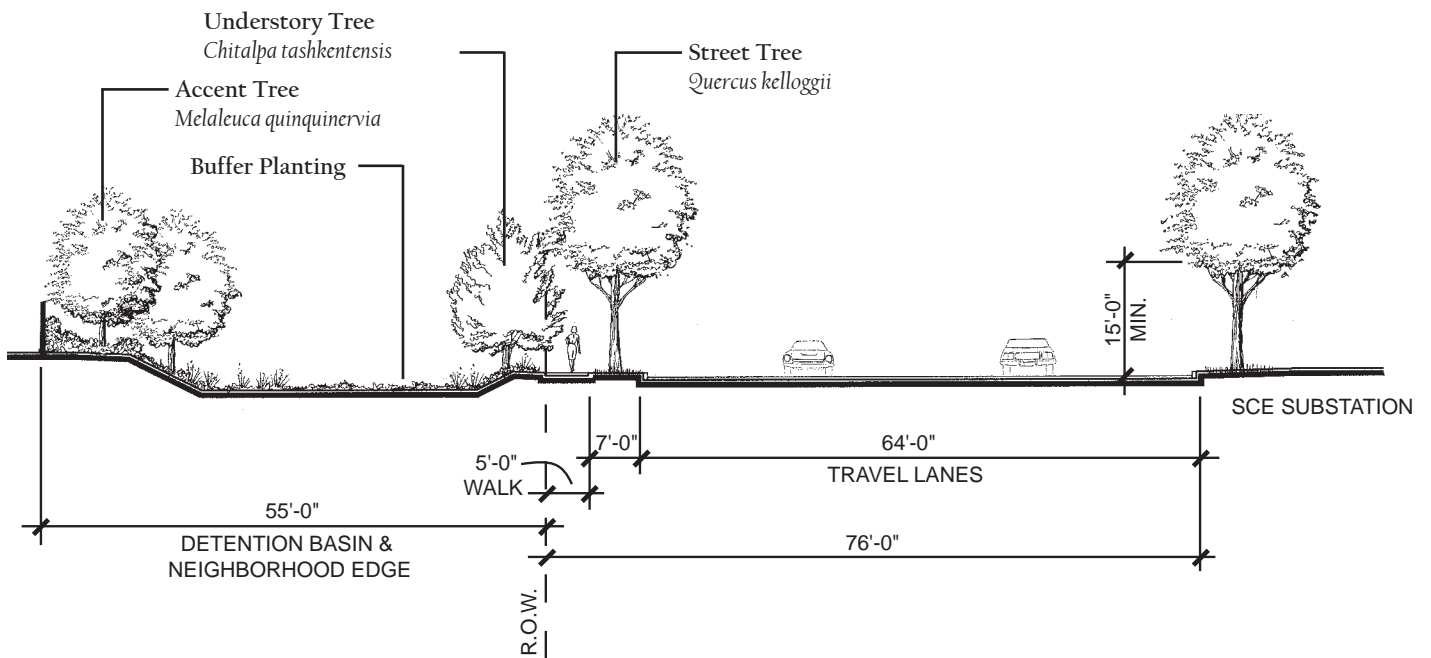
Milliken Avenue Landscape Plan



Milliken Avenue Landscape Section

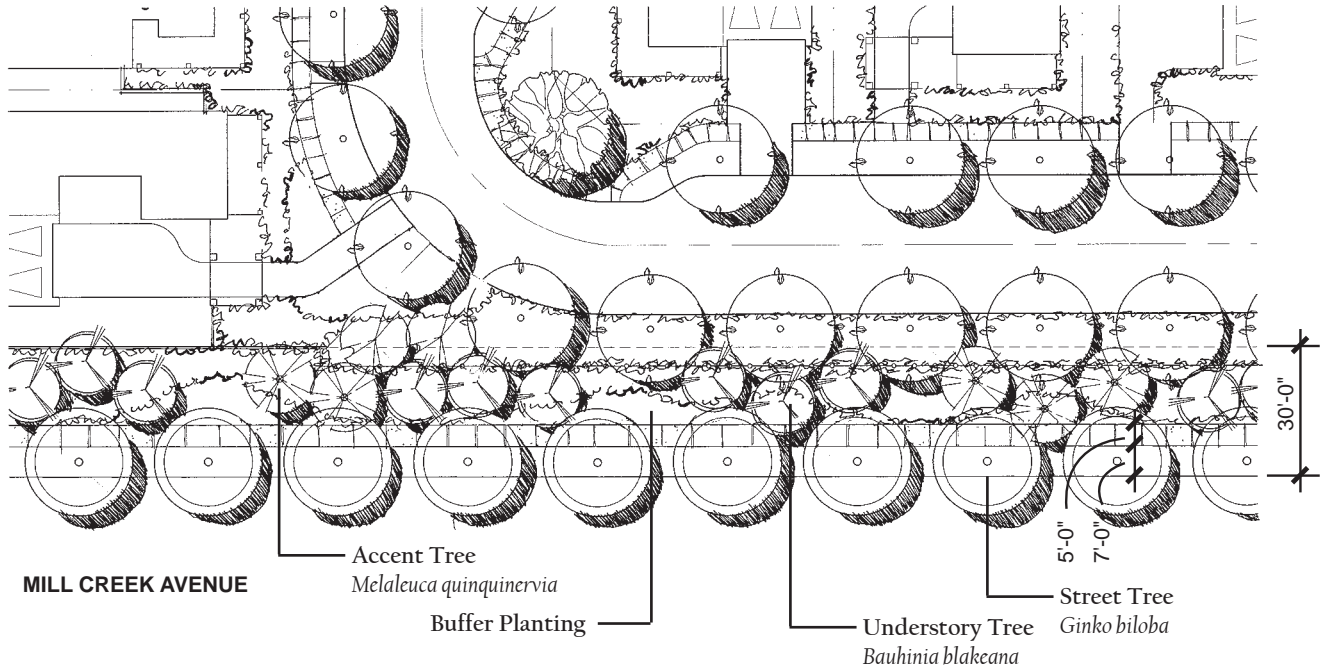


Chino Avenue Landscape Plan

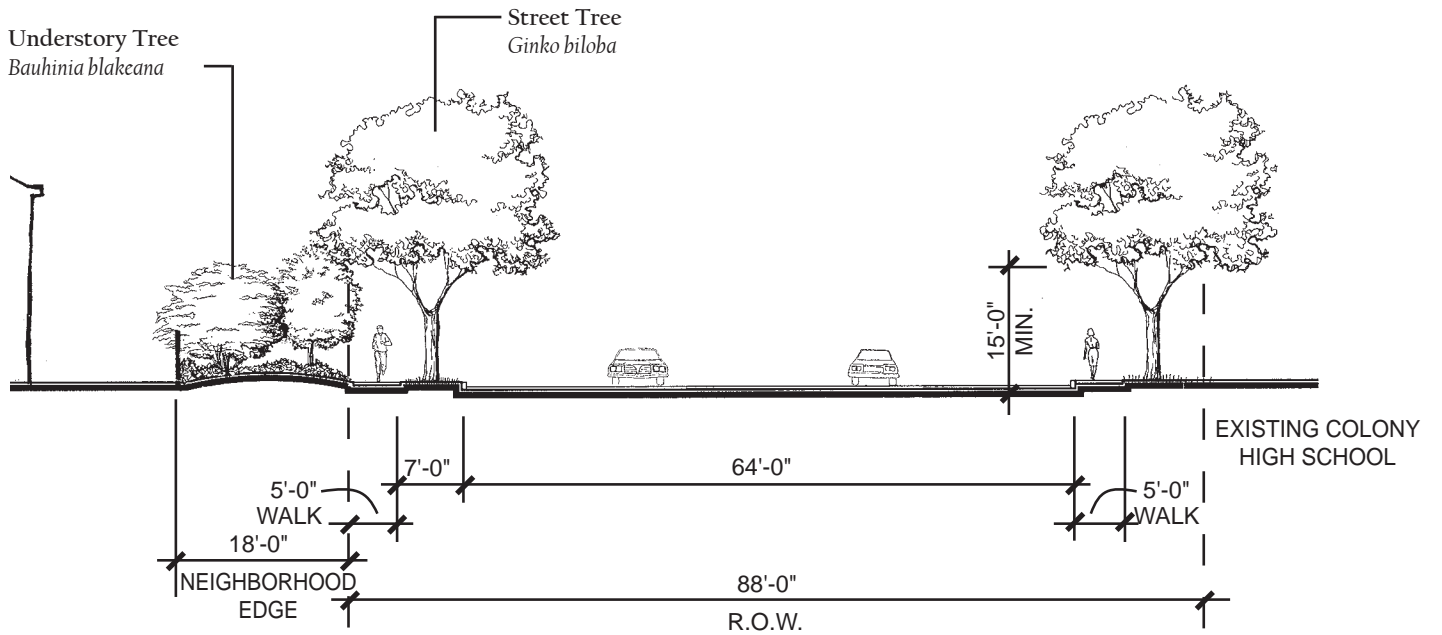


Chino Avenue Landscape Section

live the difference



Mill Creek Avenue Landscape Plan



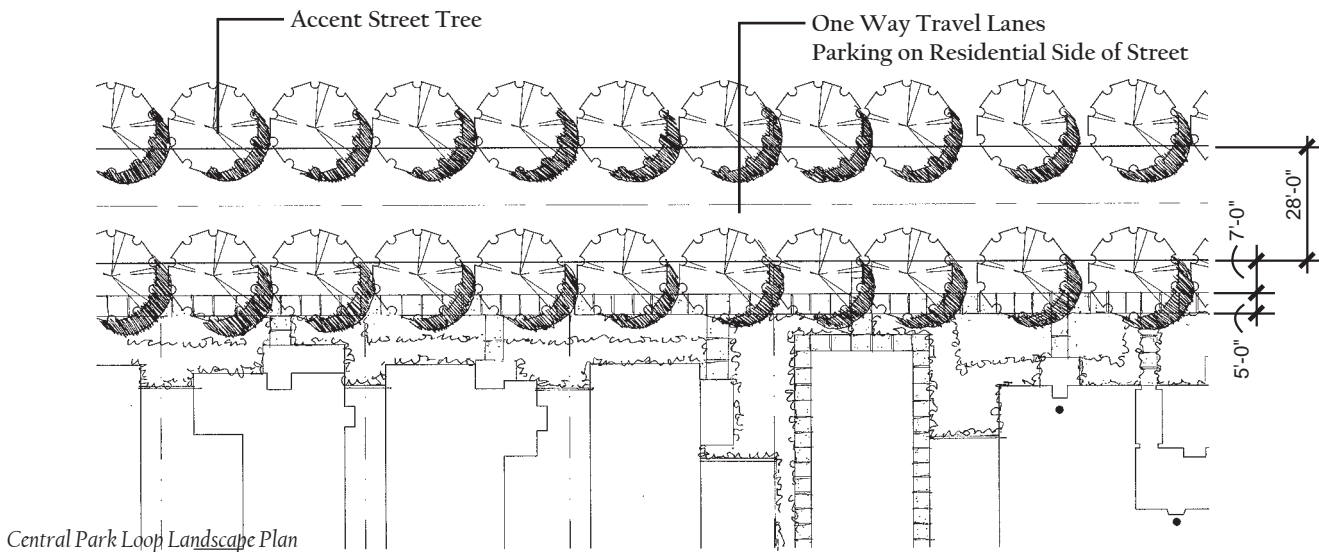
Mill Creek Avenue Landscape Section

7.6.5 Neighborhood Streetscapes

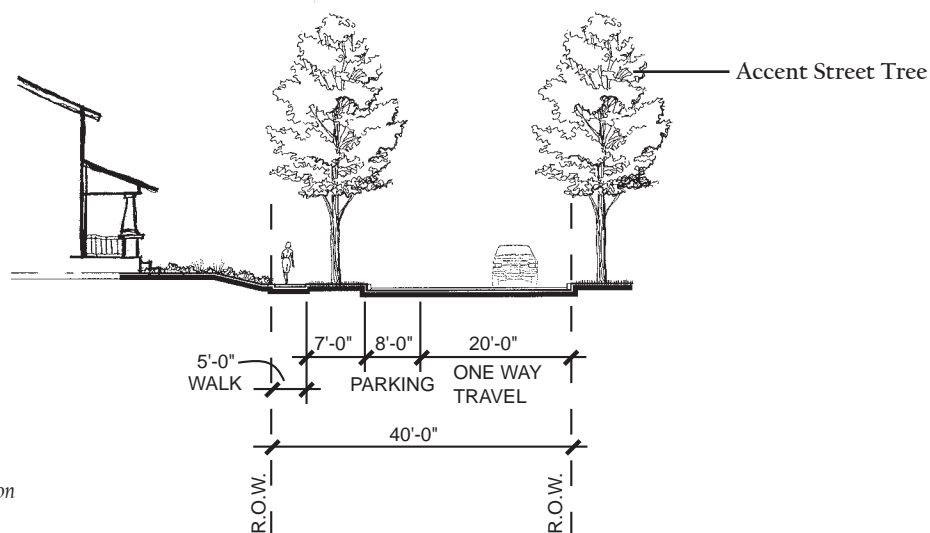
Park Loop Street

To help reinforce the traditional neighborhood feel of the community, the 4-acre Central Park is encircled by a tree-lined, one-way street. The Central Park Loop is located at the community core, and will include design elements such as:

- Street tapers at intersections to slow traffic within Edenglen and promote a pedestrian-friendly environment
- A Central Park with informal landscaping areas, and residences surrounding the park
- Parking on residential side of the street for park access
- Accent street trees that will provide fall color and create a shady streetscene throughout the summer months.
- A double row of trees that may be incorporated within the parkway and behind the walk at the Central Park to help reinforce the strength of the central gathering space within the community
- Corner elements at intersections that announce the entry into an individual neighborhood



Central Park Loop Landscape Plan



Central Park Loop Landscape Section

live the difference

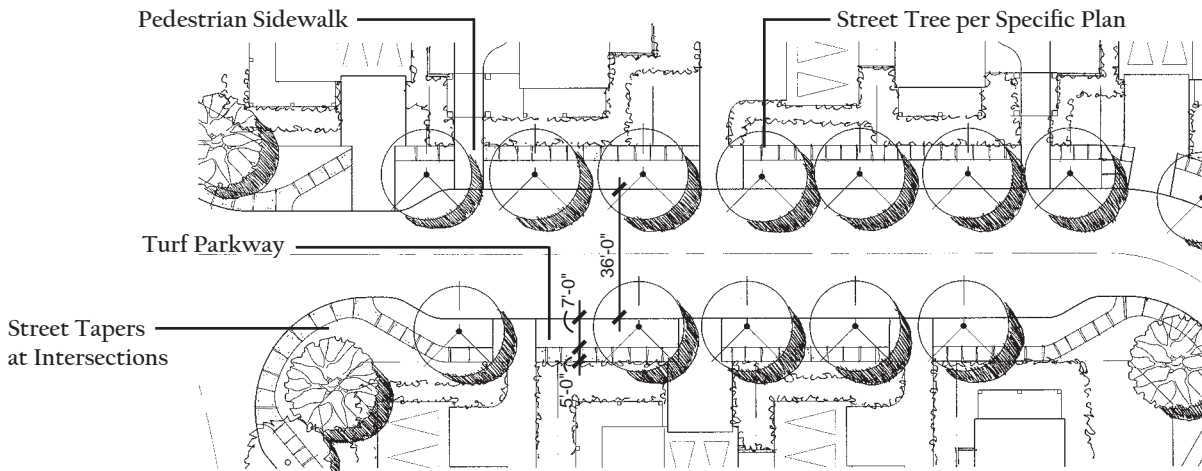
Typical Residential Streetscape

Consistent with traditional American town planning, one of the goals within the Edenglen Master Plan is to create walkable residential streets. Walkable streets encourage pedestrian activity by creating an atmosphere that is geared toward the pedestrian. Through simple design techniques, residential streets within Edenglen create the hometown appeal of a traditional neighborhood. Such traditional design techniques include:

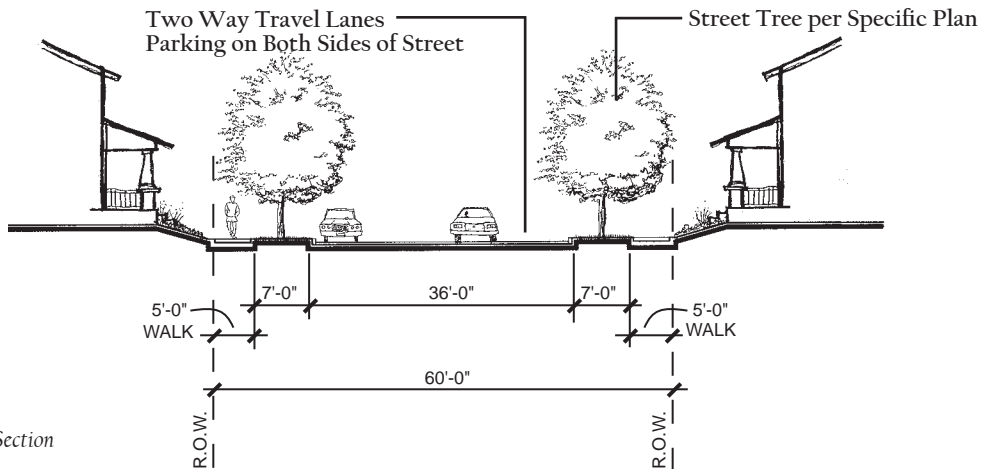
- Grid design to reinforce the traditional neighborhood development concept and provide connectivity among neighborhoods and with surrounding areas.
- Curb-separated sidewalks to encourage pedestrian activity and enhance pedestrian safety.
- Formal street tree patterns to reinforce the traditional character of the neighborhoods.
- Traditional streets with tapered intersections to reduce traffic speeds.
- Street fronting homes with porches to encourage friendly interaction between residents and passersby.

The landscape design concept for residential streets includes the following:

- Trees within the parkways should be a minimum of 24" box with larger sizes planted in focal areas such as street corners and within the tapers.
- The trees shall be per guidelines set forth by the City of Ontario.
- Picket fences, arbors, gates, garden walls and clipped hedges are encouraged along residential streets to lend individuality to each home.



Neighborhood Street Landscape Plan

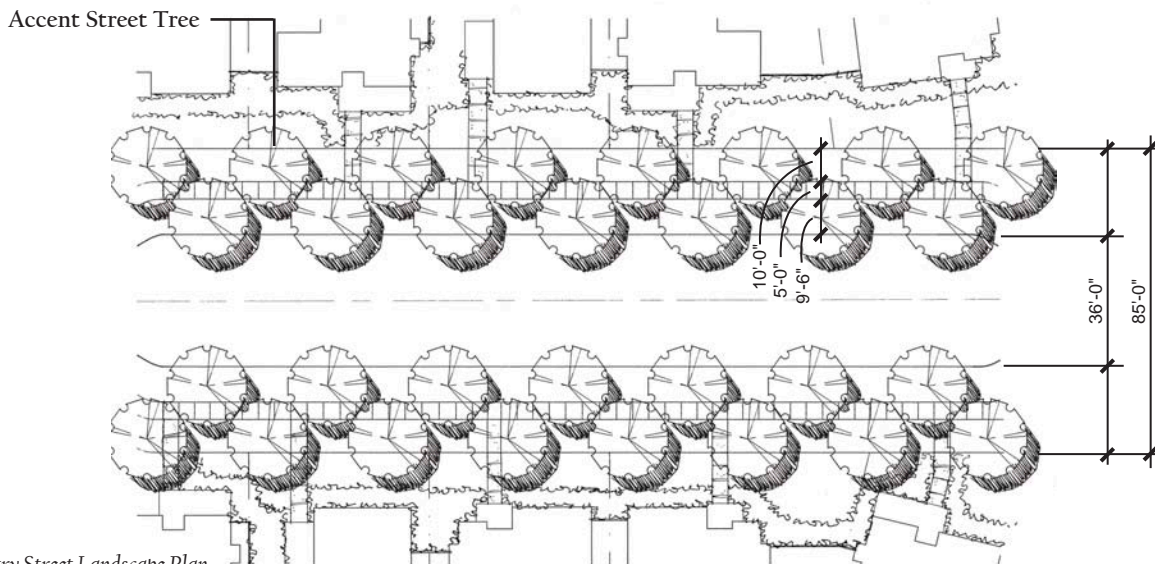


Neighborhood Street Landscape Section

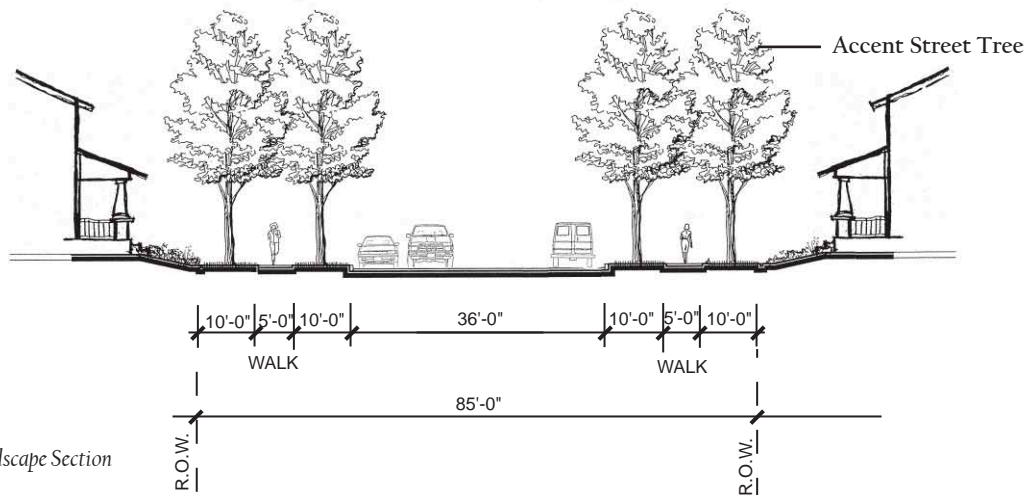
7.6.6 Primary and Secondary Entry Streets

The primary entry streets serving the Edenglen residential areas are from Riverside Drive and Chino Avenue. These are the initial portals establishing the traditional neighborhood character of the community. A secondary entry street serves Edenglen from Mill Creek Avenue. Homes will front on both sides of the primary and secondary entry streets, providing an inviting streetscene when combined with the landscape plan for the streets. Design criteria for the primary and secondary entry streetscapes incorporate several key elements in keeping with the traditional neighborhood theme and are as follows:

- Create a parkway between the curb and sidewalk to develop the key element of the streetscene and allow for the separation of vehicles and pedestrians making the community more walking-friendly
- Provide for a tree “promenade” with street trees equally spaced within the turf parkway where they occur. This will ultimately create a tree canopy and reinforce the traditional neighborhood character
- Introduce elements at street corner intersections that represent the individuality of the neighborhoods and reinforce the architectural character of the homes
- Bring a sense of anticipation to the experience with the Central Park as a focal or destination

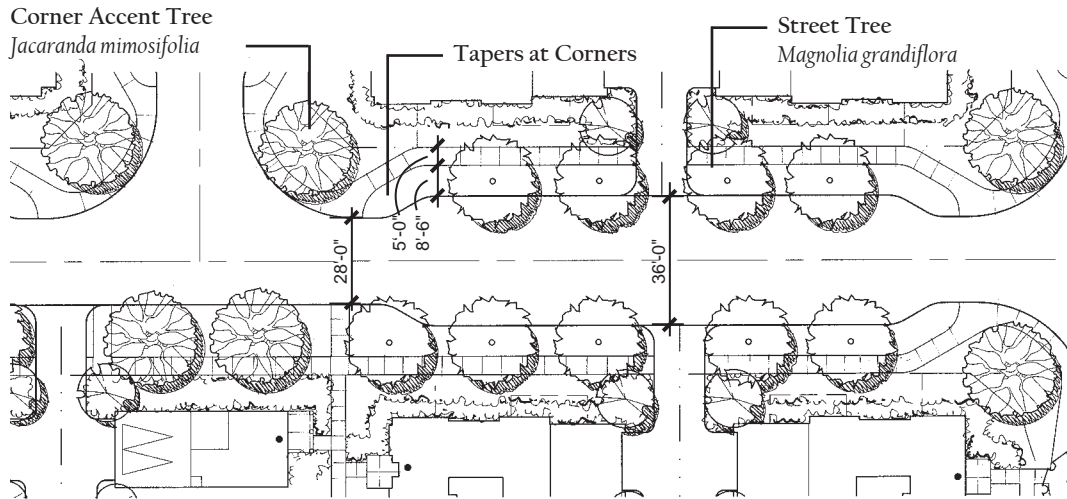


Primary Entry Street Landscape Plan

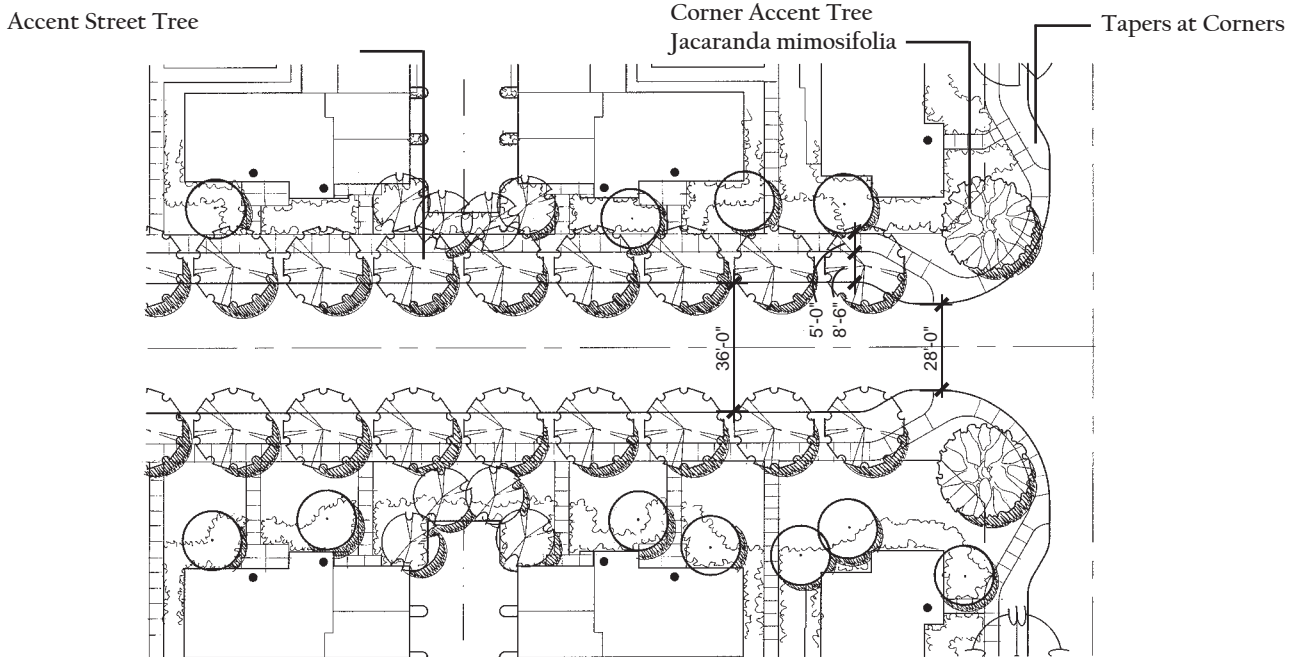


Primary Entry Street Landscape Section

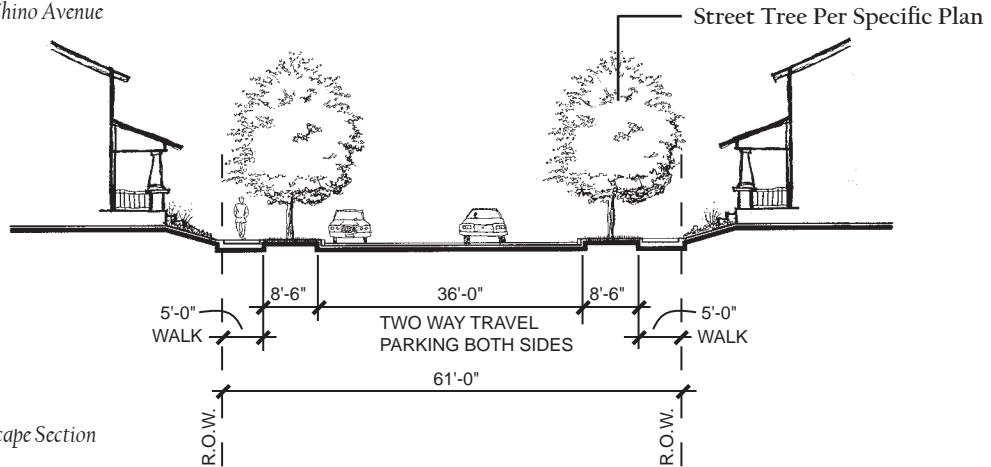
live the difference



Secondary Entry Street from Mill Creek Avenue



Secondary Entry Street from Chino Avenue



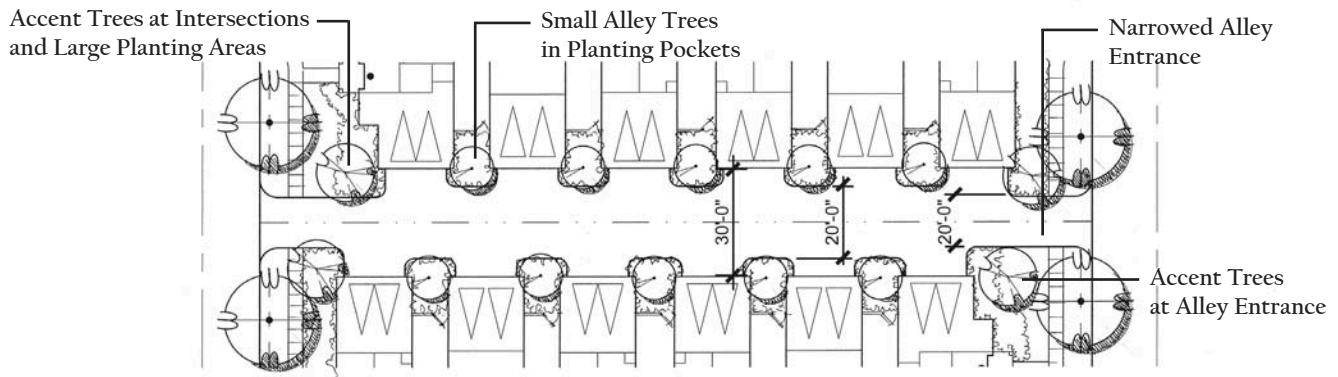
Secondary Entry Street Landscape Section

7.6.7 Alleys

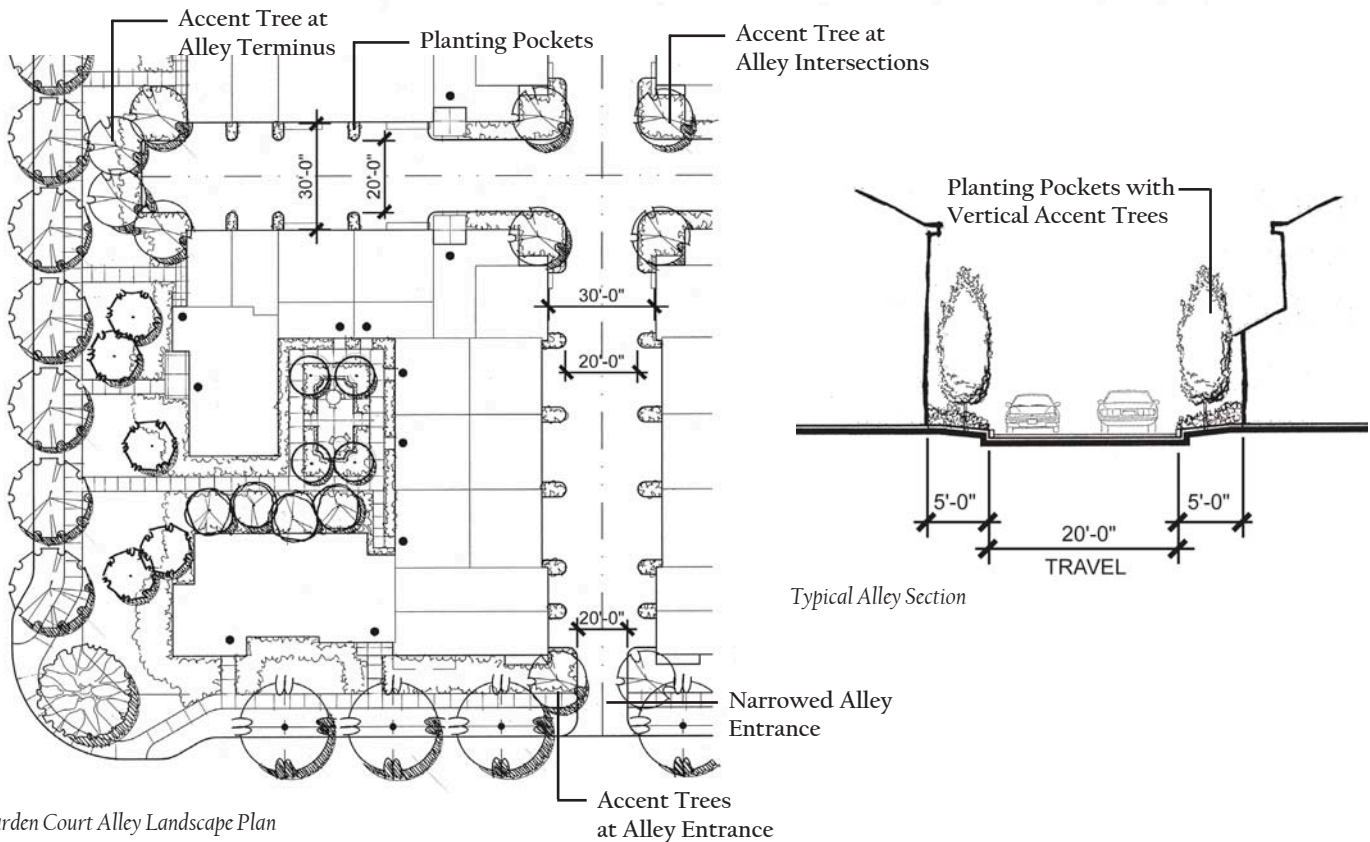
Alley drives are designed to provide a comfortable sense of function and character even though they provide the least enhanced access within the neighborhood. The alleys should optimize the sense of enclosure and function through use of good detail elements and take the best advantage of the limited space.

Alley drives should be enhanced with the following:

- Plant pockets that allow for the planting of vines for the purpose of framing architectural elements
- Planting of columnar trees to anchor the architecture
- Enhance the ends/entries to work with the overall neighborhood feel



SFD Alley Landscape Plan



Garden Court Alley Landscape Plan

live the difference

7.6.8 Open Space Amenities

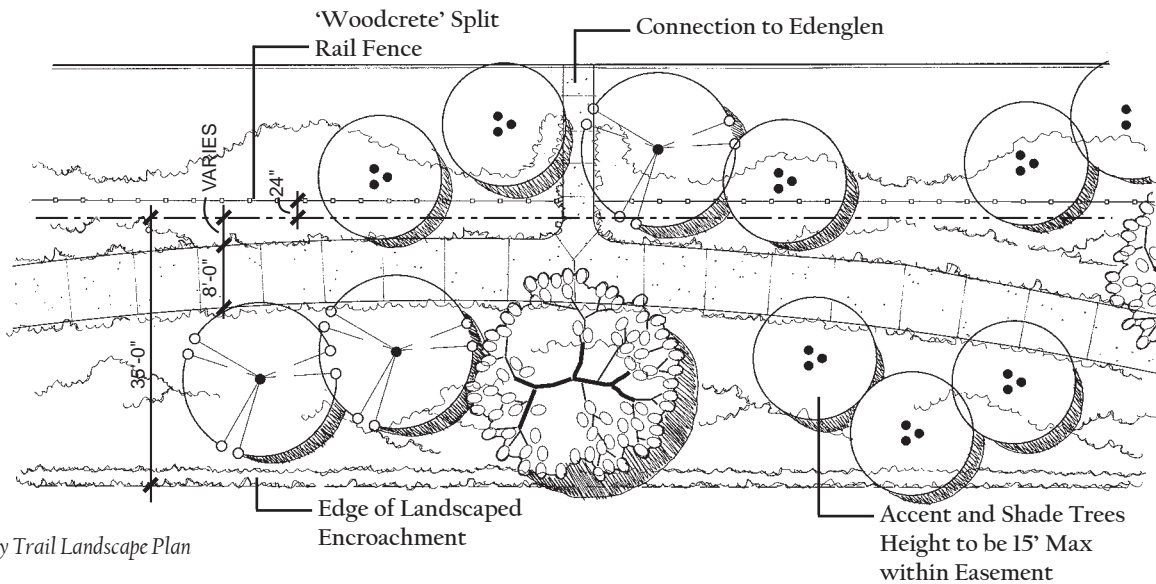
Community Trail

The Community Trail is a key component in the overall trail system for the New Model Colony. This trail will serve as a pedestrian and bicycle-friendly means of connecting the residents of Edenglen to their surrounding community. The main purposes of the Community Trail are to:

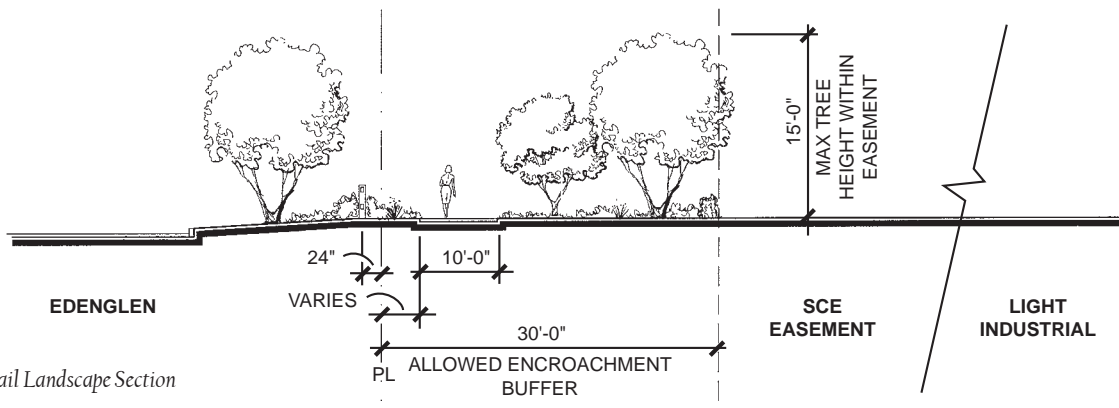
- Serve as one of the links in the City of Ontario Master Plan of Trails for SCE corridors and easements
- Serve as a link between residential uses and the commercial center adjacent to Edenglen

Improvements within the trail will include:

- A meandering walkway/bicycle trail that stretches from Riverside Drive to Chino Avenue
- A 30' wide area, which will be landscaped with deciduous and evergreen trees and flowering shrubs
- Links connecting it to Edenglen at several points as well as a secondary path that will lead to the commercial center
- A separation between the walk and the residential community with plant material and a rail-like fence



Community Trail Landscape Plan

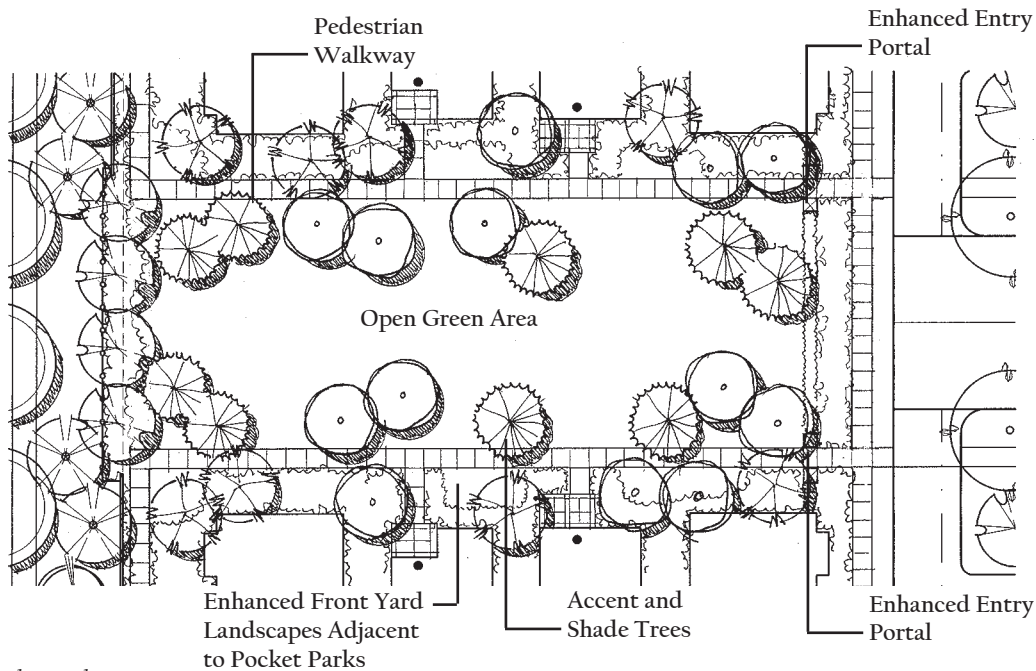


Community Trail Landscape Section

7.6.9 Pocket Parks

Pocket parks throughout the Edenglen community will serve as intimate neighborhood gathering spaces where families can get to know their neighbors and offer additional opportunities for open play. These parks will provide:

- Landscaping which would create these as focal spaces with the use of specimen trees, flowering shrubs, and sodded turf
- A design character reflective of adjacent architectural style
- Additional amenities such as benches, picnic tables and lighting, which would not interfere with the primary purpose of open play



Typical Pocket Park Landscape Plan

7.6.10 Central Park

The 4-acre Central Park will be the main gathering and activity area within Edenglen. Amenities to be incorporated into the Central Park may include:

- Picnic areas with tables and barbecues
- Tot lots for various ages
- Gazebo or bandstand for community gatherings
- Community Heritage Tree
- Rose garden with a centralized, lighted flagpole
- Open turf areas and possible amphitheatre
- A “country market” to provide conveniences such as coffee, juices and a newsstand for residents
- Recreation center including a swimming pool and spa

Flag Pole and
Community Rose Garden

Gazebo

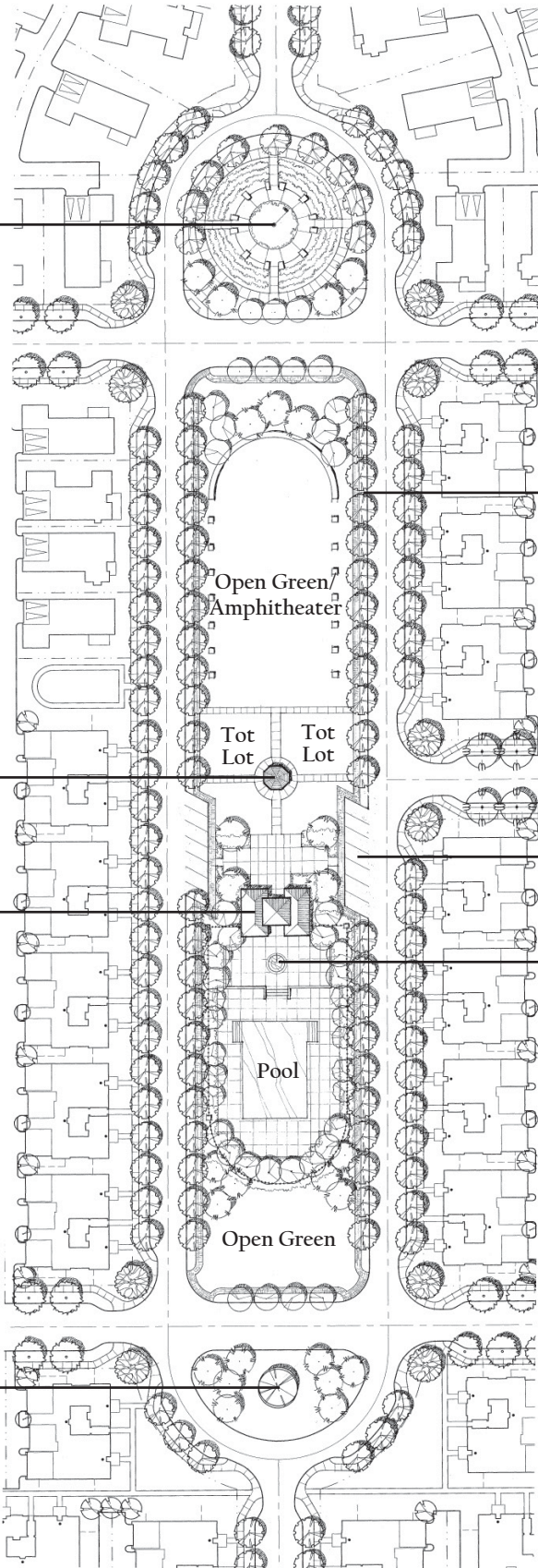
Rec Center Building
with Country Market

Heritage Tree

Brick "Heritage Walk"

Parking

Spa



Central Park Concept

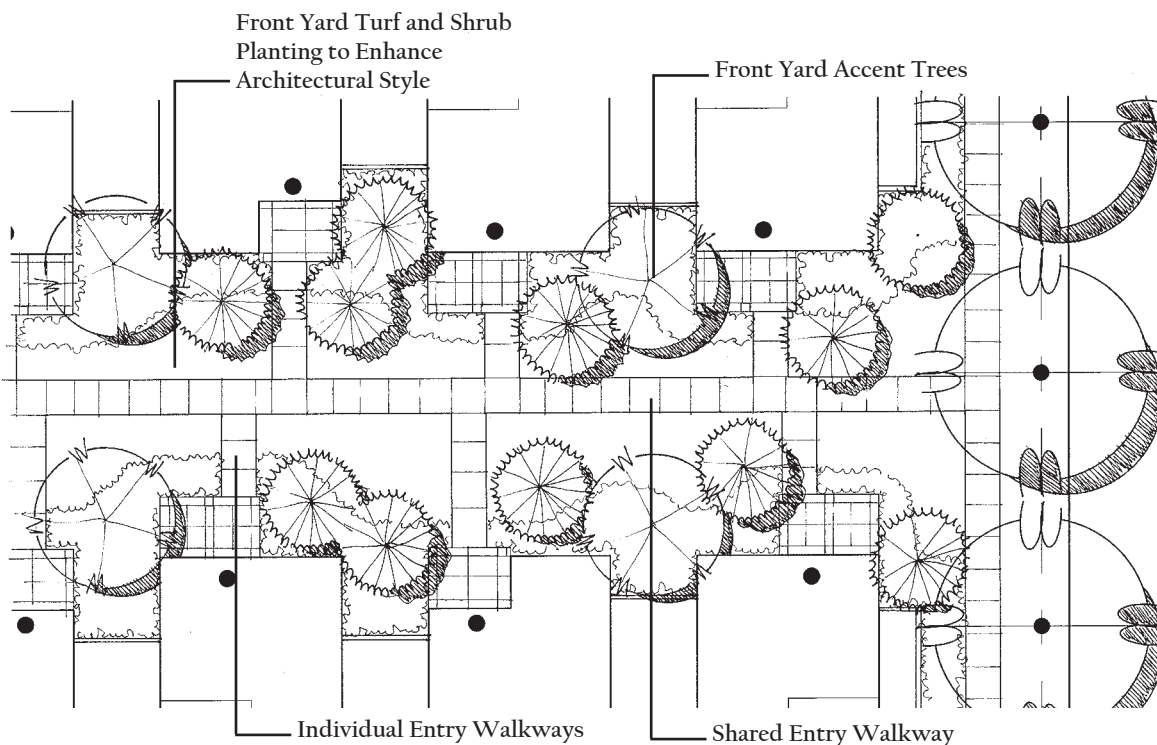
7.6.11 Residential Common Areas

P-3: Cottage Homes SFD

Common Front Entry Green

These areas are considered to be not only access into the individual houses but also an open space where children can play and people can gather. These spaces should be designed to blend with the architectural character of the surrounding homes and shall:

- Allow for easy access to the individual homes
- Include a “portal” or entry statement with the use of hedges, arbors, pilasters, or other elements that would create a sense of arrival
- Be landscaped with plant material that reflects the character of the individual architecture with the use of both evergreen and deciduous trees, flowering shrubs, and annual color
- Introduce benches, picnic tables, or other items that will bring people together
- Create open green space that is welcoming for neighbors to toss a ball, throw a Frisbee, or do other outdoor activities



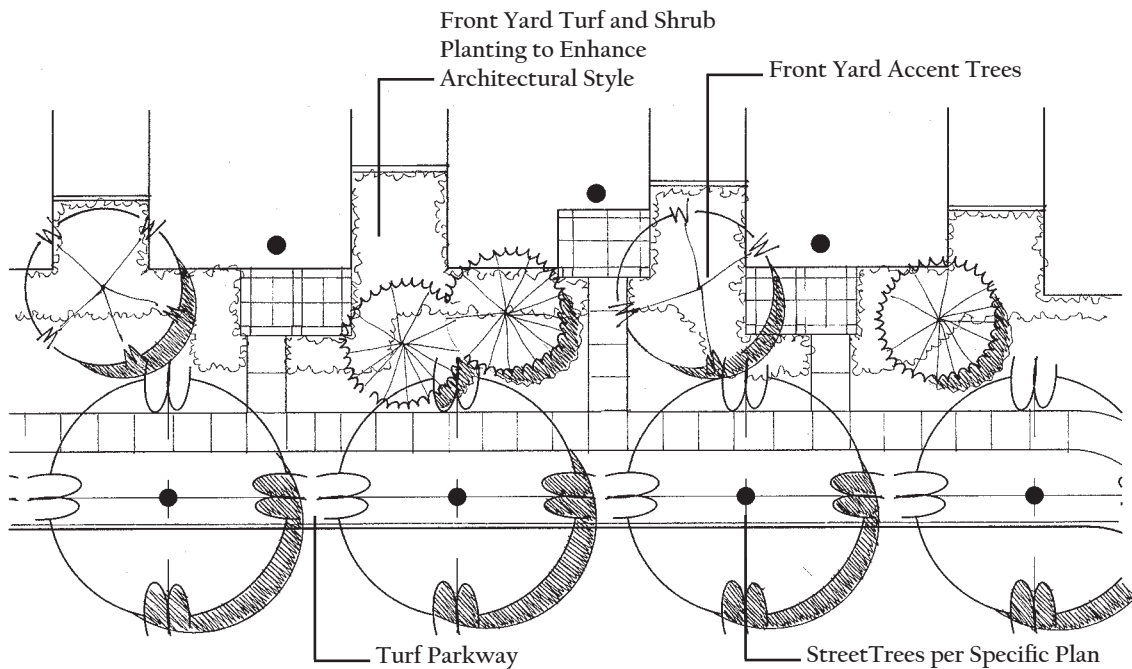
Cottage Homes Common Area

live the difference

Front Streetscape

The front streetscape of the Cottage Homes is a continuation of the overall streetscene within the community. This streetscene should flow from one house to the next and include:

- Parkway-separated sidewalks to encourage pedestrian activity and enhance pedestrian safety
- Formal street tree patterns to reinforce the traditional character of the neighborhoods
- Trees within the parkways should be a minimum of 24" box with larger sizes planted in focal areas such as street corners and within the tapers—the trees shall be per guidelines set forth by the City of Ontario
- Picket fences, arbors, gates, garden walls and clipped hedges are encouraged along residential streets to lend individuality to each home
- Plant material that complements the architectural styles of the individual homes that includes both evergreen and deciduous trees, flowering shrubs, and annual color

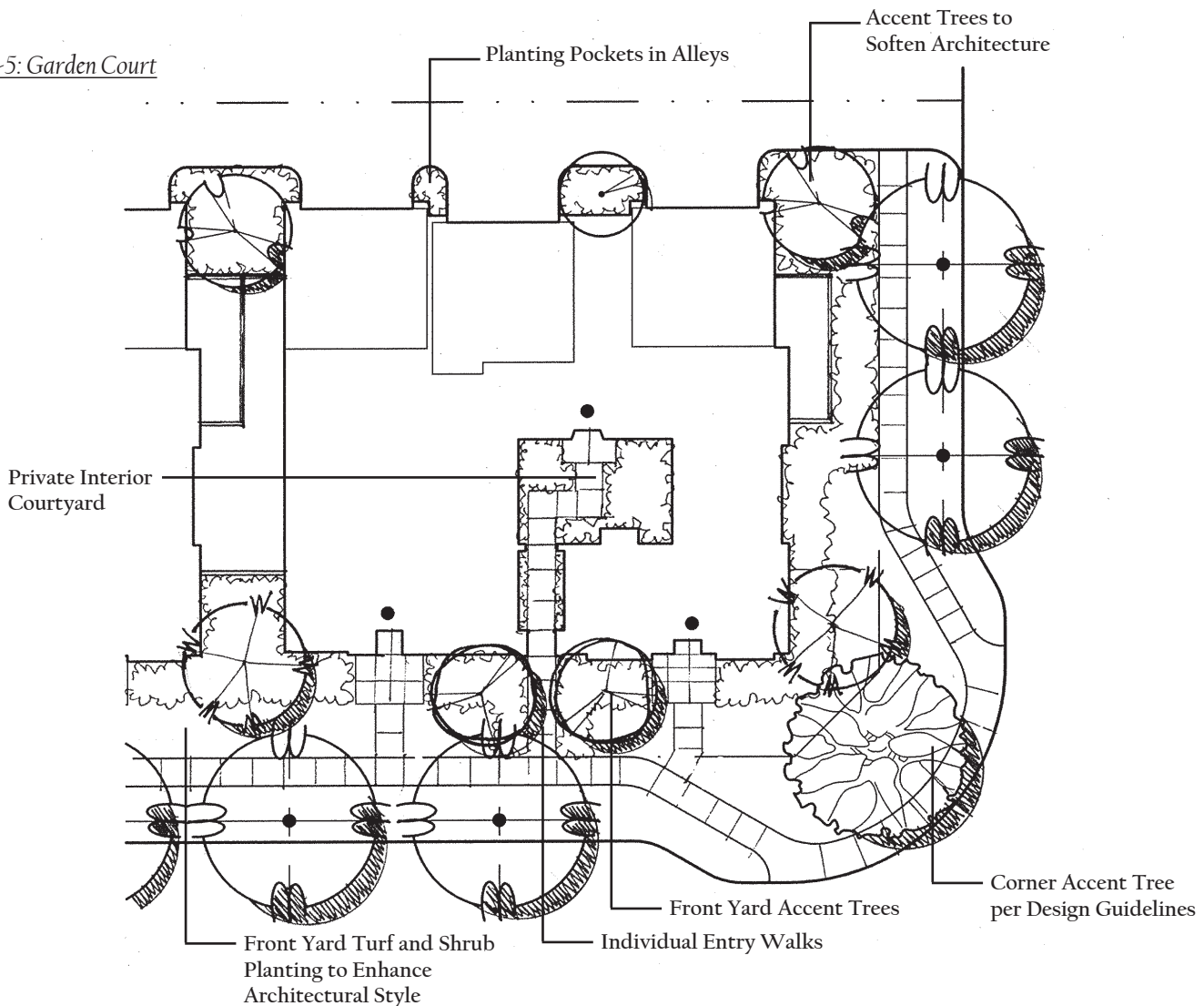


Cottage Homes Front Streetscape

P-4: Triplex Court

The landscape for these Triplex Court units should continue the overall streetscene concept and include:

- Parkway-separated sidewalks to encourage pedestrian activity and enhance pedestrian safety
- Formal street tree patterns to reinforce the traditional character of the neighborhoods
- Trees within the parkways should be a minimum of 24" box with larger sizes planted in focal areas such as street corners and within the tapers—the trees shall be per guidelines set forth by the City of Ontario
- Plant material that complements the architectural styles of the individual homes that includes both evergreen and deciduous trees, flowering shrubs, and annual color

P-5: Garden Court

Triplex Court Landscape Plan

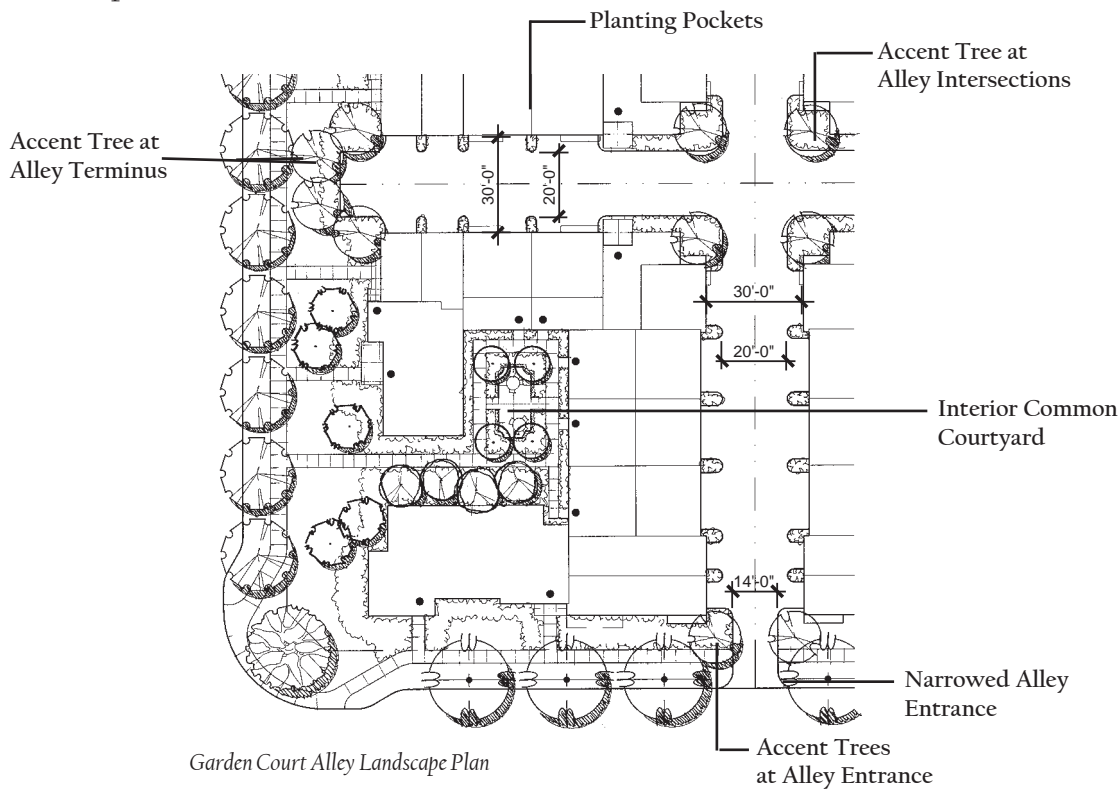
Interior Courtyard

The interior courtyard of the Garden Court Homes not only acts as an outdoor foyer to all of the homes, but also as an interactive common space designed to allow for quiet relaxation, neighborly chats, and group gatherings.

The interior courtyards should blend with the individual surroundings and may include:

- Tall, canopy trees to create a roof-like effect and bring a stronger sense of an outdoor room
- Fountain features to add ambient sound into the courtyard, quieting the noises from the street and allowing for a more relaxed feeling
- Large patio spaces that would allow for the use of tables and chairs for group activities
- Flowering shrubs and annual color that blends with the architecture and helps enforce the definition of the outdoor space

Front Streetscape



Garden Court Alley Landscape Plan

The landscape for the Garden Court homes should continue the overall streetscene concept and include:

- Parkway-separated sidewalks to encourage pedestrian activity and enhance pedestrian safety
- Formal street tree patterns to reinforce the traditional character of the neighborhoods
- Trees within the parkways should be a minimum of 24" box with larger sizes planted in focal areas such as street corners and within the tapers—the trees shall be per guidelines set forth by the City of Ontario
- Plant material that complements the architectural styles of the individual homes that includes both evergreen and deciduous trees, flowering shrubs, and annual color

7.6.12 Master Wall and Fence Plan

Consistent with the traditional development concept, the use of project perimeter walls is discouraged in favor of a more open neighborhood feel. However, in limited instances, walls are required for sound attenuation and/or privacy for individual residences. In such cases, walls should be masonry, landscaped, and covered with vines to soften the wall appearance and deter graffiti. The Edenglen plant palette suggests approved choices for wall vines and complementary shrubbery and can be found in the appendix of these Design Guidelines.

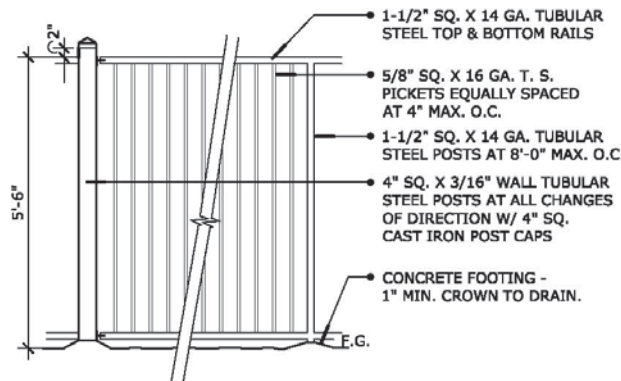
The Master Wall and Fence Plan for Edenglen is illustrated on the following page.

Perimeter Walls

Keeping the feel of a small town, the perimeter wall will incorporate the use of trees, vines, and shrubbery in order to soften the appearance of the wall and allow the streetscene to be less dominated by the block wall materials. Also, long expanses of wall will be avoided by jogging the wall at intermittent predetermined locations and by the use of various other wall and fence materials.

Tubular Steel Fence

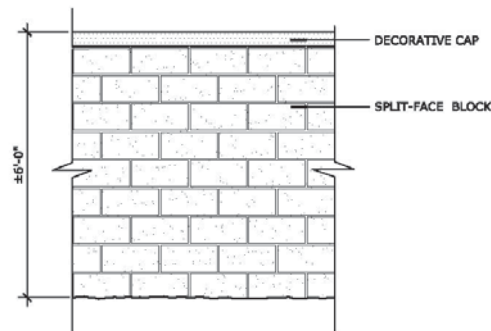
Tubular steel fencing will be utilized where the streetscene is directly adjacent to open space areas such as the pocket parks and paseos. The tubular steel perimeter fencing shall incorporate the use of pilaster designed to be consistent with the materials of the perimeter walls. The location and spacing of the pilasters shall be subject to Planning Department review and approval.



Tubular Steel Fence Elevation

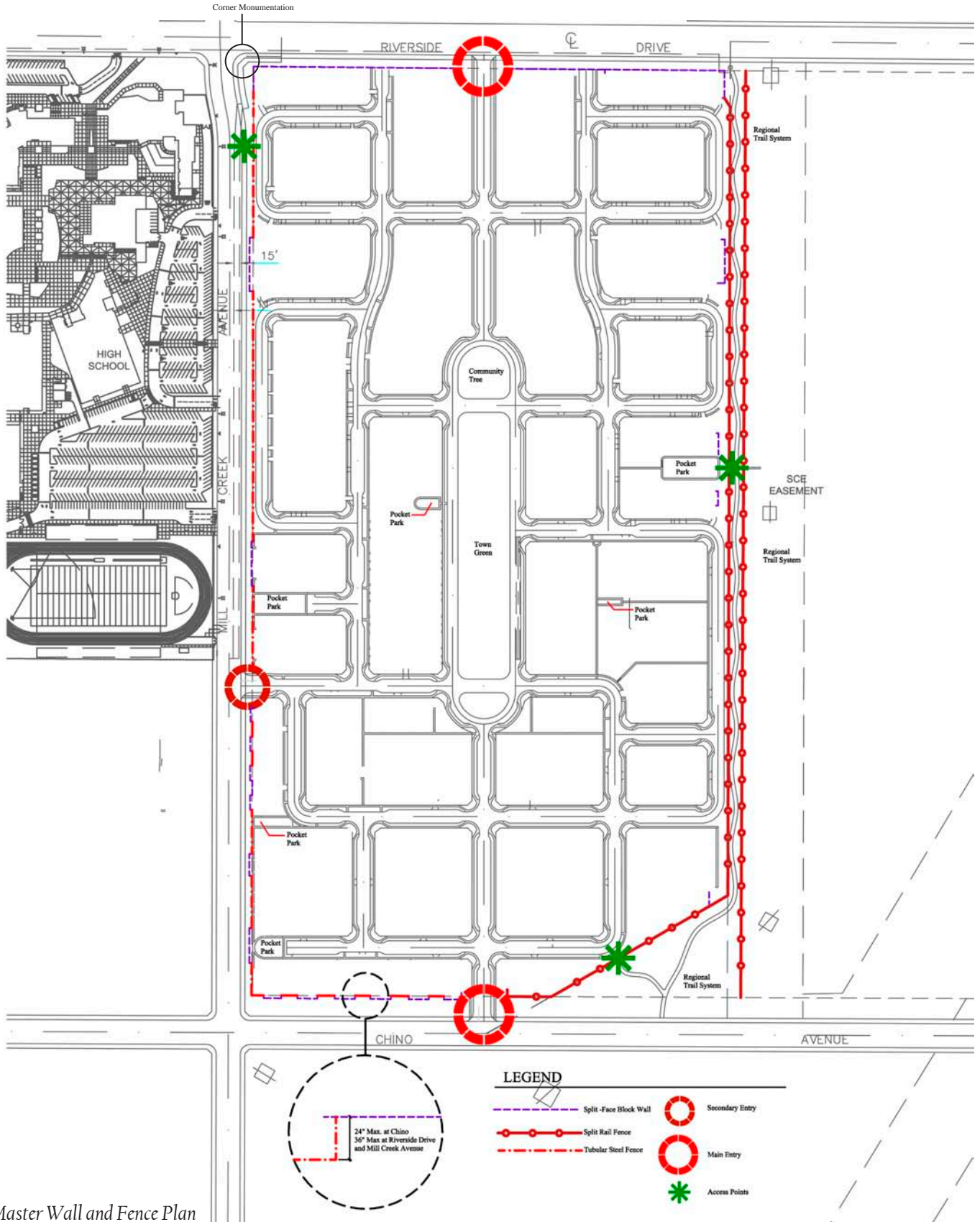
Split Face Wall

Split face block will be utilized on all wall faces exposed to public view.



Split Face Wall Elevation

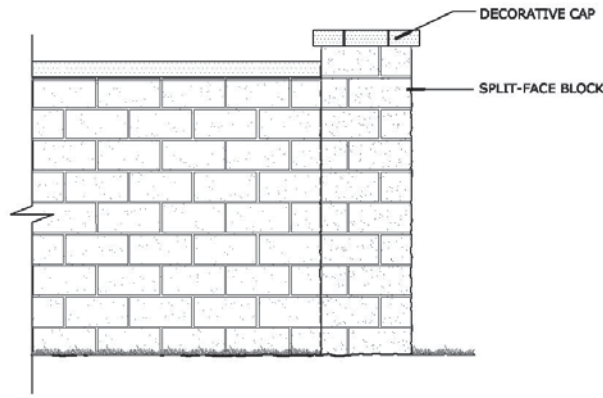
live the difference



Master Wall and Fence Plan

Split Face Pilasters

Pilasters will be utilized at each intersection of differing wall material and wall direction. The spacing of pilasters and wall offsets shall be subject to Planning Department review and approval.



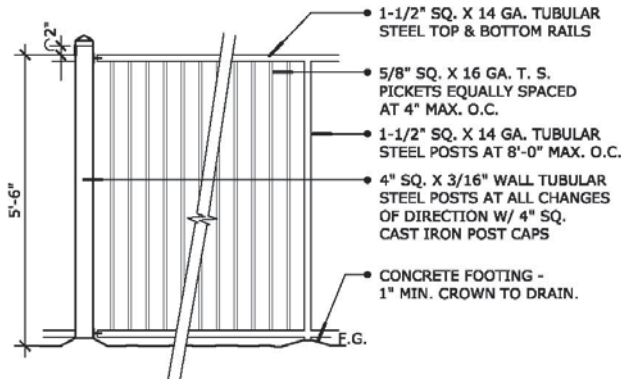
Split Face Pilaster Elevation

Interior Walls

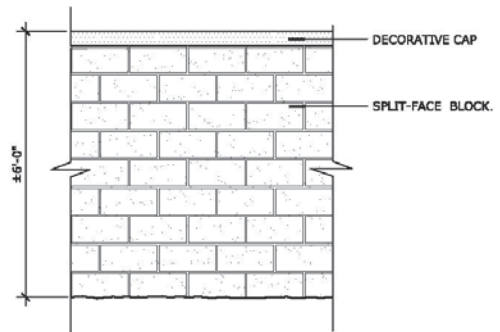
Front yard walls, side yard walls, fencing, and retaining walls shall be designed and constructed of materials that are compatible with the architecture.

Property Line Walls Exposed to View

All property line walls exposed to view will be either tubular steel, where views of open space are appropriate, or split face on both sides when adjacent to public spaces.



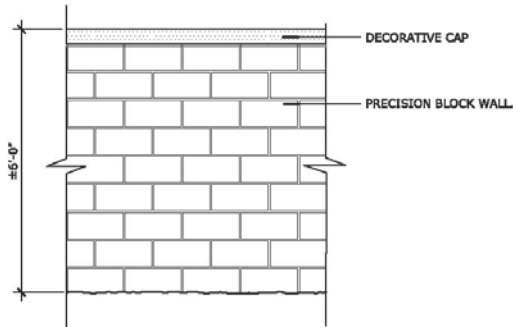
Tubular Steel Fence Elevation



Split Face Wall Elevation

Property Line Wall Not Exposed to View

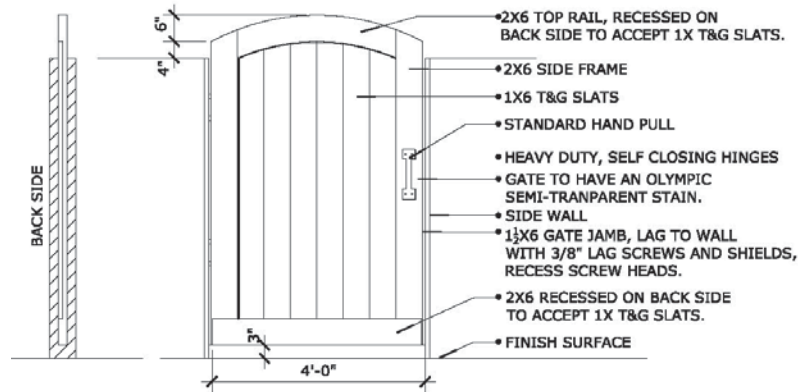
Any wall face that is not exposed to public view will be a precision face consistent in color with any adjacent walls.



Precision Block Wall Elevation

Gates

Gates will occur at the entrances to any exterior private spaces of residential units. Gates will be comprised of tubular steel or wood and fabricated in such a way as to disallow views into or out of private areas.



Wood Gate

Accent Walls

Accent walls will generally be positioned in front yards to create private entries and motor courts. These walls should be comprised of materials and colors that are compatible with the architecture. The height of these walls should be limited to 36" and should maintain the porch setback on the front yard and 3' from all corner side yards.

7.7 IMPLEMENTATION

7.7.1 Introduction

Edenglen is envisioned as a community where families will be proud to own a quality home in a lively and friendly environment. Important steps need to be taken to ensure that the enduring quality of Edenglen is maintained. Through Design Review, simplified construction techniques and landscape improvements and maintenance, the Edenglen Development Team will have the ability to continue to oversee that the implementation of Edenglen's vision becomes a reality.

7.7.2 Improvement Responsibility

Successful community and neighborhood design depends on an integrated planning approach that utilizes planning, site design, architecture, landscape design, and engineering. Strong placemaking can only occur with a unified effort and implementation commitment by the Community Developer and individual homebuilders.

With a diversity in product types and an elevated expectation of appearance, some elements will need to be installed by the Community Developer. The following exhibits detail the responsibilities of the Community Developer and the homebuilder. Maintenance responsibilities will also be defined between the City of Ontario, the Homeowner's Association and individual homeowners.

7.7.3 Homebuilder Landscape Requirement

Homebuilders shall develop a typical landscape plan for their products. Homebuilder landscape concepts are to be included early on in the development process. Typical designs will be reviewed by the Design Review Committee. The City of Ontario is required to review frontyard landscaping and to approve all concepts.

Submittal Requirements

- Overall project area plan indicating location, height and materials of theme walls
- Overall project area plan indicating location of utilities and irrigation tie-ins with master system
- Indicate recorded drainage easements
- Overall project street tree plan indicating conformance with the Ontario New Model Colony Plant Matrix and the Edenglen street sections
- Location and material of minor open space connectors to open space areas are to be indicated
- Typical lot landscape with minimum landscape criteria
- Turf, non-turf and partial turf options
- Where applicable, the rear drive landscape is to be submitted with the front yard landscape as one package
- All landscape submittals must include a completed landscape worksheet and review fees
- All submittals should include the materials and location of planting, irrigation and hardscape elements
- Additional documentation may be required to address special conditions as determined by the Design Review Committee and subject to further approval
- Plans should include architectural site plans with floor plan layouts, walks, driveways, retaining walls, steps, and auxiliary structures

Responsibility Requirements

- Homebuilder is responsible for front yard landscape for all products
- All front yard landscape must be installed prior to the close of escrow of residence
- All landscape plans are to be stamped by a registered landscape architect in the State of California
- Backyard landscape design must be submitted for view fence design

Specific improvement responsibilities are defined as follows:







| | Community Developer | Homebuilder |
|-----------------------------------|---------------------|-------------|
| Arterial Roadways ¹ | ● | |
| Collector Roadways ¹ | ● | |
| Neighborhood Streets ¹ | ● | |
| Central Park | ● | |
| Pocket Parks | | ● |
| Linear Parks | ● | |
| Front Yard Landscape ³ | | ● |
| Rear Drives | | ● |
| Rear Drive Landscape | | ● |
| Community Theme Wall ² | ● | |
| Entries/Gateways ² | ● | |
| Street Trees on Local Streets | | ● |

NOTES:

- ¹ Includes all improvements within R.O.W. and adjacent landscape lots (sidewalks, parkways, street trees, lighting, etc.).
- ² Wall design and materials as specified by Community Developer.
- ³ Improvements include all elements up to back of sidewalk.

MAINTENANCE RESPONSIBILITY

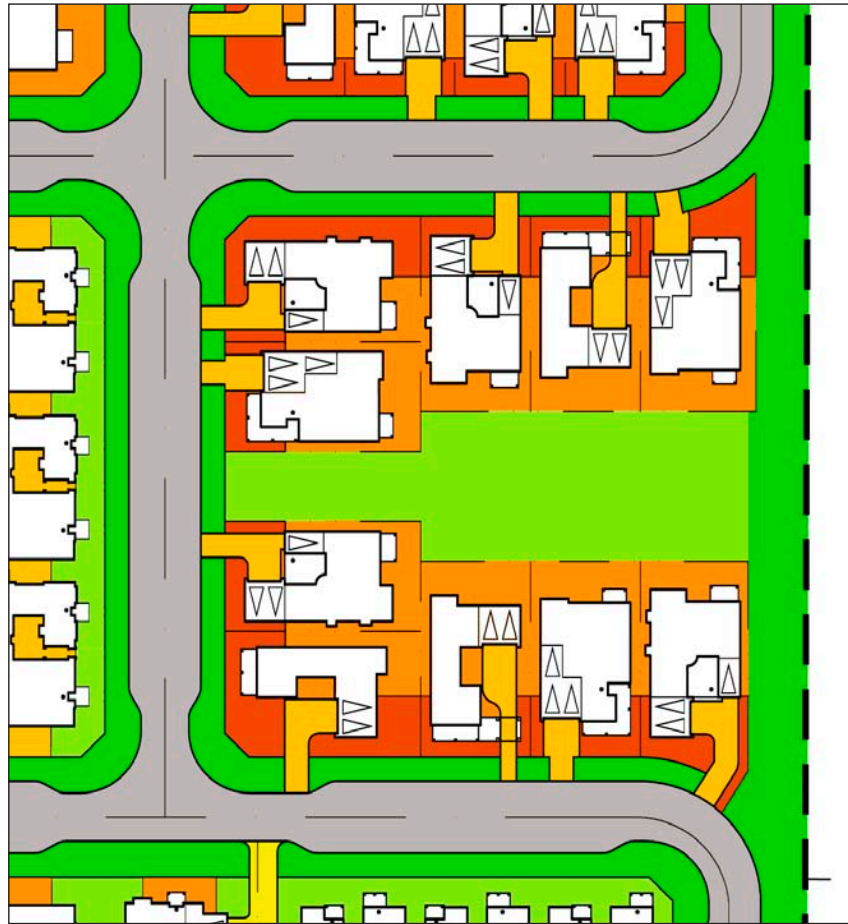
LEGEND

-  Developer Installed / City Maintained
-  Developer Installed / HOA Maintained
-  Builder Installed / HOA Maintained
-  Builder Installed / HOA Maintained - Alley
-  Builder Installed / Homeowner Maintained
-  Homeowner Installed and Maintained



live the difference

P-1 SINGLE FAMILY DETACHED (SFD)



LEGEND

- Developer Installed / City Maintained
- Developer Installed / HOA Maintained
- Builder Installed / HOA Maintained
- Builder Installed / HOA Maintained - Alley
- Builder Installed / Homeowner Maintained
- Homeowner Installed and Maintained
- Developer Installed / Homeowner Maintained









Key Map

P-2 ALLEY-LOADED SFD



LEGEND

-  Developer Installed / City Maintained
-  Developer Installed / HOA Maintained
-  Builder Installed / HOA Maintained
-  Builder Installed / HOA Maintained - Alley
-  Builder Installed / Homeowner Maintained
-  Homeowner Installed and Maintained









Key Map

live the difference

P-3 COTTAGE HOME SFD



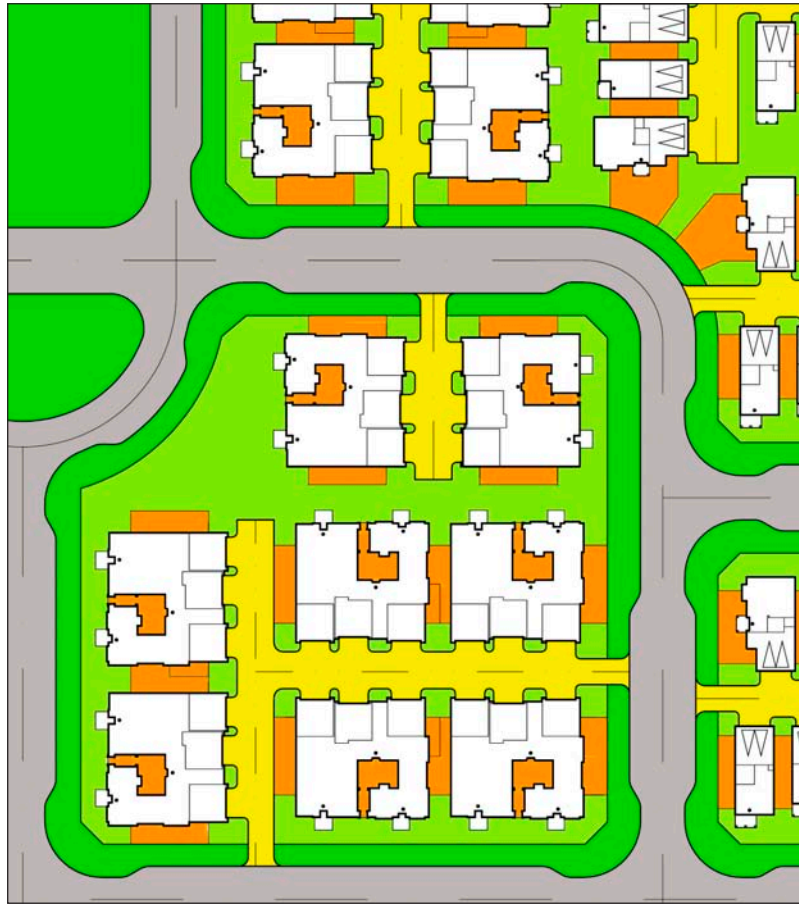
LEGEND

-  Developer Installed / City Maintained
-  Developer Installed / HOA Maintained
-  Builder Installed / HOA Maintained
-  Builder Installed / HOA Maintained - Alley
-  Builder Installed / Homeowner Maintained
-  Homeowner Installed and Maintained









Key Map

P-4 TRIPLEX COURT HOMES



LEGEND

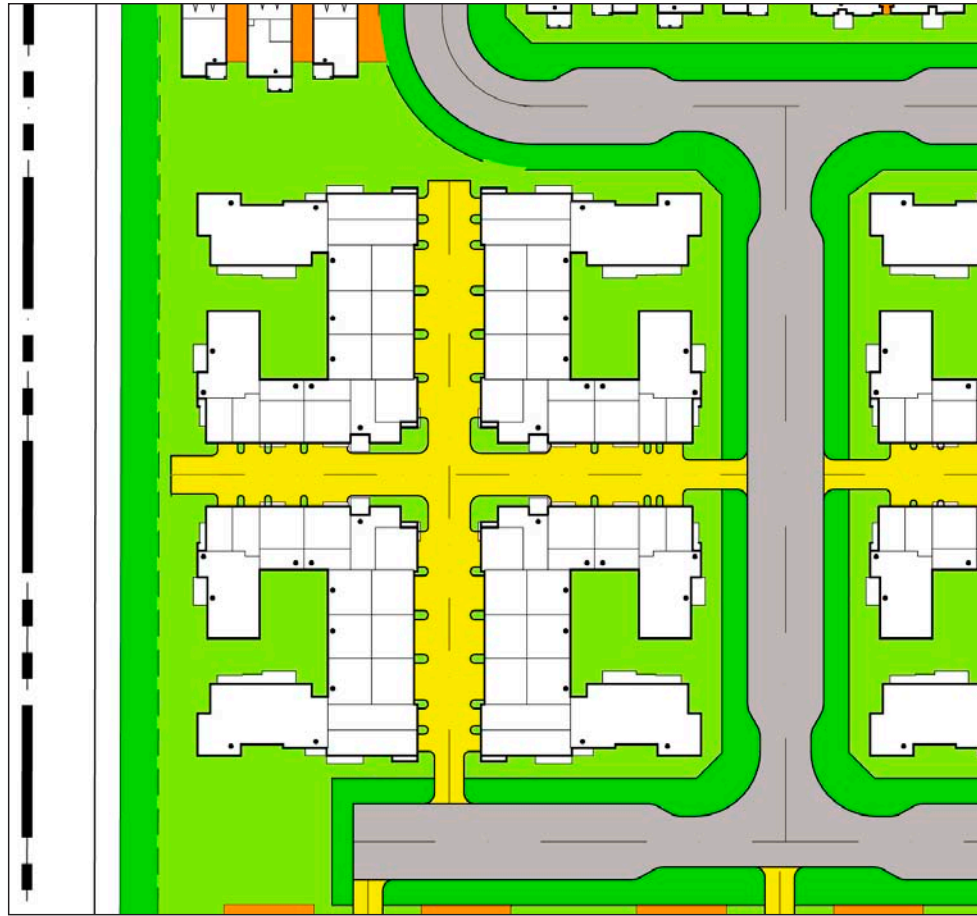
-  Developer Installed / City Maintained
-  Developer Installed / HOA Maintained
-  Builder Installed / HOA Maintained
-  Builder Installed / HOA Maintained - Alley
-  Builder Installed / Homeowner Maintained
-  Homeowner Installed and Maintained









Key Map

live the difference

P-5 GARDEN COURT TOWNHOMES



LEGEND

-  Developer Installed / City Maintained
-  Developer Installed / HOA Maintained
-  Builder Installed / HOA Maintained
-  Builder Installed / HOA Maintained - Alley
-  Builder Installed / Homeowner Maintained
-  Homeowner Installed and Maintained



Key Map

Ontario New Model Colony
Plant Matrix

Trees

| Botanical Name | Common Name | Riverside Drive | Mill Creek Avenue | Chino Avenue | Community Trail | Primary Street | Secondary Access Street | Village Park Loop | Neighborhood Street | Alleys | Primary & Secondary Entries | Residential Entry | Commercial Entry | Tri-plex Court (RDA 12) | Garden Court (RDA 16) | SFD Alley Loaded (RD 10) | SFD Alley Loaded (RD 5000) | SFD Front Loaded (RD 5500) | Recreation Center | Village Park | Commercial Area | |
|---|------------------------|-----------------|-------------------|--------------|-----------------|----------------|-------------------------|-------------------|---------------------|--------|-----------------------------|-------------------|------------------|-------------------------|-----------------------|--------------------------|----------------------------|----------------------------|-------------------|--------------|-----------------|--|
| <i>Aesculus californica</i> | California Buckeye | | | | | | | | | | | | | | | | | | | | | |
| <i>Agonis flexuosa</i> | Peppermint Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Arbutus unedo</i> | Strawberry Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Archontophoenix cunninghamiana</i> | King Palm | | | | | | | | | | | | | | | | | | | | | |
| <i>Bauhinia blakeana</i> | Hong Kong Orchid Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Brachychiton populneus</i> | Bottle Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Cedrus deodara</i> | Deodar Cedar | | | | | | | | | | | | | | | | | | | | | |
| <i>Cercis canadensis 'Forest Pansy'</i> | Forest Pansy Redbud | | | | | | | | | | | | | | | | | | | | | |
| <i>Cercis occidentalis</i> | Western Red Bud | | | | | | | | | | | | | | | | | | | | | |
| <i>Chitalpa tashkentensis</i> | Chitalpa Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Cinnamomum camphora</i> | Camphor Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Cupaneopsis anacardioides</i> | Carrotwood | | | | | | | | | | | | | | | | | | | | | |
| <i>Eriobotrya deflexa</i> | Loquat | | | | | | | | | | | | | | | | | | | | | |
| <i>Ginkgo biloba</i> | Maidenhair Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Geijera parviflora</i> | Austrailian Willow | | | | | | | | | | | | | | | | | | | | | |
| <i>Harpephyllum caffra</i> | N.C.N. | | | | | | | | | | | | | | | | | | | | | |
| <i>Hymenosporum flavum</i> | Sweet Shade | | | | | | | | | | | | | | | | | | | | | |
| <i>Jacaranda mimosifolia</i> | Jacaranda | | | | | | | | | | | | | | | | | | | | | |
| <i>Juniperus chinensis 'Torulosa'</i> | Hollywood Juniper | | | | | | | | | | | | | | | | | | | | | |
| <i>Lagerstroemia indica</i> | Crape Myrtle | | | | | | | | | | | | | | | | | | | | | |
| <i>Liriodendron tulipifera</i> | Tulip Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Lyonothamnus floribundus</i> | Catalina Ironwood | | | | | | | | | | | | | | | | | | | | | |
| <i>Magnolia grandiflora</i> | Southern Magnolia | | | | | | | | | | | | | | | | | | | | | |
| <i>Melaleuca quinquinervia</i> | Cajuput Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Olea europea</i> | Olive | | | | | | | | | | | | | | | | | | | | | |
| <i>Phoenix dactylifera</i> | Canary Island Palm | | | | | | | | | | | | | | | | | | | | | |
| <i>Pinus eldarica</i> | Afghan Pine | | | | | | | | | | | | | | | | | | | | | |
| <i>Pistacia chinensis</i> | Chinese Pistache | | | | | | | | | | | | | | | | | | | | | |
| <i>Pittosporum undulatum</i> | Victorian Box | | | | | | | | | | | | | | | | | | | | | |
| <i>Plantanus acerifolia</i> | London Plane Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Plantanus racemosa</i> | California Sycamore | | | | | | | | | | | | | | | | | | | | | |
| <i>Podocarpus henkellii</i> | Yew Pine | | | | | | | | | | | | | | | | | | | | | |
| <i>Prunus cerasifera 'Krauter Vesuvius'</i> | Purple Leaf Plum | | | | | | | | | | | | | | | | | | | | | |
| <i>Pyrus calleryana 'Aristocrat'</i> | Aristocrat Pear | | | | | | | | | | | | | | | | | | | | | |
| <i>Pyrus kawakamii</i> | Evergreen Pear | | | | | | | | | | | | | | | | | | | | | |
| <i>Quercus agrifolia</i> | Coast Live Oak | | | | | | | | | | | | | | | | | | | | | |
| <i>Quercus engelmannii</i> | Engleman Oak | | | | | | | | | | | | | | | | | | | | | |
| <i>Quercus kelloggii</i> | California Black Oak | | | | | | | | | | | | | | | | | | | | | |
| <i>Rhaphiolepis 'Magestic Beauty'</i> | N.C.N. | | | | | | | | | | | | | | | | | | | | | |
| <i>Rhus lancea</i> | African Sumac | | | | | | | | | | | | | | | | | | | | | |
| <i>Sapium sebiferum</i> | Chinese Tallow Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Schinus molle</i> | California Pepper Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Syagrus romanzoffianum</i> | Queen Palm | | | | | | | | | | | | | | | | | | | | | |
| <i>Tabebuia impetiginosa</i> | Pink Trumpet Tree | | | | | | | | | | | | | | | | | | | | | |
| <i>Tipuana tipu</i> | Tipu Tree | | | | | | | | | | | | | | | | | | | | | |

live the difference

Ontario New Model Colony
Plant Matrix

Trees

| Botanical Name | Common Name | Riverside Drive | Mill Creek Avenue | Chino Avenue | Community Trail | Primary Street | Secondary Access Street | Village Park Loop | Neighborhood Street | Alleys | Primary & Secondary Entries | Residential Entry | Commercial Entry | Tri-plex Court (RDA 12) | Garden Court (RDA 16) | SFD Alley Loaded (RD 10) | SFD Alley Loaded (RD 5000) | SFD Front Loaded (RD 5500) | Recreation Center | Village Park | Commercial Area | |
|--------------------------|------------------|-----------------|-------------------|--------------|-----------------|----------------|-------------------------|-------------------|---------------------|--------|-----------------------------|-------------------|------------------|-------------------------|-----------------------|--------------------------|----------------------------|----------------------------|-------------------|--------------|-----------------|--|
| <i>Tristania laurina</i> | N.C.N. | | | | | | | | | | | | | | | | | | | | | |
| <i>Zelkova serrata</i> | Saw Leaf Zelkova | | | | | | | | | | | | | | | | | | | | | |

Ontario New Model Colony
Plant Matrix

Shrubs

| Botanical Name | Common Name | Riverside Drive | Mill Creek Avenue | Chino Avenue | Community Trail | Primary Street | Secondary Access Street | Village Park Loop | Neighborhood Streets | Alleys | Primary & Secondary Entries | Residential Entry | Commercial Entry | Tri-plex Court (RDA 12) | Garden Court (RDA 16) | SFD Alley Loaded (RD 10) | SFD Alley Loaded (RD 5000) | SFD Front Loaded (RD 5500) | Recreation Center | Village Park | Commercial Area |
|--|----------------------|-----------------|-------------------|--------------|-----------------|----------------|-------------------------|-------------------|----------------------|--------|-----------------------------|-------------------|------------------|-------------------------|-----------------------|--------------------------|----------------------------|----------------------------|-------------------|--------------|-----------------|
| <i>Acacia redolens</i> | Creeping Acacia | | | | | | | | | | | | | | | | | | | | |
| <i>Achillea species</i> | Yarrow | • | | | • | | | | | | | | | | | | | | | | |
| <i>Agave attenuata</i> | Foxtail Agave | | | | | | | | | | | | • | • | • | • | • | • | • | • | • |
| <i>Aloe species</i> | Aloe | | | | • | | | | | | | | • | | | | | | | | • |
| <i>Alyogene huegelii</i> | Blue Hibiscus | | | | • | | | | | • | • | • | | • | • | • | • | • | • | • | • |
| <i>Anigozanthus flavidus</i> | Kangaroo Paw | | | | | | | | | | | | | | | | | | | | • |
| <i>Arctostaphylos edmundsii</i> | Little Sur Manzanita | | | • | | | | | | | | | | | | | | | | | • |
| <i>Arctostaphylos species</i> | Manzanita | | | | • | | | | | | | | • | | | • | • | • | • | • | • |
| <i>Baccharis pilularis</i> | Coyote Brush | | | • | • | | | | | | | | | | | | | | | | • |
| <i>Bougainvillea species</i> | Bougainvillea | | • | | | | | | | | • | • | • | | | • | • | • | • | • | • |
| <i>Buxus m. japonica</i> | Japanese Boxwood | | | | | • | | • | | | | | | • | • | • | • | • | • | • | • |
| <i>Carpenteria californica</i> | Bush Anemone | | | | • | | | | | | | | | | | | | | | | |
| <i>Ceanothus species</i> | California Lilac | | | • | • | | | | | • | | • | | | | • | • | • | • | • | • |
| <i>Cistus purpureus</i> | Rock Rose | • | • | | • | | | | | • | | • | • | • | • | • | • | • | • | • | • |
| <i>Cotoneaster horizontalis</i> | Cotoneaster | | • | | | | | | | | | | | | | | | | | | • |
| <i>Dietes bicolor</i> | Morea Lilly | • | • | | | • | • | | • | • | • | • | • | • | • | • | • | • | • | • | • |
| <i>Diplacus species</i> | Monkey Flower | | | • | • | | | | | | | | | | | | | | | | • |
| <i>Echium fastuosum</i> | Pride of Madiera | • | | | • | | | | | | | | | | | | • | • | • | • | • |
| <i>Eleagnus pungens</i> | Silverberry | | | | | | | | | | • | • | | | | | | | | | • |
| <i>Elymus condensatus</i> | Giant Wild Rye | | | • | | | | | | | | | | | | | | | | | |
| <i>Encelia californica</i> | California Encelia | | | | • | | | | | | | | | | | | | | | | • |
| <i>Eriogonum species</i> | Buckwheat | | | | • | | | | | | | | | | | | | | | | |
| <i>Eschscholtzia californica</i> | California Poppy | | | | • | | | | | | | | | | | | | | | | • |
| <i>Euryops pectinatus</i> | Grey-Leafed Euryops | | • | | | | | | | | | | | | | | | | | | |
| <i>Fremontodendron californica</i> | Flannel Bush | | | • | • | | | | | | | | | | | | | | | | • |
| <i>Gardenia jasminoides</i> | Gardenia | | | | | | | | | | | | • | • | • | | | | | | • |
| <i>Gaura lindheimeri</i> | Gaura | | | | | • | | | | | • | • | • | • | • | • | • | • | • | • | • |
| <i>Grevillea species</i> | N.C.N. | | | | | | | | | | | | | | | | • | • | • | | |
| <i>Hemerocallis species</i> | Day Lily | | | | | • | | • | | | | | • | • | • | • | • | • | • | • | • |
| <i>Heteromeles arbutifolia</i> | Toyon | | | • | • | | | | | | | | | | | | | | | | |
| <i>Ilex species</i> | Holly | | | | | | | | | | | | • | • | • | • | • | • | • | • | • |
| <i>Juniperus chinensis & CVS</i> | Juniper | | | | | | | | | | • | • | • | • | • | • | • | • | • | • | • |
| <i>Lantana montevidensis</i> | Lantana | • | • | | | | | | | | • | • | • | • | • | • | • | • | • | • | • |
| <i>Lavandula species</i> | Lavender | • | | | | • | | | | | • | • | • | • | • | • | • | • | • | • | • |
| <i>Lavatera bicolor</i> | N.C.N. | • | • | | | | | | | | | | | | | | • | • | • | • | • |
| <i>Leptospermum scoparium 'Snow White'</i> | New Zeland Tea Tree | | • | | | | | | | | | • | • | | | | | | | | • |
| <i>Ligustrum japonicum 'Texanum'</i> | Glossy Privet | | | | | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| <i>Limonium perezii</i> | Statice | • | | | • | | | | | | • | • | • | • | • | • | • | • | • | • | • |
| <i>Liriope species</i> | Lily Turf | | | | | • | | • | | | | | • | • | • | • | • | • | • | • | • |
| <i>Lonicera japonica 'Halliana'</i> | Hall's Honey Suckle | | | | | | | | | | | | • | | | | | | | | • |
| <i>Mahonia 'Golden Abundance'</i> | Oregon Grape | | | • | | | | | | | | | | | | | | | | | • |
| <i>Muhlenbergia rigens</i> | Deer Grass | | | • | • | | | | | | | | | | | | | | | | • |
| <i>Myoporum parvifolium</i> | N.C.N. | | | | | | | | | | | | | • | • | • | • | • | • | • | • |
| <i>Myrtus communis</i> | True Myrtle | | • | | | | | | | | • | • | | | | | | | | | • |
| <i>Myrtus communis 'Compacta'</i> | Dwarf Myrtle | | | | | | | | | • | • | • | • | • | • | • | • | • | • | • | • |
| <i>Perovskia artiplicifolia</i> | Russian Sage | • | | | | | | | | | | | | | | | | | | | • |
| <i>Phormium tenax & CVS</i> | New Zealand Flax | | | | | | | | | | • | • | • | • | • | • | • | • | • | • | • |

Ontario New Model Colony
Plant Matrix

Shrubs

| Botanical Name | Common Name | Riverside Drive | Mill Creek Avenue | Chino Avenue | Community Trail | Primary Street | Secondary Access Street | Village Park Loop | Neighborhood Streets | Alleys | Primary & Secondary Entries | Residential Entry | Commercial Entry | Tri-plex Court (RDA 12) | Garden Court (RDA 16) | SFD Alley Loaded (RD 10) | SFD Alley Loaded (RD 5000) | SFD Front Loaded (RD 5500) | Recreation Center | Village Park | Commercial Area |
|---|-----------------------------|-----------------|-------------------|--------------|-----------------|----------------|-------------------------|-------------------|----------------------|--------|-----------------------------|-------------------|------------------|-------------------------|-----------------------|--------------------------|----------------------------|----------------------------|-------------------|--------------|-----------------|
| <i>Photinia fraseri</i> | Photinia | | | | | | • | | • | | | | • | | | | | | | • | • |
| <i>Pittosporum tobira</i> & CVS | Mock Orange | | • | | | | • | | • | | • | • | • | | | | | | | • | • |
| <i>Pittosporum tobira</i> 'Turner's Variegated Dwarf' | Tobira Turner's Variegated | | | | | • | | | | • | | • | | • | • | • | • | • | | | • |
| <i>Plumbago auriculata</i> | Cape Plumbago | | • | | | | | | | | | | | | | | | | | | • |
| <i>Pyracantha species</i> | Fire Thorn | | • | | | | | | | | • | • | | | | | | | | | • |
| <i>Rhamnus crocea</i> | Red Berry | | | • | | | | | | | | | | | | | | | | | • |
| <i>Raphiolepis indica</i> | India Hawthorne | • | • | | | • | | | | • | • | • | • | • | • | • | • | • | • | • | • |
| <i>Rhus integrifolia</i> | Lemonade Berry | • | | • | • | | | | | | | | | | | | | | | | • |
| <i>Rhus ovata</i> | Sugar Bush | | | • | | | | | | | | | | | | | | | | | • |
| <i>Ribes speciosum</i> | Fushia Flowering Gooseberry | • | | | | | | | | | | | | | | | | | | | • |
| <i>Ribes viburnifolium</i> | Evergreen Currant | | | • | | | | | | | | | | | | | | | | | • |
| <i>Rosa species</i> | Rose | | | | | | | | | | • | • | • | • | • | • | • | • | • | • | • |
| <i>Rosemarinus officinalis</i> | Rosemary | • | | | | • | • | | • | • | • | • | • | • | • | • | • | • | • | • | • |
| <i>Salvia clevelandii</i> | Cleveland Sage | | | | • | | | | | | | | | | | | | | | | • |
| <i>Salvia leucantha</i> | Mexican Bush Sage | • | | • | | | | | | • | • | • | | | | | | | | | • |
| <i>Salvia species</i> | Sage | | | | | | • | | • | | | | • | • | • | • | • | • | • | | • |
| <i>Sisyrinchium bellum</i> | Blue Eyed Grass | | | • | • | | | | | | | | | | | | | | | | • |
| <i>Teucrium chamaedrys</i> 'Prostratum' | Bush Germander | | • | | | | | | | | | | | | | | | | | | • |
| <i>Trachelospermum jasminoides</i> | Star Jasmine | | | | | | | | | • | | • | • | | | • | • | • | • | | • |
| <i>Viburnum tinus</i> | Laurustinus Viburnum | | | | | | • | | • | | | | | | • | • | | | | | • |
| <i>Westringia fruticosa</i> | Westringia | • | | • | | | | | | | | | | | | | | | | | • |
| <i>Xylosma congestum</i> | Shiny Xylosma | | • | | | | | | | | | | | | | | | | | | • |

Ontario New Model Colony
Plant Matrix

Vines

| Botanical Name | Common Name | Riverside Drive | Mill Creek Avenue | Chino Avenue | Community Trail | Primary Street | Secondary Access | Village Park Loop | Neighborhood Streets | Alleys | Primary & Secondary Entries | Residential Entry | Commercial Entry | Tri-plex Court (RDA 12) | Garden Court (RDA 16) | SFD Alley Loaded (RD 10) | SFD Alley Loaded (RD 5000) | SFD Front Loaded (RD 5500) | Recreation Center | Village Park | Commercial Area | |
|------------------------------------|------------------------|-----------------|-------------------|--------------|-----------------|----------------|------------------|-------------------|----------------------|--------|-----------------------------|-------------------|------------------|-------------------------|-----------------------|--------------------------|----------------------------|----------------------------|-------------------|--------------|-----------------|---|
| <i>Bougainvillea species</i> | Bougainvillea | | | | • | | | | | | | | | | | | | | | | | |
| <i>Clematis lingusticifolia</i> | Clematis | • | • | | | | | | | | | | | • | • | • | • | • | | | | |
| <i>Clytostoma callistegioides</i> | Violet Trumpet Vine | | | | | | | | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| <i>Distictus buccinatoria</i> | Blood Red Trumpet Vine | | | | | | | | • | • | • | • | • | • | • | • | • | • | | | • | • |
| <i>Ficus repens</i> | Creeping Fig | • | • | • | | | | | | | | | | | | | | | | | | • |
| <i>Gelsemium sempervirens</i> | Carolina Jessamine | | | | | | | | | • | • | • | • | • | • | • | • | • | • | • | • | • |
| <i>Hardenbergia violacea</i> | N.C.N. | | | | | | | | | | | | | • | • | • | • | • | • | • | • | • |
| <i>Jasminum polyanthum</i> | Pink Jasmine | | | | | | | | | | | | | • | • | • | • | • | | | | |
| <i>Macfadyana unguis-cati</i> | Cat's Claw | • | • | • | | | | | | | | | | | | | | | | | | |
| <i>Pandorea jasminoides</i> | Bower Vine | | | | | | | | | • | • | • | • | • | • | • | • | • | | | | |
| <i>Parthenocissus tricuspidata</i> | Boston Ivy | | • | | | | | | | • | • | • | • | | | | | | | | • | • |
| <i>Passiflora species</i> | Passion Flower | | | | | | | | | • | | | | | | | | | | | | |
| <i>Rosa banksiae</i> | Lady Bank's Rose | | • | | | | | | | • | • | • | • | | | | | | | | | |
| <i>Solanum jasminoides</i> | Potato Vine | | | | | | | | | | | | | • | • | • | • | • | | | | • |
| <i>Stephanotis floribunda</i> | Madagascar Jasmine | | | | | | | | | | | | | | | | | | | | | |
| <i>Wisteria sinensis</i> | Chinese Wisteria | | | | | | | | | • | | | | | | | | | | | • | • |

Section 8 Neighborhood Commercial, Business Park and Light Industrial Design Guidelines

8.1 Introduction

The Edenglen Specific Plan area will include ~~commercial and business park/light industrial~~ Neighborhood Commercial, Business Park and Light Industrial areas in the area east of the Southern California Edison easement to Milliken Avenue between Riverside Drive and Chino ~~Drive Avenue~~. These non-residential uses will allow the homeowners of Edenglen to have shopping and employment opportunities conveniently located nearby. ~~Residents will have the ability to access services by foot or ride their bicycles to work via a pedestrian trail connecting their community to the commercial center and business park.~~ Residents will have the ability to access services by foot or ride their bicycles to work via a multi-purpose trail between their community and the business park land use areas. This trail also connects to the sidewalk along the south side of Riverside Drive, providing a connection to the Neighborhood Commercial.

Throughout the neighborhood commercial development and business park, appropriate landscaping, site planning and architectural design should be considered to create friendly and welcoming places to shop and work. These non-residential uses shall continue the vision established in the residential community, including integrating pedestrian-friendly design.

In order to maintain the character of Edenglen’s residential community, the neighborhood commercial and business park is expected to be developed with a compatible and harmonious quality. The Edenglen Neighborhood Commercial, Business Park and Light Industrial Design Guidelines will help direct the development of the area to enhance the pedestrian experience with innovative design that positively contributes to the character of the Edenglen Specific Plan area. These guidelines are not intended to be strictly enforced rules, but a tool in aiding the design process. Additionally, these guidelines have been generalized for the Edenglen Specific Plan. Potential developers will be required to submit their own supplemental design guidelines for the Neighborhood Commercial, Business Park and Light Industrial development areas to the City of Ontario for approval.



Pedestrian-friendly Commercial Retail

These guidelines ~~are separated into two sections; the Commercial Section and the Business Park/Light Industrial Section.~~ Each of these for the Neighborhood Commercial, Business Park and Light Industrial Section are organized into the following:

- Site Planning
- Building Design
- Architectural Details
- Open Space and Landscaping

8.1.1 Guiding Principles

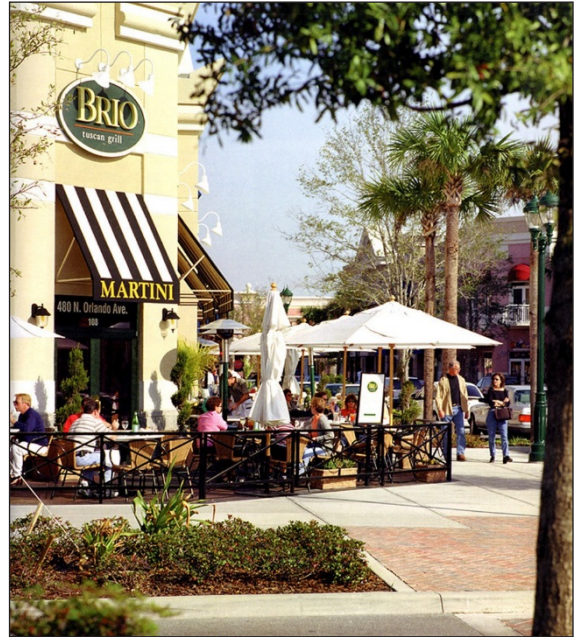
Guiding Principles for **Neighborhood** Commercial, Business Park and Light Industrial design for Edenglen:

Buildings should contribute to a qualitative nature of the overall neighborhood.

- Proper scale and proportions in massing and details should be used
- Pedestrian open spaces should be provided
- Massing and articulation should be varied
- Buildings shall be designed at a human-scale

Buildings should have an enduring quality.

- Design should draw inspiration from the rich and diverse Southern California architectural heritage
- Materials and colors typical to Southern California should be used
- Details and ornamentation should be authentic
- Design shall create an inviting place to shop and work



Design shall create an inviting place to work

8.1.2 Review Process

The **Neighborhood** Commercial and Business Park Design Guidelines are to be used as a general tool to guide the development of the eastern portion of Edenglen. Final designs will be subject to the City of Ontario's approval. Additionally, more detailed design guidelines for each development will be required by the City prior to final approval. Refer to the City of Ontario Development Code or the Planning Department for further information regarding the review process.

live the difference

8.2 Neighborhood Commercial Design Guidelines

8.2.1 Introduction

Neighborhood Commercial development within Edenglen will continue the pedestrian-friendly character established in the residential community. By reducing the impact of the automobile to the appearance of the **neighborhood** commercial development, appropriate site planning can de-emphasize the vehicle, creating a safe outdoor environment without ignoring the necessary needs of vehicular traffic. Through well executed planning, architecture, and landscape design, the **neighborhood** commercial uses within Edenglen will complement and, to some extent, integrate the residential community rather than turn its back completely to the Edenglen residents.

8.2.2 Site Planning

Orientation

Buildings should be oriented for best visibility from the street. Windows and entries should face the street avoiding blank walls dominating public views. Stores with entries not visible from the street may be oriented towards pedestrian open space.

All primary entries should face onto a street or a connecting walkway.

Building clusterings are recommended to help define parking lot areas and encourage walking between stores. Building entries and storefronts should be positioned close to one another to reduce walking distances between them.



Retail Orientation to Vehicular Travel Lanes and Parking

Driveways and Sidewalks

The site shall be provided with an adequate number of driveways to facilitate circulation and also reduce the traffic impact along Riverside Drive and Milliken Avenue. Pedestrian crossing distances should be minimized at driveways. To increase safety for pedestrians, a raised median, as a pedestrian island, should be provided between travel lanes, especially those entries with more than one lane in any direction. Entry driveways should be paved with enhanced paving material such as brick, colored concrete, etc.

Street Frontage and Buildings

Streetside buildings, or those with no parking separating them from the street, should use windows and entry features to soften the building's appearance to the street. These buildings should not be more than 100-feet long without a pedestrian plaza or walkway breaking up the mass and connecting the parking lot with the street. On corners, buildings should utilize massing elements as an anchor.

Streetside Setbacks and Buildings

The sides of buildings along street edges shall be landscaped within the setback to soften the building's appearance as well as designed with windows or design elements. Refer to the City of Ontario Development Code for specific setback requirements.

Street Frontage and Parking Lots

Parking lots should generally be placed away from streets. Street frontages shall be broken up with buildings, landscaping, plazas, and other pedestrian features. Continuous parking lots along the street frontage should be avoided. Any parking along street edges shall be setback with a landscaped buffer to minimize the dominant feeling of the automobile along the street. Continuous parking stalls may be interrupted by landscaped islands no more than 10 stalls apart.

Parking lots are encouraged to be interconnected rather than separated for each building. Separated parking lots encourage customers to drive from store to store.

Service and Storage Areas

Loading docks, garages and storage areas are to be located behind or to the side of buildings siting onto secondary access and not primary streets. These features must be screened with walls and landscaping as much as possible from public view of streets, residences, pedestrian walkways and connecting trails. Loading docks and storage areas should not conflict with pedestrian walkways.

Refuse Containers, Utility and Mechanical Equipment

Refuse containers and equipment shall be easily accessed by service vehicles. They shall be screened from view of the streets, parking lots, and connecting walkways through roof forms, walls and/or landscaping. Screening details should incorporate elements that are compatible to the architecture style of the building. Proper landscaping, including trellises, may also help to screen these elements. Equipment and enclosures shall not be located near pedestrian walkways. Roof-mounted equipment shall be screened by the roof/parapet.

Sidewalks

Sidewalks shall be located along natural pedestrian travel paths. Sidewalks should be a minimum of 6' wide along pedestrian pathways and a minimum of 8' width along more heavily traveled commercial areas.

8.2.3 Building Design

Massing

With larger buildings, appropriate massing becomes more important to maintain the human-scale of the development and create a visually pleasing environment. Bay windows, stepped buildings, height changes and setback variations between stores help to break up large buildings as well as indicate entries and store locations to customers. Tower elements or monumental features are encouraged at focal points, such as corners, plazas, major entrances, or where walkways meet streets.

Varying setbacks along the front façade of buildings will create small outdoor public spaces for pedestrians to gather and sit.

live the difference

Roof Forms

Hipped and gable roofs are encouraged. Roof pitches shall be compatible to the architectural style of the building. Flat roofs should vary in height and be accompanied by cornice, trim or other accent features.

Entry Design

Building entries shall be prominent and easily identified. Various elements can be used to enhance the entry features including massing variation, materials and color change, change in roof form, and awnings. For smaller retail buildings, part of a cluster or strip, arcades, awnings and simple signage may be acceptable as entries.

Arcades and Awnings

Outdoor arcades along store fronts are encouraged over pedestrian walkways. Arcades may be used to connect separate buildings providing a more pleasing experience for pedestrians. Trellises or awnings may also be used to create a covered walkway to protect pedestrians from the sun and rain.



Neighborhood Commercial Retail Massing, Material Change, and Entry Design

Design Flexibility

Retail spaces exceeding 30,000 SF should be designed with the ability to be divisible into smaller retail spaces if so required by future market demand.

8.2.4 Architectural Details

Architectural Styles

A consistent architectural style should be used throughout the neighborhood commercial development to create a sense of continuity between the buildings. Related elements, such as trellises, planters, light-standards, windows, doors, etc. shall also adopt detailing that is compatible to the selected architectural style. The selected style of the neighborhood commercial development does not necessarily need to be of any one of those available for the residential community but shall be compatible to them.

Architectural styles shall derive from Southern California and Ontario’s history. Modern and “high-tech” styles are not acceptable style choices. Acceptable styles generally respond to the region’s climate including such features as outdoor circulation, outdoor courtyards or plazas, recessed window frames, awnings, arcades, loggias, and trellises.

Building Wall Treatment

No wall should have a blank, uninterrupted length exceeding 20 feet without including one of the following:

- Change in texture
- Change in material
- Change in plane
- Lattice
- A tree or equivalent element

Façades that are visible from adjacent streets or walkways should display even greater visual interest by using architectural elements that break up the massing of large buildings, such as windows, arcades, awnings, porticos, and other architectural features.

Base And Top Treatments

Base and top treatments help to balance the “weight” of the building visually. Bases should appear to “ground” the building, while tops create a defined edge to the roofline. Possible treatment techniques are as follows:

Base

Thicker walls

Natural materials

Enriched landscaping with a mature height of at least 18”

Precast materials

Other decorative, durable materials as approved by the City

Special materials, such as ceramic tile, granite and marble are encouraged at major entries.

Tops

- Cornice treatments
- Roof overhangs with brackets
- Stepped parapets
- Textured materials

Colored “stripes” are not acceptable as the only treatment.

Exterior Materials

Recommended materials include stucco, exterior plaster, brick, wood siding, tile, precast concrete or stone. Exterior materials that appear pre-fabricated are not recommended. Selected materials and detailing should have an enduring appearance. Foam products should be avoided at the pedestrian level.



Architectural Massing and Materials

live the difference

Roof Materials

Roofing materials that are generally acceptable include metal standing seam, concrete tile, ceramic tile and slate or slate-like materials. Asphalt or wood shingles are prohibited.

Colors

Color selection shall be consistent with the selected architecture style.

8.2.5 Open Space and Landscaping

Site Accessories

Site accessories, such as recycling bins, bike racks, litter cans, planters, benches and transit shelters, should use materials and have an architectural character consistent with the overall project. These accessories should be graffiti-resistant with materials that are easy to clean and paint.

Connecting Walkways

Walkways throughout Edenglen’s neighborhood commercial development shall connect the various buildings to each other and to the sidewalks along Riverside Drive and Milliken Avenue. Use of trellises, landscaping, sitting areas and building placement adjacent to one another will encourage pedestrian activity within the neighborhood commercial area. A typical walkway shall be a minimum of 6’ wide. In large parking lots, pedestrian walkways shall be provided within the median of at least two parking aisles for every three aisles of 20 stalls or more.

Pedestrian walkways that may also be used for emergency access must allow minimum clearance of 26’ wide and 14’ vertical clearance.

Off-site Connections

Off-site connections will be provided from the neighborhood commercial area to Edenglen’s residential development and the business park. Access to the residential community will be available by a trail crossing the SCE easement directly and safely through using the sidewalk along the south side of Riverside Drive. The trail crossing connects into a regional trail system. The A multi-purpose trail will separate the commercial residential area from the business park, and light industrial areas and provide pedestrian access between the two uses to the neighborhood commercial area via the public sidewalk along Riverside Drive.

Plazas

Plazas are encouraged to emphasize a pedestrian-friendly environment by creating locations within the neighborhood commercial development that allow for people to gather. Plazas create a more inviting feeling for pedestrians, allowing them to feel safe from the vehicular-dominated parking lot. These outdoor places may include water features, landscaping, and other elements to create a comfortable place to sit. Plazas are encouraged where high levels of pedestrian activity are expected. Major entrances and nearby uses that allow for more interactivity with the plaza such as delis, cafes, restaurants, bakeries and other food services are a few key examples.



Connecting Walkway with Trellis

Landscaping

Landscaping helps to soften the feel of the buildings and parking lot while enhancing the visual aspect of the site. The following landscaping techniques may be used:

1. Provide special landscaping treatment at all project and building entries.
2. Provide shade/canopy trees within parking areas.
3. Use plants to define outdoor spaces such as along edges, outdoor plazas, or pathways between parking and building entrances.
4. Plantings shall provide a continuity of form across the entire project.



Pedestrian Pathway Connecting Retail and Business Park

Transit Shelters

Transit shelters should be incorporated into the design of the **neighborhood** commercial project. The structure design shall be integrated architecturally with the project through its color, materials and architectural style.

Walkways shall be provided for easy accessibility by pedestrians moving to and from the transit stop to the **neighborhood** commercial development.

Fence and Wall Design

Chain-link fencing, barbed wire, corrugated metal fencing and “tennis windscreens” are not permitted. Fences and walls should be built with attractive, durable materials, including (but not limited to) wrought iron, textured concrete block, or formed concrete with reveals. Fences or walls should be consistent with architectural style, materials and designs used throughout the project. Walls and fences should not exceed a height of six feet (6') without being made of textured concrete block, interlocking “diamond” blocks, formed concrete with reveals, or similar materials to a maximum of eight feet (8') from grade.

Outdoor Storage Areas

Outdoor storage areas should be incorporated into the design of a project to avoid visual impacts on the site.

Outdoor storage areas shall be located away from the street, behind or to the side of buildings. Walls and landscaping shall be used to screen stored materials.

The only storage envisioned for the **Neighborhood** Commercial area is for garden supply and shopping carts. Shopping cart areas should be screened from public view with a low wall. Any garden supply area should be integrated into the design of the building. Materials placed on palettes in front of buildings are not permitted.



Retail Plaza

live the difference

Along streets, walls and fences should not exceed 36" in height. Avoid long expanses of uninterrupted fences and walls. Use of an opening, planter box, material change, pilaster or post is acceptable. Openings shall be provided to connect walkways directly to the street avoiding long, inconvenient walking paths. These pedestrian portals should be announced by pilasters, trellis, special landscaping, or other upgraded features.

Lighting

Lighting standards shall provide adequate illumination throughout the site during the nighttime hours. Lighting fixtures shall be designed to be compatible with the architectural styles selected for the project. All light standards should have an attractive base and top; overhead "cobrahead" standards are not permitted. Buildings and landscaping can be illuminated indirectly to create a strong positive image.

Along pedestrian walks, lighting fixtures should not exceed 12' in height and may include lighting with bollards. Pedestrian lighting shall provide appropriate illumination at a human scale without too much glare. Lighting within larger parking lots shall not exceed 25' in height providing enough visibility for customers and employees to walk safely to their vehicles. The same bulb type shall be used for all parking lot and pedestrian lighting fixtures within the development.

Service area lighting should be positioned as to not be seen from public view.

8.3 Business Park and Light Industrial Design Guidelines

8.3.1 Introduction

The Business Park and Light Industrial component to the Edenglen Specific Plan will allow for employment opportunities to be created for the City of Ontario and the surrounding region. Residents of Edenglen will have the ability to access employment not only by automobile but also via ~~pedestrian trails~~ public sidewalks leading from the residential area to the business park and neighborhood commercial areas. Employees of the business park will also be able to enjoy outdoor plazas and courtyards, as well as landscaped pedestrian walkways connecting them to the neighborhood commercial area to the north east. Within the business park, services and some eating establishments would also be available to the employees within a close distance to their workplaces.

Due to the potentially negative effects that this land use can have on Edenglen's residential community, the Business Park and Light Industrial component will be expected to continue the quality of design that will be established by the residential and neighborhood commercial areas of Edenglen. This quality can be achieved by continuing the pedestrian-friendly character and implementing appropriate site planning and architectural design techniques.

8.3.2 Site Planning

Orientation

Special attention should be placed on the public view with façades and entries facing the street, especially along Riverside Avenue. Parking is encouraged to be located predominantly to the sides and rear of buildings. When possible, buildings with larger square footage in excess of 30,000 100,000 square feet should be located further away from Milliken Riverside Avenue and closer to the SCE easement while smaller buildings should be located closer to Milliken Riverside Avenue to preserve a human scale to the street frontage.

The northern portion of the business park is encouraged to engage the retail land-use using pedestrian walkways and integrate a more transitional building and site design. Buildings in this area should blur the seam between the neighborhood commercial retail and business park.



Transitional Office

Street Frontage and Parking Lots

Smaller buildings along Milliken Riverside Avenue are preferred, however, small parking lots enhanced with landscaping and a buffer from the Riverside right-of-way are also acceptable. Building frontages along Milliken Riverside Avenue and local streets should be designed with windows, entries and architectural features to soften their appearance to the public view.

Parking lots should be designed to minimize impact to pedestrian walkways and service access. Large parking lots should be avoided, however, if necessary, a landscaped pedestrian walkway should be provided for safe access to buildings.

live the difference

Loading and Storage Areas

Loading docks and storage areas should not face any street. Any visual impact to public views should be screened through the use of walls, trellises, tall landscaping, and/or equivalent features. Adequate room should be provided for trucks maneuvering or waiting to unload. Attractive and durable materials shall be used when designing loading areas. Loading areas facing the SCE easement shall be screened by a wall or landscaping to minimize the visual impact to the residential community. Loading areas are encouraged to have lower grade to minimize the need for high walls or fencing.

Refuse Containers, Utility and Mechanical Equipment

Refuse containers and equipment shall be easily accessed by service vehicles but screened from view of the streets, parking lots, and connecting walkways through roof forms, walls and/or landscaping. Screening details should incorporate elements that are compatible with the architecture style of the building. Proper landscaping, including trellises, may also help to screen these elements. Equipment and enclosures shall not be located near pedestrian walkways. Roof-mounted equipment shall be screened by the roof/parapet.

8.3.3 Building Design

Massing

To maintain a human-scale to buildings, appropriate massing techniques shall be employed. Height variations, architectural projections, building pop-outs, stepping of floors, accent detailing, material change and color variety are some of the methods that may be used. Massing elements shall relate to the architecture style of the building and should be proportional and visually pleasing.

For larger buildings, the following guidelines shall be exercised:

1. Building elevations of less than 700 lineal feet should not exceed a height: width ratio of 1:5 without a substantial architectural element that projects up or away from the building, such as towers, bays, lattices, or other architectural features.
2. Buildings greater than 700 lineal feet should not exceed a height width ratio of 1:6 without massing variations.
3. A ratio of 1:10 may be considered for façades greater than 700 lineal feet with external treatment detached from the building to help break the mass of the structure between massing breaks, including columns, colonnades, trellises, or enhanced landscape treatment.



Business Park Entry Massing

Roof Form

Roof forms should be simple and avoid a massive appearance. Buildings along Milliken Avenue are encouraged to use pitches rather than flat roofs when reasonable. Buildings shall use height variations to break up the roofline and create a more interesting visual appearance.

Entry Design

Entries and windows are encouraged to face streets and pedestrian walkways. Primary building entries shall be easily identified through the massing of the building. Greater height can be used to highlight and accentuate entries in the form of tower elements, tall voids, a central mass or an entry plaza. Secondary entries may use smaller building masses to communicate their locations. Smaller buildings with few employees should attempt to place entries and the most active areas near the street to avoid long, “unguarded” walkways.

Design Flexibility

Building design should be flexible in order to adjust to various future market demands. Parcel sizes should be flexible and vary in size to accommodate a variety of building types.

8.3.4 Architectural Details

Architectural Style

Buildings shall use an architectural style consistent with the styles used throughout the Edenglen Specific Plan area. Architectural styles selected for the Edenglen residential community include Spanish, Monterey, Bungalow, Cottage, Traditional and Territorial Ranch; however, acceptable styles are not dictated in these guidelines and those chosen for development are subject to approval by the City of Ontario. Within the Business Park and Light Industrial development area, a variety of compatible styles may be used together. Designs should reflect authentic materials and elements appropriate to the selected style.

Building Wall Treatment

Blank walls between massing breaks should be avoided, especially along façades immediately visible from adjacent streets, nearby buildings or walkways. One or more of the following techniques may be used:

1. Change in texture/material
2. Revealed pilaster
3. Change in plane
4. Vertical variation of roof line
5. Windows
6. Lattice, accent tree or equivalent



Spanish Architectural Style Example

live the difference

Base and Top Treatments

Base and top treatments help to balance the “weight” of the building visually. Bases should appear to “ground” the building, while tops create a defined edge to the roofline. Possible treatment techniques are as follows:

Base

- Textured materials
- Different colored materials
- Enriched landscaping with a mature height of at least 18”
- Precast Materials

Special materials, such as ceramic tile, granite and marble, are encouraged on the base of buildings that face streets or connecting walkways, especially adjacent to major entries.

Tops

- Cornice treatments
- Roof overhangs with brackets
- Textured materials
- Differently colored materials

Colored “stripes” are not acceptable as the only treatment.

Roof Materials

Roofing materials should be durable yet compatible to the building’s architectural style. Where visible from the street, acceptable roofing materials include metal standing seam and concrete tile.

Material Changes

Avoid the false appearance of lightweight veneers by hiding material changes through careful detailing. Material changes should not occur at external corners, but may occur at “reverse” or interior corners or as a “return.”

Color

For larger building surfaces colors, should be muted and softer colors used. Accent colors may include brighter and darker colors.

8.3.5 Open Space and Landscaping

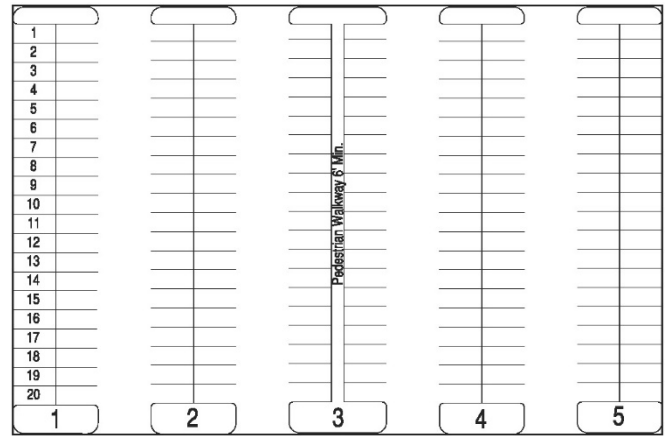
Site Accessories

Site accessories, such as recycling bins, bike racks, litter cans, planters, benches and transit shelters, should use approved materials and have an architectural character consistent with the overall project. These accessories should be graffiti-resistant, utilizing materials that are easy to clean and paint.

Connecting Walkways

Ideally, pedestrian walkways should be adjacent to buildings and be overlooked by frequent entries or windows. Walkways should provide a direct route without conflicting with parking and loading areas, and vehicular ingress and egress points to the parking areas.

Walkways throughout Edenglen’s Business Park and Light Industrial development shall connect the various buildings to each other easily, **accessible access** parking areas and connect to public sidewalks along adjacent streets, ~~the commercial development, the trail leading to the residential community and to the sidewalks along Chino Drive and Milliken Avenue.~~ Use of trellises, landscaping and sitting areas and building placement adjacent to one another will encourage pedestrian activity within the development area. A typical walkway shall be 6’ wide. In large parking lots, pedestrian walkways shall be provided within the median of at least one row of parking for every three parking aisles side by side of more than 20 parking stalls.



Connecting Walkways

Pedestrian walkways that may also be used for emergency access must allow minimum clearance of 26’ wide and 14’ vertical clearance.

Off-site Connections

Off-site connections will be provided to Edenglen’s residential ~~and commercial~~ areas. Access to the residential community ~~from the Neighborhood Commercial area~~ will be available ~~by a trail crossing the SCE easement via a public sidewalk along Riverside Drive. The trail crossing connects into a regional trail system.~~ A trail buffer will separate the ~~commercial residential land uses~~ from the business park and provide pedestrian access ~~between the two uses within the SCE easement extending North South within the Specific Plan area.~~ This connection will allow employees to easily access the **neighborhood** commercial uses without the need to drive a car.

Plazas

Plazas, courtyards, gardens and outdoor lunch areas for employees are encouraged to be incorporated in building designs and site planning as much as possible to emphasize a pedestrian-friendly environment. Plazas create interesting architectural elements as well as provide a relaxing place for people to gather. These outdoor places may include water features, landscaping, and other elements to create a comfortable place to sit.

Plazas are encouraged where high levels of pedestrian activity are expected, such as adjacent to major entrances and food services (delis, restaurants and bakeries) or between building clusters in a business park development. Building entries and windows should look onto plazas to enhance activity and security. Locate outdoor employee break areas preferably away from loading areas or other high-traffic areas.



Business Park Courtyard

live the difference

Site Entries

Major entries to the Edenglen Business Park should be marked by textured pavement, accent trees, fountains, gateway signage, and other landscape features. Pedestrian plazas are encouraged where site entries are adjacent to building entries.

Outdoor Storage Areas

Outdoor storage of material is permitted provided the storage is completely screened from public view. Outdoor storage areas should be incorporated into the design of a project to avoid visual impacts on the site.

Storage shall be located away from the street, behind or to the side of buildings. Walls and landscaping shall be used to screen stored materials. Stored materials shall not extend above the height of the screen wall.

Transit

Developments within the business park are encouraged to take advantage of mass transit opportunities from transit stops or shelters to be determined by the transit provider for the City of Ontario. Pedestrian walkways shall be designed to include access to any transit stops located near the site.

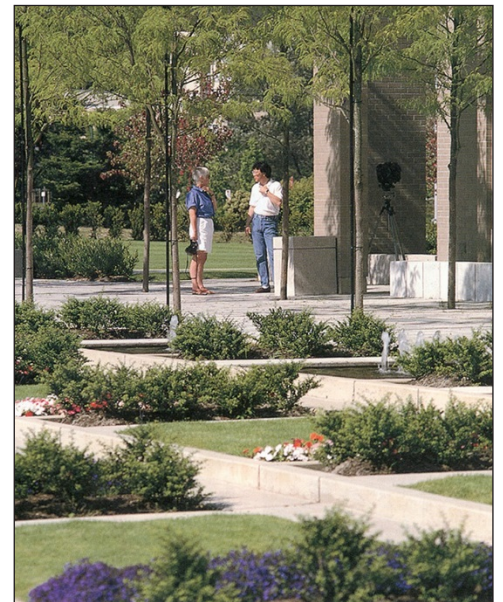
Developers should coordinate with the transit provider and the City to determine a suitable location for a transit shelter on-site. Freestanding shelters should be integrated architecturally with the project with respect to color, materials and architectural style.

Fence and Wall Design

Fences and walls should be built with attractive, durable materials, including (but not limited to) tubular steel, textured concrete block, or formed concrete with reveals. Chain link fencing, barbed wire, corrugated metal fencing and “tennis windscreens” are not permitted. Gates to service and private access shall be out of public view as much as possible and constructed of tubular steel or perforated metal painted to match surrounding wall.

Fences or walls should be consistent with architectural style, materials and designs used throughout the project. Walls and fences should not exceed a height of six feet (6’) without being made of textured concrete block, interlocking “diamond” blocks, formed concrete with reveals, or similar materials to a maximum of twelve feet (12’) from grade. Appropriate landscaping shall be used whenever possible to alleviate the walledge.

Where **light** industrial and non-industrial uses are adjacent, buffering techniques shall be used to mitigate the view to the industrial use.



Pedestrian-oriented Business Park Landscaping

Along streets, walls and fences are preferred to not exceed 36” in height. In situations where a rear or side property edges a street, taller walls may be necessary but should use various techniques to limit the harsh affects to the streetscape. Avoid long expanses of uninterrupted fences and walls. Use of an opening, planter box, material change, pilaster or post is acceptable. Openings shall be provided to connect walkways directly to the street and to allow pedestrians to avoid long, inconvenient walking paths. These pedestrian portals should be announced by pilasters, trellis, special landscaping, or other special features.

Lighting

Lighting standards shall provide adequate illumination throughout the site during the nighttime hours. Lighting fixtures shall be designed to be compatible with the architectural styles selected for the project. All light standards should have an attractive base and top; overhead "cobrahead" standards are not permitted. Buildings and landscaping can be illuminated indirectly to create a strong positive image.

Along pedestrian walks, lighting fixtures should not exceed 15' in height and may include lighting with bollards. Pedestrian lighting shall provide appropriate illumination at a human scale without too much glare. Lighting within larger parking lots shall not exceed 25' in height providing enough visibility for employees to walk safely to their vehicles. The same bulb type shall be used for all parking lot and pedestrian lighting fixtures within the development.

Service area lighting should be positioned as to not be seen from public view.



live the difference

Section 9 General Plan Consistency

California Government Code (Title 7, Division 1, Section 3, Article 8, Section 65440- 65457) permits the adoption and administration of Specific Plans as an implementation tool for elements contained within a jurisdiction's local General Plan. Approval of this Specific Plan is based on the finding that the regulations, guidelines, and programs contained with Edenglen Specific Plan are consistent with The Ontario Plan.

The Ontario Plan (TOP) establishes the direction and vision for the City of Ontario providing a single guidance system that will shape the Ontario community for the future. TOP provides for policies to accommodate change over a 30 year period commencing in 2010, the beginning of the planning period. TOP consists of a six part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback. The following demonstrates that the Edenglen Specific Plan implements the goals and policies of the City's Policy Plan (General Plan).

Edenglen Specific Plan Policy Matrix

9.1 LAND USE ELEMENT

| Plan Policy | Specific Plan Consistency |
|--|---|
| <p>GOAL LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.</p> | |
| <p>Policy LU1-2 Sustainable Community Strategy We integrate state, regional, and local Sustainable Community/Smart Growth principles into the Development and entitlement process.</p> | <p>The Edenglen Specific Plan incorporates into its design and Development Regulations and requirements that encourage the efficient use of energy resources through design, product selection, and operational techniques. The landscape guidelines require the use of native drought-resistant vegetation and shade trees to conserve water, improve comfort, augment neighborhood aesthetics, and maximize carbon capture and storage. Development Regulations related to environmental performance and sustainable Development (Section 4: Land Use, and Section 6: Development Regulations) address lighting, bicycle parking, sustainable landscaping, and energy efficiency.</p> |
| <p>Policy LU1-3 Adequate Capacity We require adequate infrastructure and services for all Development.</p> | <p>The Edenglen Specific Plan establishes a Phasing Plan that has been coordinated with all affected infrastructure providers and ensures that all uses on the project site are adequately served. Infrastructure Development will occur in a timely manner. Potable and recycled water, sewer, fiber optic communications, and storm drain infrastructure improvements that will ultimately serve the Specific Plan area (Section 5: Infrastructure & Services) will developed pursuant to applicable City of Ontario infrastructure master plans and any project Development agreements.</p> |

| Plan Policy | Specific Plan Consistency |
|--|---|
| GOAL LU2: Compatibility between a wide-range of uses. | |
| <p>Policy LU2-3 Hazardous Uses We regulate the Development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants or hazardous materials.</p> | <p>The Edenglen Specific Plan complies with all federal, state, and local regulations pertaining to the use, storage, disposal, and transportation of hazardous materials, toxic substances, and other pollutants.</p> |
| <p>Policy LU2-5 Regulation of Uses We regulate the location, concentration and operations of uses that have impacts on surrounding uses.</p> | <p>The Edenglen Specific Plan is established on land with the Ontario Plan land use designations of Business Park and Industrial. The Ontario Plan (TOP) analyzed the impacts of business park and industrial uses and determined the appropriateness of the designation at this location. The Specific Plan Development Regulations (Section 4: Land Use, and Section 6: Development Regulations) identify specific permitted uses within the Plan to ensure that future uses are consistent the Land Use and Circulation Plans for the Specific Plan area.</p> |
| <p>Policy LU2-6 Infrastructure Compatibility We require infrastructure to be aesthetically pleasing and in context with the community character.</p> | <p>Design guidelines (Section 8: Design Guidelines) in the Edenglen Specific Plan are intended to support high-quality Development that complements the surrounding community. Landscaped areas and drive entrances will be planned to separate parking areas and keep the parking lot from being the dominant visual element of the site. The Specific Plan also establishes landscape setbacks along all roadways within the Specific Plan area (Section 8: Design Guidelines) to create safe and attractive streets for pedestrians and motorists, and integrates its infrastructure plans with the adjacent land uses to ensure cohesive patterns of Development.</p> |
| <p>Policy LU2-9 Methane Gas Sites We require sensitive land uses and new uses on former dairy farms or other methane- producing sites to be designed to minimize health risks.</p> | <p>The Edenglen Specific Plan incorporates into its Implementation Plan requirements for the project to comply with any mitigation measures identified in the project environmental impact report, including those for soil remediation and proper venting to address the potential existence of methane gases within the Specific Plan area.</p> |

9.2 COMMUNITY DESIGN ELEMENT

| Plan Policy | Specific Plan Consistency |
|--|---|
| <p>GOAL CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.</p> | |
| <p>Policy CD1-2 Growth Areas We require Development in growth areas to be distinctive and unique places within which there are cohesive design themes.</p> | <p>The Edenglen Specific Plan contains design guidelines in Section 5 to guide future Development, consistent with the vision for Ontario Ranch. The Specific Plan design guidelines (Section 8: Design Guidelines) and Development Regulations (Section 4: Land Use, and Section 6: Development Regulations) are intended to ensure a cohesive and attractive Development that complements and integrates into the community and adds value to the City.</p> |
| <p>GOAL CD2: A high level of design quality resulting in public spaces, streetscapes, and Developments that are attractive, safe, functional, and distinct.</p> | |
| <p>Policy CD2-1 Quality Architecture We encourage all Developments to convey visual interest and character through:</p> <ul style="list-style-type: none"> • Building volume, massing, and height to provide appropriate scale and proportion; • A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; • Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style. | <p>The design guidelines in the Edenglen Specific Plan (Section 8: Design Guidelines) are intended ensure high quality building and site design, a clean and attractive appearance, and cohesive integrated design. The design elements in the two Planning Areas will be compatible and complement each other; however, variation is encouraged to provide visual interest. The Specific Plan materials, colors, fenestration, scale, and massing will be consistent with the intended architectural style or theme of the Edenglen.</p> |

| Plan Policy | Specific Plan Consistency |
|--|---|
| <p>Policy CD2-5 Streetscapes We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identify through improvements to the public right-of-way such sidewalks, street trees, parkways, curbs, street lighting, and street furniture.</p> | <p>The Edenglen Specific Plan specifies street improvements to Riverside Drive and Milliken Avenue through the Specific Plan area that comply with the guidelines of the Circulation Element and include consideration of parkways and street trees, pedestrian walkways, landscape buffers, street lighting, and street furniture. Streetscape design for the Plan area (Section8, Subsection 8.2.5: Open Space and Landscaping) will present an aesthetically pleasing view for pedestrians and motorists, screen parking and loading areas from the public right-of-way, and integrate the Edenglen into the surrounding community.</p> |
| <p>Policy CD2-6 Connectivity We promote Development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands”.</p> | <p>The Edenglen Specific Plan provides for the efficient use of the street system by providing convenient connections with adjacent land uses in compliance with the vision of the Circulation Element. As part of the Specific Plan, roads will be improved with sidewalks, trails and bikeways to supplement vehicle transportation. The Specific Plan streetscape and street section designs provide for construction of public pedestrian sidewalks in the Specific Plan area to connect with adjacent existing and planned pedestrian circulation systems.</p> |
| <p>Policy CD2-9 Landscape Design We encourage durable landscaping materials and designs that enhance the aesthetics of structure, create and define public and private spaces, and provide shade and environmental benefits.</p> | <p>The conceptual landscape plan (Section 8, Subsection 8.2.5: Open Space and Landscaping) at the Edenglen encourages durable landscape materials and designs that enhance the aesthetics of structure, create and define public and private spaces, and provide shade and environmental benefits. Consistent with the vision for Ontario Ranch, as outlined in the Ontario Ranch Streetscape Master Plan the Specific Plan, the Edenglen Specific Plan provides for a landscape setback on Merrill and Riverside Drives, bike lanes, and pedestrian walkways. The landscape setback will include drought-tolerant plants featuring colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to Southern California or naturalized to the arid Southern California climate. The plant selection will complement the design theme of the Specific Plan area and feature water-efficient, drought-tolerant species native to the region. Parking lot landscaping will reduce associated heat buildup, improve aesthetics, and integrate into onsite landscape design and adjacent streetscapes.</p> |

| Plan Policy | Specific Plan Consistency |
|---|--|
| <p>Policy CD2-11 Entry Statements We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial Developments, and public places that reinforce them as uniquely identifiable places.</p> | <p>The Edenglen Specific Plan establishes design guidelines pertaining to site planning, architectural design, landscape design, buffering and screening, walls and fences, lighting, and signs. These guidelines encourage high-quality Development, transitions between types of uses, and a sense of place. Specific Plan guidelines encourage design entry features that are a significant aspect of the building’s overall composition, portray a quality appearance, tie the entry into the overall mass and building composition, and not appear as an “add-on” or afterthought (Section 8, Subsection 8.2.4: Architectural Details). Both Eucalyptus and Chino Avenues will feature a 23-foot landscape setback adjacent to the Plan site that will provide an attractive entry to the site (Section 8, Subsection 8.2.5: Open Space and Landscaping).</p> |
| <p>Policy CD2-12 Site and Building Signage We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct uses to various aspects of the Development and complement the character of the structure.</p> | <p>The Edenglen Specific Plan requires the developer of the project to obtain approval by the City of a sign program to address parcel identification, building identification and directional signage within the Specific Plan area. Industrial uses on the site will be appropriately signed to give direction to loading and receiving, visitor parking, and other special uses. A comprehensive sign program (Section 6: Development Regulations) will be required for larger developments within the Plan Area and will integrate a project’s signs with the overall site design and the structures’ design into a unified architectural statement. A comprehensive sign program provides a means for flexible application of sign regulations in order to provide incentive and latitude in the design and display of multiple signs.</p> |
| <p>GOAL CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages that are conveniently located, visually appealing, and safe during all hours.</p> | |
| <p>Policy CD3-1 Design We require that pedestrian, vehicular, bicycle, and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.</p> | <p>The Edenglen Specific Plan has coordinated its street, trail, and bikeway designs with adjacent land uses and in compliance with The Ontario Plan Mobility Element. The Edenglen Specific Plan specifies street improvements to Riverside Drive and Milliken Avenue through the Specific Plan area that include consideration of parkways and street trees, pedestrian walkways, landscape buffers, street lighting, and street furniture. Streetscape design for the Plan area (Section 8, Subsection 8.2.5: Open Space and Landscaping) will present an aesthetically pleasing view for pedestrians and motorists, screen parking and loading areas from the public right- of-way, and integrate the Center into the surrounding community.</p> |

| Plan Policy | Specific Plan Consistency |
|---|--|
| <p>Policy CD3-5 Paving We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public places.</p> | <p>The Edenglen Specific Plan incorporates into its Development Regulations a requirement that design and materials for all sidewalks and road surfaces within the Specific Plan area be approved by the City’s Engineering Department. Specific Plan design guidelines (Section 8: Design Guidelines) include the use of enhanced paving to mark major building entries and the use of paving materials that possesses a high level of solar reflectivity to reduce the heat island effect.</p> |
| <p>GOAL CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investment.</p> | |
| <p>Policy CD5-1 Maintenance of Buildings and Property We require all public and privately owned buildings and property (including trails and easements) to be properly and consistency maintained.</p> | <p>The Edenglen Specific Plan includes a Maintenance Responsibility Matrix in Section 6: Development Regulations, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area.</p> |
| <p>Policy CD5-2 Maintenance of Infrastructure We require the continued maintenance of infrastructure.</p> | <p>The Edenglen Specific Plan includes a Maintenance Responsibility Matrix in Section 6: Development Regulations, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area.</p> |

9.3 MOBILITY ELEMENT

| Plan Policy | Specific Plan Consistency |
|--|---------------------------|
| <p>GOAL M1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.</p> | |

| Plan Policy | Specific Plan Consistency |
|--|--|
| <p>Policy M1-1 Roadway Design and Maintenance We require our roadways to:</p> <ul style="list-style-type: none"> • Comply with federal, state, and local design and safety Regulations. • Meet the needs of multiple transportation modes and users. • Handle the capacity envisioned in the Functional Roadway Classification Plan. • Endeavour to maintain a peak hour Level of Service (LOS) E or better at all intersections. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices and our Right-of-Way Management Plan. | <p>The Edenglen Specific Plan is designed to comply with the Land Use Element and the Functional Roadway Classification Plan of the Mobility Element and, therefore, maintain a Level of Service of E or better at all intersections addressed in the project environmental impact report. Specific Plan Development Regulations aim to minimize the effects of truck traffic on adjacent residential uses. The Land Use and Circulation Plans for the Specific Plan area (Section 6: Development Regulations) are designed to discourage truck traffic traveling through residential neighborhoods and emphasize land uses that are less truck traffic intensive.</p> |
| <p>Policy M1-2 Mitigation of Impacts We require Development to mitigate its traffic impact.</p> | <p>The Edenglen Specific Plan requires all projects within the Specific Plan area to comply with all mitigation measures, conditions, and project design features identified in the project environmental impact report. The Land Use and Circulation Plans for the Specific Plan area (Section 4: Land Use) are designed to discourage truck traffic traveling through residential neighborhoods and emphasize land uses that are less truck traffic intensive. Buildings, structures, and loading facilities will be designed to ensure that loading and unloading activities occur on-site without extending beyond the property line.</p> |
| <p>GOAL M2: A system of trails and corridors that facilitate and encourage bicycling and walking.</p> | |
| <p>Policy M2-1 Bikeway Plan We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.</p> | <p>The Edenglen Specific Plan includes a circulation plan in Section 5: Infrastructure & Services, for providing connectivity to the trails and bikeway corridors identified in the Multipurpose Trails and Bikeway Corridor Plan, including installation of a Class II Bikeway along Chino Avenue. A future bikeway/multipurpose trail will eventually be constructed on the north side of Riverside Drive as well, but it is not part of the Edenglen Specific Plan.</p> |

| Plan Policy | Specific Plan Consistency |
|--|--|
| <p>Policy M2-3 Pedestrian Walkways We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.</p> | <p>The Edenglen Specific Plan streetscape and street section designs provide for construction of public pedestrian sidewalks in the Specific Plan area to connect with adjacent existing and planned pedestrian circulation systems. Pedestrian sidewalks are separated from vehicular travel lanes by a landscaped parkway. Proposed improvements for the streets adjacent to the Specific Plan site are consistent with the City’s Ontario Ranch Streetscape Master Plan (Section 6: Development Regulations). Proposed improvements for Riverside Drive and Milliken Avenue include a five-foot sidewalk (adjacent to the project site), a seven-foot landscaped parkway adjacent to the street, and a 23-foot additional landscape buffer setback for a total 35-foot neighborhood edge.</p> |
| <p>GOAL M3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.</p> | |
| <p>Policy M3-2 Transit Facilities at New Development We require new Development to provide transit facilities, such as bus shelters, transit bays and turnouts, as needed.</p> | <p>OmniTrans long-term transit corridor plans identify Development of a transit corridor on Ontario Ranch Road Avenue located approximately one-half mile south of the Specific Plan area. OmniTrans transit corridor Development will offer opportunities to influence new Developments and provide intercounty connections from Ontario Ranch. In the immediate future (2 to 5 years), OmniTrans does not have plans for service in the immediate Specific Plan area based on their 2015-2020 Short-Range Transit Plan and on the limited funding available for increased operations. As Development occurs in Ontario Ranch, OmniTrans expects for Development of transit stops along Archibald Avenue, located approximately 0.3 miles east of the Specific Plan area, with transit stops placed every 0.1 to 0.25 miles. The Edenglen Specific Plan provides for the incorporation of a transit stop along any of the streets in the Specific Plan area, as determined necessary and appropriate by the OmniTrans System of San Bernardino County and consistent with OmniTrans’ long-term plans.</p> |
| <p>GOAL M4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.</p> | |
| <p>Policy M4-1 Truck Routes We designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise- sensitive land uses, as shown on the truck routes.</p> | <p>The Edenglen Specific Plan is designed to enable easy vehicular access to the truck route network and to encourage its industrial users to implement effective goods movement strategies. The Land Use and Circulation Plans for the Specific Plan area (Section 4: Land Use) are designed to discourage truck traffic traveling through residential neighborhoods and emphasize land uses that are less truck traffic intensive.</p> <p>Sufficient off-street loading and unloading spaces will be provided on site, and adequate provisions and space will be made for maneuvering freight vehicles and handling all freight. Buildings, structures, and loading facilities will be designed to ensure that loading and unloading activities occur on-site without extending beyond the property line.</p> |

9.4 ENVIRONMENTAL RESOURCES ELEMENT

| Plan Policy | Specific Plan Consistency |
|---|---|
| <p>GOAL ER1: A reliable and cost effective system that permits the City to manage its diverse water resources and needs.</p> | |
| <p>Policy ER1-3 Conservation We require conservation strategies that reduce water usage.</p> | <p>The Edenglen Specific Plan incorporates into its Development Regulations and design guidelines water conservation strategies. Landscape and irrigation plans are encouraged to incorporate water conservation features. The Specific Plan landscaping plant selection complements the design theme of the Specific Plan area and features water-efficient, drought-tolerant species native to the region (Section 8: Design Guidelines). The use of recycled water to irrigate landscape areas and for other uses is encouraged and for certain approved uses, the use of recycled water is required consistent with the City of Ontario Recycled Water Master Plan. The Specific Plan encourages the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.</p> |
| <p>Policy ER1-5 Groundwater Management We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.</p> | <p>The Edenglen Specific Plan incorporates into its Development Regulations acknowledgement that prior to issuance of grading or construction permits, a Storm Water Pollution Prevention Plan (SWPPP) be prepared and approved by the City. The SWPPP will identify and detail all appropriate Best Management Practices (BMPs) to prevent pollutant discharge into storm drain systems and natural drainages and aquifers (Section 5: Infrastructure & Services). In addition to the preparation of a SWPPP, a WQMP will be prepared and approved which will enforce long-term BMPs to prevent pollutant discharges into storm drain systems, for the life of the project.</p> |
| <p>Policy ER1-6 Urban Run-off Quantity We encourage the use of low impact Development strategies to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.</p> | <p>The Edenglen Specific Plan incorporates into its Development Regulations low impact Development strategies including landscape designs that promotes water retention and incorporation of water conservation elements such as use of native plants; permeable surface designs in parking lots and areas with low traffic; and parking lots that drain to landscaped areas to provide treatment, retention, or infiltration (Section 5: Infrastructure & Services).</p> |

| Plan Policy | Specific Plan Consistency |
|--|--|
| <p>Policy ER1-7 Urban Run-off Quality We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.</p> | <p>The Edenglen Specific Plan incorporates into its Development Plan acknowledgement that prior to issuance of grading or construction permits, a Water Quality Management Plan (WQMP) is required to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into project design and amenities. The grading and drainage of the Edenglen Specific Plan area will be designed to retain/infiltrate, harvest & re-use or biotreat surface runoff, in order to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management (WQMP) for significant new Development projects (Section 5: Infrastructure & Services).</p> |
| <p>Policy ER1-8 Wastewater Management We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.</p> | <p>The Edenglen Specific Plan provides for design of a wastewater system consistent with City and Regional Water Quality Board requirements. Sewer services to the Edenglen will be provided by the City of Ontario consistent with the City's Sewer Master Plan. A new 18-inch sewer trunk line will be constructed on Mill Creek Avenue adjacent to the site's western boundary, and a portion of Merrill at the sites' southern boundary (Section 5: Infrastructure & Services).</p> |

| Plan Policy | Specific Plan Consistency |
|---|--|
| <p>GOAL ER3: Cost-effective and reliable energy system sustained through a combination of low impact building, site and neighborhood energy conservation and diverse sources of energy generation that collectively helps to minimize the region’s carbon footprint.</p> | |
| <p>Policy ER3-1 Conservation Strategy We require conservation as the first strategy to be employed to meet applicable energy-saving Regulations.</p> | <p>The Edenglen Specific Plan incorporates into its Development Regulations and design guidelines energy-saving conservation strategies. Development Regulations related to environmental performance and sustainable Development (Section 4: Land Use, and Section 6: Development Regulations) address lighting, bicycle parking, sustainable landscaping, and energy efficiency.</p> |
| <p>Policy ER4-1 Indoor Air Quality We comply with State Green Building Codes relative to indoor air quality.</p> | <p>The Edenglen Specific Plan requires future Development projects in the Specific Plan area to comply with the State of California Building Code as adopted and implemented by the City.</p> |
| <p>GOAL ER5: Protected high value habitat and farming and mineral resources extraction activities that are compatible with adjacent Development.</p> | |
| <p>Policy ER5-2 Entitlement and Permitting Process We comply with state and federal regulations regarding protected species.</p> | <p>The Edenglen Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the project environmental impact report.</p> |

9.5 SAFETY ELEMENT

| Plan Policy | Specific Plan Consistency |
|---|---|
| <p>GOAL S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.</p> | |
| <p>Policy S1-1 Implementation of Regulations and Regulations We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.</p> | <p>The Edenglen Specific Plan requires all future Development projects to comply with the State of California Building Code as adopted and implemented by the City.</p> |
| <p>Policy S1-2 Entitlement and Permitting Process We follow state guidelines and the California Building Code to determine when Development proposals must conduct geotechnical and geological investigations.</p> | <p>The Edenglen Specific Plan acknowledges that all projects within the Specific Plan area shall comply with state guidelines and the California Building Code. Research of available maps indicates that the Specific Plan site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, there was no visible evidence of faulting during a geotechnical investigation conducted in 2015.</p> |

| Plan Policy | Specific Plan Consistency |
|--|--|
| <p>GOAL S2: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.</p> | |
| <p>Policy S2-1 Entitlement and Permitting Process We follow state guidelines and the California Building Code to determine when Development proposals require hydrological studies prepared by a State-certified engineer to assess the impact that the new Development will have on the flooding potential of existing Development down-gradient.</p> | <p>The Edenglen Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all applicable mitigation measures of the project environmental impact report, state guidelines, and the California Building Code regarding flooding and inundation hazards.</p> |
| <p>GOAL S3: Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.</p> | |
| <p>Policy S3-8 Fire Prevention through Environmental Design We require new Development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings.</p> | <p>The Edenglen Specific Plan acknowledges that all projects within the Specific Plan area shall comply with the City’s Development review process, which provides for review by the City’s Fire Department and potential redesign to incorporate fire prevention design elements in streetscapes, sites, open space, and buildings.</p> |

| Plan Policy | Specific Plan Consistency |
|--|---|
| GOAL S4: An environment where noise does not adversely affect the public’s health, safety, and welfare. | |
| <p>Policy S4-1 Noise Mitigation We utilize the City’s noise ordinance, building codes, and subdivision and Development codes to mitigate noise impacts.</p> | <p>The Edenglen Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the project environmental impact report, the City’s noise ordinance, subdivision and Development codes, and the California Building Code to mitigate noise impacts.</p> |
| GOAL S5: Reduced risk of injury, property damage and economic loss resulting from windstorms and wind-related hazards. | |
| <p>Policy S5-2 Dust Control Measures We require the implementation of Best Management Practices for dust control at all excavation and grading projects.</p> | <p>The Edenglen Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the project environmental impact report, the construction management plan, and any subdivision and Development codes regarding dust control.</p> |
| GOAL S6: Reduced potential for hazardous materials exposure and contamination. | |
| <p>Policy S6-9 Remediation of Methane We require Development to assess and mitigate the presence of methane, per regulatory Regulations and guidelines.</p> | <p>The Edenglen Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the project environmental impact report.</p> |

| Plan Policy | Specific Plan Consistency |
|--|--|
| <p>GOAL S7: Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement, and a system of continuous monitoring.</p> | |
| <p>Policy S7-4 Crime Prevention through Environmental Design (CPTED) We require new Development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.</p> | <p>The Edenglen Specific Plan acknowledges that all projects within the Specific Plan area shall comply with the City’s Development review process, which provides for review by the City’s Police Department and potential redesign to incorporate crime prevention design elements in streetscapes, sites, open space, and buildings. Parcel lighting (Section 6: Development Regulations) addresses illumination of parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features. A key provision includes the installation of ground or low mounted fixtures to provide for safety and convenience along the pedestrian movement walkways and corridors. Site design for the Specific Plan (Section 8, Design Guidelines) also helps guide pedestrian access to the site buildings from adjacent streets and parking areas with building entrances marked by signage, architectural features, and landscaping features. The Specific Plan also establishes landscape setbacks along all roadways within the Specific Plan area (Section 8: Design Guidelines) to create safe and attractive streets for pedestrians and motorists, and integrates its infrastructure plans with the adjacent land uses to ensure cohesive patterns of Development.</p> |

9.6 COMMUNITY ECONOMICS ELEMENT

| Plan Policy | Specific Plan Consistency |
|---|--|
| <p>GOAL CE1: A complete community that provides for all incomes and stages of life.</p> | |
| <p>Policy CE1-1 Jobs-Housing Balance We pursue improvement to the Inland Empire’s balance between jobs and housing by promoting job growth that reduces the regional economy’s reliance on out- community.</p> | <p>The Edenglen Specific Plan anticipates the creation of 600 jobs in warehousing, logistics, light manufacturing, and administration within the Specific Plan area, which helps improve the region’s jobs-housing balance. Actual job creation depends on the type of land uses ultimately developed on the site as a wide-range of commercial, office, and industrial uses are permitted in this Specific Plan. The Land Use Plan (Section 4: Land Use) implements the vision of the Ontario Plan by providing opportunities for employment in manufacturing, distribution, research and Development, service, and supporting retail at intensities designed to meet the demand of current and future market conditions.</p> |

| Plan Policy | Specific Plan Consistency |
|--|--|
| <p>Policy CE1-5 Business Attraction We proactively attract new and expanding businesses to Ontario in order to increase the City’s share of growing sector of regional and global economy.</p> | <p>The Edenglen Specific Plan provides for the construction of over two million square feet of industrial Development in compliance with City and regional planning goals and strategies that facilitate goods movement throughout the SCAG region (Section 4: Land Use).</p> |
| <p>GOAL CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.</p> | |
| <p>Policy CE2-1 Development Projects We require new Development and redevelopment to create unique, high-quality places that add value to the community.</p> | <p>The Edenglen Specific Plan contains design guidelines in Section 5 to guide future Development, consistent with the vision for Ontario Ranch. The guidelines are intended to ensure a cohesive and attractive Development that complements and integrates into the community and adds value to the City. The Specific Plan also establishes landscape setbacks along all roadways within the Specific Plan area (Section 8: Design Guidelines) to create safe and attractive streets for pedestrians and motorists, and integrates its infrastructure plans with the adjacent land uses to ensure cohesive patterns of Development.</p> |
| <p>Policy CE2-2 Development Review We require those proposing new Development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.</p> | <p>The Edenglen Specific Plan establishes land uses (Section 6: Development Regulations), site design, building design, and landscape design Regulations (Section 8: Design Guidelines) that ensure a high-quality Development that is competitive regionally and appropriate for the Ontario Ranch community.</p> |

| Plan Policy | Specific Plan Consistency |
|--|---|
| <p>Policy CE2-5 Private Maintenance We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.</p> | <p>The Edenglen Specific Plan includes a Maintenance Responsibility Matrix (in Section 6: Development Regulations) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. A Property Owners Association (POA) will be established for the maintenance of common areas, including such improvements as landscape areas and drive aisles within the Edenglen.</p> |
| <p>Policy CE2-6 Public Maintenance We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property.</p> | <p>The Edenglen Specific Plan includes a Maintenance Responsibility Matrix (in Section 6: Development Regulations) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Right-of-way for public streets within the Specific Plan area (Chino Avenue, Mill Creek Avenue, Milliken Avenue, and Riverside Drive) and infrastructure improvements shall be dedicated to the City of Ontario for maintenance purposes. Landscape improvements and public streetlights within the public right-of-way shall be maintained through a landscape and lighting district or other special maintenance district.</p> |

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT18-009 (TPM 20027), A TENTATIVE PARCEL MAP TO SUBDIVIDE 46.64 ACRES OF LAND INTO 7 NUMBERED PARCELS AND 1 LETTERED LOT, WITHIN THE PROPOSED NEIGHBORHOOD COMMERCIAL, BUSINESS PARK AND LIGHT INDUSTRIAL LAND USE DISTRICTS OF THE EDENGLLEN SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF— APNS: 0218-171-21 AND 0218-171-27.

WHEREAS, ONTARIO CC, LLC, (hereinafter referred to as "Applicant") has filed an Application for the approval of a Tentative Parcel Map, File No. PMTT18-009, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 46.64 acres of land generally located southwest corner of Riverside Drive and Hamner Avenue, within the proposed of Neighborhood Commercial, Business Park, and Light Industrial land use districts of the Edenglen Specific Plan and is presently vacant to the north and to the south the property is improved with several shade structures, concrete block material bays, and greenhouses that were utilized by a commercial nursery (Sunshine Growers); and

WHEREAS, the property to the north of the Project site is within the Commercial and Residential district of the Tuscana Village Specific Plan and is vacant. The property to the east is within the C-1/C-P (General Commercial) and IP (Industrial Park) zoning district of the City of Eastvale and is developed with a gas station and Industrial uses. The property to the south is within the Light Industrial district of the Edenglen Specific Plan and is developed with an SCE Substation. The property to the west is within the SCE Corridor district of the Edenglen Specific Plan and is developed with power lines and transmission towers; and

WHEREAS, the proposed Tentative Parcel Map will subdivide the Project site into 7 numbered lots and one lettered lot to facilitate the construction of five industrial buildings totaling 968,092 square feet. The parcels are located within three proposed land use districts and range in size from 0.02 to 11.42 acres; and

WHEREAS, a General Plan Amendment, Specific Plan Amendment, Development Agreement and Development Plan, File Nos. PGPA18-002, PSPA18-003, PDA18-006, and PDEV18-031, respectively, were filed in conjunction with the proposed Tentative Parcel Map. The four applications consist of: 1) a General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of

Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Industrial; 2) modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) an amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial, including updates to the development standards, exhibits and text changes to reflect the proposed land uses; 4) a Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of Tentative Parcel Map No. 20027; and 5) a Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet; and

WHEREAS, The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) was certified on January 27, 2010 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

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

WHEREAS, the environmental impacts of this Project were thoroughly analyzed in the EIR Addendum prepared for General Plan Amendment (File No. PGPA18-002) and an amendment to the Edenglen Specific Plan (File No. PSPA18-003), which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, the City's "Local Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — (hereinafter referred to as "CEQA") and an EIR Addendum has been prepared to determine possible environmental impacts; and

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

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on August 17, 2020, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Addendum and the Project, and concluded said hearing on that date, voting to issue Decision Nos. DAB20-045 and DAB20-046, respectively, recommending that the Planning Commission recommend the City Council approve the Application; and

WHEREAS, as the first action on the Project, on August 25, 2020, the Planning Commission issued a Resolution recommending the City Council adopt the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, on August 25, 2020, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

SECTION 1: *Housing Element Compliance.* Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the Planning Commission finds that based upon the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The Edenglen Specific Plan was listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix. However, the eastern half of the Edenglen Specific Plan (Project site) was not included as one of the properties in the Available Land Inventory since the eastern half of the Specific Plan did not include any residential land use designations.

SECTION 2: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.* The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the PLANNING COMMISSION, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 3: *Concluding Facts and Reasons.* Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 and 2, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed Tentative 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 Parcel Map is located within the proposed Neighborhood Commercial, Business Park, and Industrial land use districts of the Policy Plan Land Use Map, and the proposed Neighborhood Commercial, Business Park, and Light Industrial land use designations of the Edenglen 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 neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses” (Goal CD1). 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 the diverse character of our existing viable neighborhoods” (Policy CD1-1 *City Identity*).

(2) **The design or improvement of the proposed Tentative Parcel Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.** The proposed Tentative Parcel Map is located within the proposed Neighborhood Commercial, Business Park, and Industrial land use districts of the Policy Plan Land Use Map, and the proposed Neighborhood Commercial, Business Park, and Light Industrial land use designations of the Edenglen 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 public spaces, streetscapes, and developments that are attractive, safe, functional and distinct (Goal CD2). 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 CD2-7 *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 proposed Neighborhood Commercial, Business Park, and Light Industrial land use designations of the Edenglen Specific Plan, and is physically suitable for the type of commercial and 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 commercial, business park and industrial development. The Project site meets the minimum lot area and dimensions of the proposed Neighborhood Commercial, Business Park, and Light Industrial land use

designations of the Edenglen Specific Plan and is physically suitable for the proposed 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 infrastructure and street improvements proposed on the Project site, are not likely to cause serious public health problems, as the Project is not anticipated to involve the transport, use, or disposal of hazardous materials during either construction or Project implementation, include the use of hazardous materials or volatile fuels, nor are there any known stationary commercial or industrial land uses within close proximity to the subject site that use/store hazardous materials to the extent that they would pose a significant hazard to visitors or occupants to the Project site.

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

SECTION 4: Planning Commission Action. Based upon the findings and conclusions set forth in Sections 1 through 3, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

SECTION 5: Indemnification. The Applicant/Property Owner shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and

employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

SECTION 7: Certification to Adoption. The Secretary shall certify to the adoption of the Resolution.

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of August 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Cathy Wahlstrom
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 25, 2020, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

**File No. PMTT18-009
Departmental Conditions of Approval**

(Departmental conditions of approval to follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: August 25, 2020

File No: PMTT18-009

Related Files: PGPA18-002, PSPA18-003, PDA18-006 and PDEV18-031

Project Description: A Tentative Parcel Map to subdivide 46.64 acres of land into 7 numbered lots and one lettered lot, located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Neighborhood Commercial, Business Park and Light Industrial land use districts of the Edenglen Specific Plan; (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC.**

Prepared By: Lorena Mejia, Senior Planner
Phone: 909.395.2276 (direct)
Email: lmejia@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/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

2.2 Subdivision Map.

(a) The Final Parcel Map shall be in conformance with the approved Tentative 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 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

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

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

(c) CC&Rs shall ensure reciprocal parking and access between parcels.

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

(i) Landscaping and irrigation systems within common areas;

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

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

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

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

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

2.5 Disclosure Statements.

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

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

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

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

2.6 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with an **Addendum to The Ontario Plan Environmental Impact Report**, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval, and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

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

2.8 Additional Fees.

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

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

2.9 Tribal Consultation Conditions.

(a) The project developer shall retain a Native American Monitor of Gabrieleño Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures

followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.

(b) The project developer shall retain a Native American Monitor of Gabrieleño Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. A copy of the executed contract shall be submitted to the City of Ontario Planning Department prior to the issuance of any grading permit (any ground-disturbing activity). At their discretion, a Native American Monitor of Gabrieleño Ancestry can be present during the removal of dairy manure to native soil, but not at the developers' expense.

(c) A qualified archaeologist and a Native American Monitor of Gabrieleño Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).

(d) Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

(e) There shall be no Scientific study or the utilization of any invasive diagnostics on any Native American human remains.

(f) If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.

(g) Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

2.10 Additional Requirements.

(a) All applicable conditions of approval of Development Agreement (File No. PDA18-006) shall apply.

(b) All applicable conditions of approval of the Edenglen Specific Plan shall apply.

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

(d) The Tentative Parcel Map shall not be final and conclusive until the General Plan Amendment (File No. PGPA18-002), the Edenglen Specific Plan Amendment (File No. PSPA18-003) and Development Agreement (File No. PDA18-006) are approved by the City Council.



ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

| | | |
|---|--|---|
| <input type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER | <input checked="" type="checkbox"/> PARCEL MAP | <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES |
| PROJECT FILE NO. PM-20027 RELATED FILE NO(S). PMTT18-009, PDEV18-031, PSPA18-003, PGPA18-002 | | |
| <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__ | | |

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

CITY PROJECT PLANNER & PHONE NO: Lorena Mejia (909) 395-2276

DAB MEETING DATE: August 17, 2020

PROJECT NAME / DESCRIPTION: PM-20027, a Tentative Parcel Map to subdivide 47.36 acres of land into six (6) parcels located at the southwest corner of Riverside Dr and Hamner Ave within the Commercial/Business Park Flex Zone/Business Park land use district of the Edenglen Specific Plan

LOCATION: Southwest corner of Riverside Dr and Hamner Ave

APPLICANT: Ontario CC, LLC

REVIEWED BY:

Bryan Lirley, P.E. *for* 8-12-20
 Principal Engineer Date

APPROVED BY:

Raymond Lee, P.E. *for* 8-12-20
 Assistant City Engineer Date



THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE 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 in fee simple, described below:**
 - 1. Riverside Drive to the ultimate right-of-way width of 54' along the project frontage from westerly project frontage to proposed signalized driveway
 - 2. Riverside Drive to the ultimate right-of-way width of 54-59' varies along the project frontage from the proposed signalized driveway to Hamner Avenue
 - 3. An additional 23' from the ultimate right-of-way along the south side of Riverside Drive from the westerly project frontage to proposed signalized driveway for a 35' neighborhood edge
 - 4. An additional 18' from the ultimate right-of-way along the south side of Riverside Drive from the proposed signalized driveway to Hamner Avenue for a 35' neighborhood edge
 - 5. An additional 35' from the ultimate right-of-way along the west side of Hamner Avenue for a 50' neighborhood edge
 - 6. Property line corner 'cut-backs' required at all proposed signalized intersections to install required traffic signals:
 - a. Hamner Avenue and Riverside Drive
 - b. Hamner Avenue and proposed signalized driveway
 - c. Proposed signalized driveway and Riverside Drive

- 1.02 Dedicate to the City of Ontario, the following easement(s):**
 - 1. 5' wide easement for sidewalk purposes around the existing City pressure reducing station and the Chino Basin Desalter Authority (CDA) desalination station along Riverside Drive
 - 2. 5' wide easement for sidewalk purposes around the proposed Omnitrans bus stop along Hamner Avenue

- 1.03 Restrict vehicular access to the site as follows:** _____

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

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

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



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

- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.
 - (1) _____
 - (2) _____

- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.

- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.

- 1.11 Provide a preliminary title report current to within 30 days.

- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of three (3) 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 Financial Services at (909) 395-2353 to initiate the CFD application process.

- 1.13 New Model Colony (NMC) Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

- 1.14 Other conditions:
 - A. Obtain all off-site rights-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.
 - B. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).



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

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

- 2.01 Record Parcel Map No. 20027 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.**
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.**
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____
- 2.05 Apply for a: Certificate of Compliance with a Record of Survey; Lot Line Adjustment
 Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 Submit a soils/geology report.**
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:**
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other:**
 - **Southern California Edison (SCE) – for any improvements encroaching into their easements/property**
 - **Chino Basin Desalter Authority (CDA) – for any improvements encroaching into their easements/property**
 - **City of Eastvale – 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 **New Model Colony (NMC) Developments:**
 - 1) **Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.**
 - 2) **Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.**
 - 3) **Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.**
- 2.13 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.
- 2.14 **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**
- 2.15 **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$1,701,615, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.16 Other conditions:



B. PUBLIC IMPROVEMENTS

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

- 2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

| Improvement | Riverside Drive | Hamner Avenue | Chino Avenue | Mill Creek Avenue |
|--|---|--|---|---|
| Curb and Gutter | <input checked="" type="checkbox"/> New; 42-47 ft. varies from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input checked="" type="checkbox"/> New; 65 ft. from C/L (B) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace |
| AC Pavement | <input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 32 additional feet along frontage, including pavm't Transitions (C) | <input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 41-54 additional feet along frontage, including pavm't Transitions (D) | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions |
| PCC Pavement (Truck Route Only) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input checked="" type="checkbox"/> New (E) <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Drive Approach | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input 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 |
| Sidewalk | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input checked="" type="checkbox"/> New (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 |
| ADA Access Ramp | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Parkway (G) | <input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) | <input checked="" type="checkbox"/> Trees (F) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (F) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) |
| Raised Landscaped Median | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input checked="" type="checkbox"/> New (H) <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Fire Hydrant | <input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation | <input 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 |



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

Specific notes for improvements listed in item no. 2.17, above:

- A. 42 ft. from C/L (limits are from westerly project frontage to proposed signalized driveway) and 42-47 ft. varies from C/L (limits are from proposed signalized driveway to Hamner Ave)
- B. Limits are from Riverside Dr. to Chino Ave.
- C. A 14' circulation lane, 5' paved shoulder and a raised landscape median are required on the north side. Please note, if the existing Riverside Dr pavement is not concurrent with current pavement standards, it will be required to be removed and replaced to be



brought up to current standards.

- D. A raised landscape median is required on the east side (City of Eastvale may require additional improvements). Please note, if the existing Hamner Ave pavement is not concurrent with current pavement standards, it will be required to be removed and replaced to be brought up to current standards.
- E. Required at the following proposed signalized intersections:
 - i. Hamner Avenue and Riverside Drive
 - ii. Hamner Avenue and proposed signalized driveway
- F. Parkway improvements along the frontage of the SCE substation at the NWC of Hamner & Chino are not required.
- G. Includes neighborhood edge.
- H. These improvements are partially in the City of Ontario and City of Eastvale.
- I. See COA 2.34C.
- J. All master planned utilities shall be designed and installed to the ultimate condition.

- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.19 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.
- 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.21 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892).
- 2.22 Other conditions: _____

C. SEWER

- 2.23 A _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer plan bar code: _____)
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately 200 feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 Other conditions:
 - A. Install a minimum 15-inch sewer main in Chino Avenue from westerly project limits easterly in Chino Avenue to a point to construct a sewer lateral to serve the project site.
 - B. Install a minimum 15-inch sewer main in Mill Creek Avenue from Chino Avenue to Eucalyptus Avenue.
 - C. Install improvements necessary to tie Chino Avenue sewer to flow directly into the Mill Creek Avenue sewer without sewerage through the Edenglen Sewer Lift Station.
 - D. The onsite sewer system north of the sewer lateral within Chino Avenue Right-Of-Way shall be: Private and Privately Operated and Maintained.

D. WATER

- 2.27 A 12-inch water main is available for connection by this project in Riverside Dr. (Ref: Water plan bar code: W12297)



- 2.28 Design and construct a water main extension in Hamner Ave and Chino Ave as identified in COA 2.29. A water main is not available for direct connection. The closest main is approximately 3,700 feet away.
- 2.29 Other conditions:
 - A. Install a Master Plan 12-inch 1010PZ Potable Water main in Hamner Ave between Riverside Dr and Chino Ave.
 - B. Install a 12-inch 1010PZ Potable Water main in Chino Ave between Hamner Ave and westerly project boundary.
 - C. Relocate portions or all of the City of Ontario pressure reducing station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer.
 - D. Relocate portions or all of the Chino Basin Desalter Authority desalination station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation, if required by the Chino Basin Desalter Authority. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer and Chino Basin Desalter Authority.

E. RECYCLED WATER

- 2.30 A _____ inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water plan bar code: _____)
- 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.
- 2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.

Note: The OMUC and the CDPH review and approval process will be approximately three (3) months. Contact the Ontario Municipal Utilities Company at (909) 395-2647 regarding this requirement.
- 2.34 Other conditions:
 - A. Install a Master Plan 8-inch 1050PZ Recycled Water main in Riverside Drive between westerly Project limit and Hamner Avenue.
 - B. Install a Master Plan 8-inch 1050PZ Recycled Water main in Hamner Ave between Riverside Drive and Chino Avenue.
 - C. Install a Master Plan 8-inch 1050PZ Recycled Water main in Chino Ave between Hamner Avenue and Edenglen Avenue with stubs north to connect to existing RW in Edenglen Avenue north of Chino Ave.

F. TRAFFIC / TRANSPORTATION

- 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:
 - 1. On-site and off-site circulation
 - 2. Traffic level of service (LOS) at 'build-out' and future years
 - 3. Impact at specific intersections as selected by the City Engineer



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

2.37 Other conditions:

- A. It is to be noted that the Riverside Drive street section from the proposed signalized driveway to Hamner Avenue is an enhanced intersection. Please coordinate with City Traffic & Transportation Division on applicable requirements.
- B. Coordinate with Orbis Development at the northwest corner of Riverside Drive and Milliken Avenue to confirm that the striping and median alignment is consistent along Hamner Avenue through the intersection of Riverside Drive.
- C. Design and construct the traffic signals at the signalized driveways on Riverside Drive and Hamner Avenue. The new traffic signals shall include, video detection, 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.
- D. Coordinate with Orbis Development at the northwest corner of Riverside Drive and Milliken Avenue to confirm that the proposed signalized driveway along Riverside Drive is correctly aligned with the development on the north side.
- E. Design and construct modifications to the existing traffic signal system at Riverside Drive and Hamner Avenue. The traffic signal modification shall address the relocation of any equipment including video detection, CCTV, interconnect cable and conduit, battery back-up, 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. Design and construct a raised median on Riverside Drive and Hamner Ave along the project frontage.
- G. All project driveways, with exception of the two signalized driveways, shall be limited to right-in/right-out access only. Design and construct signing and striping improvements to render said restriction enforceable.
- H. Design and construct a bus turnout on Hamner Avenue south of the signalized project driveway, in accordance with Omnitrans guidelines, and to the satisfaction of the City Engineer. Sufficient right-of-way shall be dedicated to the City.
- I. Modify signing and striping on Riverside Drive and Hamner Avenue beyond project limits to accommodate frontage widening improvements
- J. Riverside Drive shall be signed "No Parking Anytime". Hamner Avenue shall be signed "No Stopping Anytime".
- K. Design and construct in-fill public street lights along project frontages of Riverside Drive and Hamner Avenue in accordance with City of Ontario Standards and the Traffic and Transportation Design Guidelines, Section 1.4.
- L. Engineer-of-record shall meet with City Engineering staff prior to starting signing/striping, street lighting, and signal design.
- M. The curb return radius at southwest corner of Riverside Drive and Hamner Avenue shall be 50 feet.

G. DRAINAGE / HYDROLOGY

2.38 A _____ inch storm drain main is available to accept flows from this project in _____. (Ref: Storm Drain plan bar code: _____)

2.39 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.

2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.



- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 Other conditions:
 - A. Design and construct a 36" storm drain line on Hamner Ave from Riverside Dr to Chino Ave consistent with the Master Plan of Drainage.
 - B. The project site's runoff shall enter a lateral and connect to the existing 72" storm drain line on Chino Ave.
 - C. Design and construct a 72"-84" varies storm drain line on Mill Creek Ave from Chino Ave to Ontario Ranch Rd consistent with the Master Plan of Drainage.
 - D. Design and construct a 108" storm drain line on Mill Creek Ave from Ontario Ranch Rd to connect to existing 108" storm drain line approximately 500' n/o Eucalyptus Ave consistent with the Master Plan of Drainage.

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

- 2.44 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.
- 2.45 Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcountry.gov/dpw/land/npdes.asp>.
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial payment 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 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 the Financial Services Department at (909) 395-2353 to initiate the CFD application process.



2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally on Riverside Dr from the westerly project frontage to Hamner Ave and Hamner Ave from Riverside Dr to Chino Ave.
- 2.51 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:

<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:
 - A. Prior to approval of the any building permits, a Final Solid Waste Handling Plan Sheet and shall be submitted accompanying the Precise Grading Plan Submittal to the City/OMUC for review and approval. See Solid Waste Handling Plan (SWHP) Requirements document for details.
 - 1. Organics Separation and Collection: This site shall comply with the Requirements of State Assembly Bill AB1826, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes.
 - 2. At minimum this site requires a trash enclosure sized to store three 4-cubic-yard bins (one for refuse, one for recycling, and one for organics) for each potential office area of each building.
 - B. The applicant shall submit a Final Integrated Waste Management Report for review and approval with the Precise Grading Plan. This report shall address the management of all integrated waste (Refuse, Recycling, Organics, etc.). The IWMR shall demonstrate compliance with the "Integrated Waste Management Report Requirements" document.

3. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, APPLICANT SHALL:

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.
- 3.02 Complete all requirements for recycled water usage.
 - 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
 - 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



- 3.03 The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.
- 3.04 NMC Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.
- 3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studie and reports (i.e. hydrology, traffic, WQMP, etc.).

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above.
- 4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.
- 4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PMTT18-009, PDEV18-031, and/or Parcel Map No. 20027

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. **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).**
6. **Three (3) sets of Public Street improvement plan with street cross-sections**
7. **Three (3) sets of Private 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 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)**
16. **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.**
17. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18. **One (1) copy of Hydrology/Drainage study**
19. **One (1) copy of Soils/Geology report**
20. **Payment for Final Map/Parcel Map processing fee**



21. **Three (3) copies of Final Map/Parcel Map**
22. **One (1) copy of approved Tentative Map**
23. **One (1) copy of Preliminary Title Report (current within 30 days)**
24. **One (1) copy of Traverse Closure Calculations**
25. **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.**
26. **Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use**
27. **One (1) copy of Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.**
28. **Two (2) copies of Conceptual Design Report (CDR) for covering the extent of each utility corridor for all public improvements required for the project.**
29. Other: _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: September 24, 2018
SUBJECT: PMTT18-009

-
- The plan **does** adequately address the departmental concerns at this time.
- No comments
- Report below.

Conditions of Approval

1. Standard conditions of approval apply.
2. A non- buildable easement is required for all parcels. A minimum width of 60 feet is required and must be shown on the tentative parcel map.

KS:lr



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

FROM: Paul Ehrman, Deputy Fire Chief/Fire Marshal
Fire Department

DATE: September 27, 2018

SUBJECT: PMTT18-009- A Parcel Map to subdivide 47.36 acres of land into 6 lettered parcels located at the , the southwest corner of Riverside Drive and Hamner Avenue, within the Commercial/Business Park Flex Zone/ Business Park land use district of the Edenglen Specific Plan (APN(s): 0218-171-27 and 21). Related File(s): PDEV18-031, PSPA18-003 and PGPA18-002

-
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply. Refer to PDEV18-031.
-

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV18-031, A DEVELOPMENT PLAN TO CONSTRUCT 5 INDUSTRIAL BUILDINGS TOTALING 968,092 SQUARE FEET WITHIN THE PROPOSED NEIGHBORHOOD COMMERCIAL, BUSINESS PARK AND LIGHT INDUSTRIAL LAND USE DISTRICTS OF THE EDENGLLEN SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN'S: 0218-171-21 AND 0218-171-27.

WHEREAS, ONTARIO CC, LLC, (hereinafter referred to as "Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV18-031, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 46.64 acres of land generally located southwest corner of Riverside Drive and Hamner Avenue, within the proposed of Neighborhood Commercial, Business Park, and Light Industrial land use districts of the Edenglen Specific Plan and is presently vacant to the north and to the south the property is improved with several shade structures, concrete block material bays, and greenhouses that were utilized by a commercial nursery (Sunshine Growers); and

WHEREAS, the property to the north of the Project site is within the Commercial and Residential district of the Tuscana Village Specific Plan and is vacant. The property to the east is within the C-1/C-P (General Commercial) and IP (Industrial Park) zoning district of the City of Eastvale and is developed with a gas station and Industrial uses. The property to the south is within the Light Industrial district of the Edenglen Specific Plan and is developed with an SCE Substation. The property to the west is within the SCE Corridor district of the Edenglen Specific Plan and is developed with power lines and transmission towers; and

WHEREAS, proposed, is the construction of five industrial buildings totaling 968,092 square feet on an irregular shaped lot that is 46.64 acres in area. The building sizes range from 59,585 to 271,277 square feet and the Project has an overall Floor Area Ratio ("FAR") of 0.48. The Project will provide the majority of parking along the west, east, and north property lines. Additionally, smaller parking areas are located throughout the site, generally located adjacent to each building's office area; and

WHEREAS, the Project will provide a combination of 12-foot high tilt-up perimeter screen walls and an 8-foot high decorative tubular steel fencing along the west and south property lines. The screen wall sections are strategically located along the west property line, in front of the tractor-trailer yard areas, to block noise from leaving the property and mitigate the visual impacts of truck traffic entering and exiting the yard areas; and

WHEREAS, the Project site will have two access points from Riverside Drive, and four access points from Hamner Avenue. Building 2, and a future commercial development proposed at the northeast corner of the Project site, will have primary access from Riverside Drive, including a 35-foot wide driveway located at the northwest corner of the Project site and a centrally located 40-foot wide driveway that will be signalized. Buildings 3, 4, 5, and 6 will have primary access from Hamner Avenue, including a 40-foot wide driveway located approximately 250 feet south of the Hamner/Riverside intersection, a centrally located 50-foot wide driveway centered between buildings 3 and 4, a 40-foot wide driveway located approximately 1,180 feet south of the Hamner/Riverside intersection that will be signalized, and a 40-foot wide driveway located at the southeast corner of Project site; and

WHEREAS, a 24-foot wide north-south drive aisle is proposed along the eastern portion of the site, connecting single and double-loaded parking lots across the Hamner Avenue frontage, while maintaining a 35-foot parking landscape setback. A 28-foot to 35-foot wide north-south drive aisle is proposed along the western portion of the site, connecting to east-west running drive-aisles (35 to 40 feet wide) that provide access to driveways located along Hamner Avenue. Due to the expansive widths and lengths of all five buildings, the internal drive-aisles all exceed the minimum 26-foot wide fire emergency access lane requirement, providing adequate maneuvering and access for emergency vehicles throughout the Project site; and

WHEREAS, the Edenglen Specific Plan refers to the Ontario Development Code for parking requirements. The Project has provided off-street parking pursuant to the "Warehouse and Distribution" parking standards specified in the Development Code. The Project requires a total of 526 parking spaces and 556 parking spaces have been provided; and

WHEREAS, the proposed buildings are of concrete tilt-up construction and all five buildings incorporate the same architectural design, with enhanced elements and treatments located at office entries and along street facing elevations. Architectural elements for all buildings include smooth-painted concrete in white and grey tones, with horizontal and vertical reveals, windows with clear anodized aluminum mullions and blue glazing, Alucobond clear anodized canopies at the main office entries, and recessed panel sections with contrasting colors. The mechanical equipment will be roof-mounted and obscured from public view by the parapet walls. Staff believes that the proposed Project illustrates the type of high-quality architecture promoted by the Development Code and Edenglen Specific Plan; and

WHEREAS, the proposed Edenglen Specific Plan Amendment (File No. PSPA18-003) requires that the Project provide an overall landscape coverage of ten percent and approximately thirteen percent is provided; and

WHEREAS, to serve the proposed industrial development, the Project will be required to construct infrastructure improvements per the Development Agreement (File No. PDA18-006) and requirements of the Edenglen Specific Plan, as amended. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes both Projects' compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of above ground bio-retention basins within the landscape setbacks along Hamner Avenue and rear portion of the Project site, including an underground stormwater infiltration system within the tractor-trailer courtyard area of Building 6. Any overflow drainage will be conveyed to a new storm drain connection located at the rear end of the Project site; and

WHEREAS, the Planning Department held two community meetings to discuss the proposed subject application. The first community meeting was in-person and held on December 12, 2018, at the Colony High Branch Library. The second meeting was a virtual presentation and available on the on the City Website from June 1, 2020, thru July 21, 2020; and

WHEREAS, the Applicant was required to prepare a Health Risk Assessment ("HRA") to determine whether the proposed Project would pose a health risk to the existing residential land uses. The HRA prepared by Urban Crossroads (Dated: July 9, 2020) analyzed the cancer burden estimates as well as the Project operational Toxic Air Contaminants ("TACs") impact from Diesel Particulate Matter ("DPM") emissions. Both analyses concluded that these factors would be less than significant; therefore, no mitigation is required for the Project beyond that which was previously analyzed in The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), as certified by the Ontario City Council on January 27, 2010. Furthermore, the project was designed to minimize any potential impacts to existing residential development. The tractor-trailer yard areas are oriented away from the existing residential uses and tractor-trailer main access to the site shall be taken from Hamner Avenue (designated truck route). Additionally, the project has been conditioned to have trucks travel east, towards Hamner Avenue, when exiting the site. Trucks shall not be allowed to utilize Riverside Drive west of the project site, to access or exit the project site; and

WHEREAS, a General Plan Amendment, Specific Plan Amendment, Development Agreement, and Tentative Tract Map, File Nos. PGPA18-002, PSPA18-003, PDA18-006, and PMTT18-009, respectively, were filed in conjunction with the proposed Development Plan. The four applications consist of: 1) a General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of Neighborhood

Commercial, 3.51 acres of Business Park, and 39 acres of Industrial; 2) modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) an amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial, including updates to the development standards, exhibits and text changes to reflect the proposed land uses; 4) a Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of Tentative Parcel Map No. 20027; and 5) a Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered parcels and one lettered lot; and

WHEREAS, The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) was certified on January 27, 2010 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

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

WHEREAS, the environmental impacts of this Project were thoroughly analyzed in the EIR Addendum prepared for General Plan Amendment (File No. PGPA18-002) and an amendment to the Edenglen Specific Plan (File No. PSPA18-003), which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, the City's "Local Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — (hereinafter referred to as "CEQA") and an EIR Addendum has been prepared to determine possible environmental impacts; and

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

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on August 17, 2020, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Addendum and the Project, and concluded said hearing on that date, voting to issue Decision Nos. DAB20-045 and DAB20-047, respectively, recommending that the Planning Commission recommend the City Council approve the Application; and

WHEREAS, as the first action on the Project, on August 25, 2020, the Planning Commission issued a Resolution recommending the City Council 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 August 25, 2020, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

SECTION 1: Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the Planning Commission finds that based upon the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The Edenglen Specific Plan was listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix. However, the eastern half of the Edenglen Specific Plan (Project site) was not included as one of the properties in the Available Land Inventory since the eastern half of the Specific Plan did not include any residential land use designations.

SECTION 2: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.* The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the PLANNING COMMISSION, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 3: *Concluding Facts and Reasons.* Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 and 2, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and***

City Council Priorities components of The Ontario Plan. The proposed Project is located within the proposed Business Park and Industrial land use districts of the Policy Plan Land Use Map, and the proposed Business Park, and Light Industrial land use designations of the Edenglen Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the proposed Business Park, and Light Industrial land use designations of the Edenglen Specific Plan, including standards relative to the particular land use proposed (Light Industrial Development), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions.

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Edenglen 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 Edenglen Specific Plan.

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Edenglen 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 (Light Industrial Development). 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 Edenglen Specific Plan.

SECTION 4: Planning Commission Action. Based upon the findings and conclusions set forth in Sections 1 through 3, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

SECTION 7: Certification to Adoption. The Secretary shall certify to the adoption of the Resolution.

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of August 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Cathy Wahlstrom
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 25, 2020, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

**File No. PDEV18-031
Departmental Conditions of Approval**

(Departmental conditions of approval to follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: August 25, 2020

File No: PDEV18-031

Related Files: PGPA18-002, PSPA18-003, PMTT18-009 and PDA18-006

Project Description: A Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet on 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Business Park and Light Industrial land use districts of the Edenglen Specific Plan; (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC.**

Prepared By: Lorena Mejia, Senior Planner
Phone: 909.395.2276 (direct)
Email: lmejia@ontarioca.gov

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

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

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

2.1 Time Limits.

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

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

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

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

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

2.3 Landscaping.

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

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

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

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

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

2.5 Parking, Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading).

(b) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c) Areas provided to meet the City's parking requirements, including off-street parking and loading spaces, access drives, and maneuvering areas, shall not be used for the outdoor storage of materials and equipment, nor shall it be used for any other purpose than parking.

(d) The required number of off-street parking spaces and/or loading spaces shall be provided at the time of site and/or building occupancy. All parking and loading spaces shall be maintained in good condition for the duration of the building or use.

(e) Parking spaces specifically designated and conveniently located for use by the physically disabled shall be provided pursuant to current accessibility regulations contained in State law (CCR Title 24, Part 2, Chapters 2B71, and CVC Section 22507.8).

(f) Bicycle parking facilities, including bicycle racks, lockers, and other secure facilities, shall be provided in conjunction with development projects pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

2.6 Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(c) Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

(d) Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

(i) Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

(ii) Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

(e) The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

| Screen Wall Height | Minimum Gate Height |
|---------------------------|----------------------------|
| 14 feet: | 10 feet |
| 12 feet: | 9 feet |
| 10 feet: | 8 feet |
| 8 feet: | 8 feet |
| 6 feet: | 6 feet |

2.7 Site Lighting.

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

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

2.8 Mechanical and Rooftop Equipment.

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

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

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

2.10 Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (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.

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

(i) Landscaping and irrigation systems within common areas;

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

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

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

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

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

2.13 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.~~

2.14 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with an **Addendum to The Ontario Plan Environmental Impact Report**, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval, and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

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

2.16 Additional Fees.

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

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

2.17 Tribal Consultation Conditions.

(a) The project developer shall retain a Native American Monitor of Gabrieleño Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.

(b) The project developer shall retain a Native American Monitor of Gabrieleño Ancestry (the “Tribe” or the “Consulting Tribe” that was consulted on this project pursuant to Assembly Bill A52 - SB18) to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. A copy of the executed contract shall be submitted to the City of Ontario Planning Department prior to the issuance of any grading permit (any ground-disturbing activity). At their discretion, a Native American Monitor of Gabrieleño Ancestry can be present during the removal of dairy manure to native soil, but not at the developers’ expense.

(c) A qualified archaeologist and a Native American Monitor of Gabrieleño Ancestry (the “Tribe” or the “Consulting Tribe” that was consulted on this project pursuant to Assembly Bill A52 - SB18) shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).

(d) Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

(e) There shall be no Scientific study or the utilization of any invasive diagnostics on any Native American human remains.

(f) If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.

(g) Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and

reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

2.18 Additional Requirements.

(a) Additional horizontal building articulation shall be provided on the east and north elevations of Building 3, the east elevation of Buildings 4 and 5, and the west elevation of Building 6.

(b) All applicable conditions of approval of Development Agreement (File No. PDA18-006) shall apply.

(c) All applicable conditions of approval of the Edenglen Specific Plan shall apply.

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

(e) The Ontario Climate Action Plan (CAP) requires new development to be 25% more efficient. The applicant has elected to utilize the Screening Tables provided in the CAP instead of preparing separate emissions calculations. By electing to utilize the Screening Tables the applicant shall be required to garner a minimum of 100 points to be consistent with the reduction quantities outlined in the CAP. The applicant shall identify on the construction drawings the items identified in the Screening Tables.

(f) Tractor trailer (Semi-trailer) trucks shall enter and exit the site from the designated truck route on Hamner Avenue. Tractor trailer (Semi-trailer) trucks shall not travel westbound on Riverside Drive; trucks shall travel eastbound toward Hamner Avenue when exiting the driveways located along Riverside Drive. Tractor trailer (Semi-trailer) trucks entering the project site on Riverside Drive shall travel westbound from Hamner Avenue, trucks shall not travel eastbound on Riverside Drive to access the project site.

(g) The Development Plan shall not be final and conclusive until the General Plan Amendment (File No. PGPA18-002), the Edenglen Specific Plan Amendment (File No. PSPA18-003) and Development Agreement (File No. PDA18-006) are approved by the City Council.



ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

| | | |
|---|---|------------------------------------|
| <input type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER | <input checked="" type="checkbox"/> PARCEL MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES | <input type="checkbox"/> TRACT MAP |
| PROJECT FILE NO. PM-20027 RELATED FILE NO(S). PMTT18-009, PDEV18-031, PSPA18-003, PGPA18-002 | | |
| <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__ | | |

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

CITY PROJECT PLANNER & PHONE NO: Lorena Mejia (909) 395-2276

DAB MEETING DATE: August 17, 2020

PROJECT NAME / DESCRIPTION: PM-20027, a Tentative Parcel Map to subdivide 47.36 acres of land into six (6) parcels located at the southwest corner of Riverside Dr and Hamner Ave within the Commercial/Business Park Flex Zone/Business Park land use district of the Edenglen Specific Plan


LOCATION: Southwest corner of Riverside Dr and Hamner Ave

APPLICANT: Ontario CC, LLC

REVIEWED BY:


Bryan Lirley, P.E. *for* 8-12-20
Principal Engineer Date

APPROVED BY:


Raymond Lee, P.E. *for* 8-12-20
Assistant City Engineer Date



THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE 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 in fee simple, described below:
 - 1. Riverside Drive to the ultimate right-of-way width of 54' along the project frontage from westerly project frontage to proposed signalized driveway
 - 2. Riverside Drive to the ultimate right-of-way width of 54-59' varies along the project frontage from the proposed signalized driveway to Hamner Avenue
 - 3. An additional 23' from the ultimate right-of-way along the south side of Riverside Drive from the westerly project frontage to proposed signalized driveway for a 35' neighborhood edge
 - 4. An additional 18' from the ultimate right-of-way along the south side of Riverside Drive from the proposed signalized driveway to Hamner Avenue for a 35' neighborhood edge
 - 5. An additional 35' from the ultimate right-of-way along the west side of Hamner Avenue for a 50' neighborhood edge
 - 6. Property line corner 'cut-backs' required at all proposed signalized intersections to install required traffic signals:
 - a. Hamner Avenue and Riverside Drive
 - b. Hamner Avenue and proposed signalized driveway
 - c. Proposed signalized driveway and Riverside Drive

- 1.02 Dedicate to the City of Ontario, the following easement(s):
 - 1. 5' wide easement for sidewalk purposes around the existing City pressure reducing station and the Chino Basin Desalter Authority (CDA) desalination station along Riverside Drive
 - 2. 5' wide easement for sidewalk purposes around the proposed Omnitrans bus stop along Hamner Avenue

- 1.03 Restrict vehicular access to the site as follows: _____

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

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

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



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

- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.
 - (1) _____
 - (2) _____

- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.

- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.

- 1.11 Provide a preliminary title report current to within 30 days.

- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of three (3) 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 Financial Services at (909) 395-2353 to initiate the CFD application process.

- 1.13 New Model Colony (NMC) Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

- 1.14 Other conditions:
 - A. Obtain all off-site rights-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.
 - B. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).



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

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

- 2.01 Record Parcel Map No. 20027 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____
- 2.05 Apply for a: Certificate of Compliance with a Record of Survey; Lot Line Adjustment
 Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 Submit a soils/geology report.
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other:
 - Southern California Edison (SCE) – for any improvements encroaching into their easements/property
 - Chino Basin Desalter Authority (CDA) – for any improvements encroaching into their easements/property
 - City of Eastvale – 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 **New Model Colony (NMC) Developments:**
- 1) **Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.**
- 2) **Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.**
- 3) **Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.**
- 2.13 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.
- 2.14 **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**
- 2.15 **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$1,701,615, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.16 Other conditions:



B. PUBLIC IMPROVEMENTS

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

- 2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

| Improvement | Riverside Drive | Hamner Avenue | Chino Avenue | Mill Creek Avenue |
|--|---|--|---|---|
| Curb and Gutter | <input checked="" type="checkbox"/> New; 42-47 ft. varies from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input checked="" type="checkbox"/> New; 65 ft. from C/L (B) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace |
| AC Pavement | <input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 32 additional feet along frontage, including pavm't Transitions (C) | <input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 41-54 additional feet along frontage, including pavm't Transitions (D) | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions |
| PCC Pavement (Truck Route Only) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input checked="" type="checkbox"/> New (E) <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Drive Approach | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input 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 |
| Sidewalk | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input checked="" type="checkbox"/> New (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 |
| ADA Access Ramp | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Parkway (G) | <input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) | <input checked="" type="checkbox"/> Trees (F) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (F) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) |
| Raised Landscaped Median | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input checked="" type="checkbox"/> New (H) <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Fire Hydrant | <input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation | <input 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 |



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

Specific notes for improvements listed in item no. 2.17, above:

- A. 42 ft. from C/L (limits are from westerly project frontage to proposed signalized driveway) and 42-47 ft. varies from C/L (limits are from proposed signalized driveway to Hamner Ave)
- B. Limits are from Riverside Dr. to Chino Ave.
- C. A 14' circulation lane, 5' paved shoulder and a raised landscape median are required on the north side. Please note, if the existing Riverside Dr pavement is not concurrent with current pavement standards, it will be required to be removed and replaced to be



brought up to current standards.

- D. A raised landscape median is required on the east side (City of Eastvale may require additional improvements). Please note, if the existing Hamner Ave pavement is not concurrent with current pavement standards, it will be required to be removed and replaced to be brought up to current standards.
- E. Required at the following proposed signalized intersections:
 - i. Hamner Avenue and Riverside Drive
 - ii. Hamner Avenue and proposed signalized driveway
- F. Parkway improvements along the frontage of the SCE substation at the NWC of Hamner & Chino are not required.
- G. Includes neighborhood edge.
- H. These improvements are partially in the City of Ontario and City of Eastvale.
- I. See COA 2.34C.
- J. All master planned utilities shall be designed and installed to the ultimate condition.

- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.19 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.
- 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.21 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892).
- 2.22 Other conditions: _____

C. SEWER

- 2.23 A _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer plan bar code: _____)
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately 200 feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 Other conditions:
 - A. Install a minimum 15-inch sewer main in Chino Avenue from westerly project limits easterly in Chino Avenue to a point to construct a sewer lateral to serve the project site.
 - B. Install a minimum 15-inch sewer main in Mill Creek Avenue from Chino Avenue to Eucalyptus Avenue.
 - C. Install improvements necessary to tie Chino Avenue sewer to flow directly into the Mill Creek Avenue sewer without sewerage through the Edenglen Sewer Lift Station.
 - D. The onsite sewer system north of the sewer lateral within Chino Avenue Right-Of-Way shall be: Private and Privately Operated and Maintained.

D. WATER

- 2.27 A 12-inch water main is available for connection by this project in Riverside Dr. (Ref: Water plan bar code: W12297)



2.28 Design and construct a water main extension in Hamner Ave and Chino Ave as identified in COA 2.29. A water main is not available for direct connection. The closest main is approximately 3,700 feet away.

2.29 Other conditions:

- A. Install a Master Plan 12-inch 1010PZ Potable Water main in Hamner Ave between Riverside Dr and Chino Ave.
- B. Install a 12-inch 1010PZ Potable Water main in Chino Ave between Hamner Ave and westerly project boundary.
- C. Relocate portions or all of the City of Ontario pressure reducing station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer.
- D. Relocate portions or all of the Chino Basin Desalter Authority desalination station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation, if required by the Chino Basin Desalter Authority. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer and Chino Basin Desalter Authority.

E. RECYCLED WATER

2.30 A _____ inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water plan bar code: _____)

2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.

2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.

2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.

Note: The OMUC and the CDPH review and approval process will be approximately three (3) months. Contact the Ontario Municipal Utilities Company at (909) 395-2647 regarding this requirement.

2.34 Other conditions:

- A. Install a Master Plan 8-inch 1050PZ Recycled Water main in Riverside Drive between westerly Project limit and Hamner Avenue.
- B. Install a Master Plan 8-inch 1050PZ Recycled Water main in Hamner Ave between Riverside Drive and Chino Avenue.
- C. Install a Master Plan 8-inch 1050PZ Recycled Water main in Chino Ave between Hamner Avenue and Edenglen Avenue with stubs north to connect to existing RW in Edenglen Avenue north of Chino Ave.

F. TRAFFIC / TRANSPORTATION

2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:

- 1. On-site and off-site circulation
- 2. Traffic level of service (LOS) at 'build-out' and future years
- 3. Impact at specific intersections as selected by the City Engineer



- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 Other conditions:
 - A. It is to be noted that the Riverside Drive street section from the proposed signalized driveway to Hamner Avenue is an enhanced intersection. Please coordinate with City Traffic & Transportation Division on applicable requirements.
 - B. Coordinate with Orbis Development at the northwest corner of Riverside Drive and Milliken Avenue to confirm that the striping and median alignment is consistent along Hamner Avenue through the intersection of Riverside Drive.
 - C. Design and construct the traffic signals at the signalized driveways on Riverside Drive and Hamner Avenue. The new traffic signals shall include, video detection, 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.
 - D. Coordinate with Orbis Development at the northwest corner of Riverside Drive and Milliken Avenue to confirm that the proposed signalized driveway along Riverside Drive is correctly aligned with the development on the north side.
 - E. Design and construct modifications to the existing traffic signal system at Riverside Drive and Hamner Avenue. The traffic signal modification shall address the relocation of any equipment including video detection, CCTV, interconnect cable and conduit, battery back-up, 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. Design and construct a raised median on Riverside Drive and Hamner Ave along the project frontage.
 - G. All project driveways, with exception of the two signalized driveways, shall be limited to right-in/right-out access only. Design and construct signing and striping improvements to render said restriction enforceable.
 - H. Design and construct a bus turnout on Hamner Avenue south of the signalized project driveway, in accordance with Omnitrans guidelines, and to the satisfaction of the City Engineer. Sufficient right-of-way shall be dedicated to the City.
 - I. Modify signing and striping on Riverside Drive and Hamner Avenue beyond project limits to accommodate frontage widening improvements
 - J. Riverside Drive shall be signed "No Parking Anytime". Hamner Avenue shall be signed "No Stopping Anytime".
 - K. Design and construct in-fill public street lights along project frontages of Riverside Drive and Hamner Avenue in accordance with City of Ontario Standards and the Traffic and Transportation Design Guidelines, Section 1.4.
 - L. Engineer-of-record shall meet with City Engineering staff prior to starting signing/striping, street lighting, and signal design.
 - M. The curb return radius at southwest corner of Riverside Drive and Hamner Avenue shall be 50 feet.

G. DRAINAGE / HYDROLOGY

- 2.38 A _____ inch storm drain main is available to accept flows from this project in _____. (Ref: Storm Drain plan bar code: _____)
- 2.39 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.
- 2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.



- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 Other conditions:
 - A. Design and construct a 36" storm drain line on Hamner Ave from Riverside Dr to Chino Ave consistent with the Master Plan of Drainage.
 - B. The project site's runoff shall enter a lateral and connect to the existing 72" storm drain line on Chino Ave.
 - C. Design and construct a 72"-84" varies storm drain line on Mill Creek Ave from Chino Ave to Ontario Ranch Rd consistent with the Master Plan of Drainage.
 - D. Design and construct a 108" storm drain line on Mill Creek Ave from Ontario Ranch Rd to connect to existing 108" storm drain line approximately 500' n/o Eucalyptus Ave consistent with the Master Plan of Drainage.

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

- 2.44 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.
- 2.45 Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>.
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial payment 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 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 the Financial Services Department at (909) 395-2353 to initiate the CFD application process.



2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally on Riverside Dr from the westerly project frontage to Hamner Ave and Hamner Ave from Riverside Dr to Chino Ave.
- 2.51 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:

<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:
 - A. Prior to approval of the any building permits, a Final Solid Waste Handling Plan Sheet and shall be submitted accompanying the Precise Grading Plan Submittal to the City/OMUC for review and approval. See Solid Waste Handling Plan (SWHP) Requirements document for details.
 - 1. Organics Separation and Collection: This site shall comply with the Requirements of State Assembly Bill AB1826, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes.
 - 2. At minimum this site requires a trash enclosure sized to store three 4-cubic-yard bins (one for refuse, one for recycling, and one for organics) for each potential office area of each building.
 - B. The applicant shall submit a Final Integrated Waste Management Report for review and approval with the Precise Grading Plan. This report shall address the management of all integrated waste (Refuse, Recycling, Organics, etc.). The IWMR shall demonstrate compliance with the "Integrated Waste Management Report Requirements" document.

3. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, APPLICANT SHALL:

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.
- 3.02 Complete all requirements for recycled water usage.
 - 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
 - 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



- 3.03 The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.
- 3.04 NMC Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.
- 3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studie and reports (i.e. hydrology, traffic, WQMP, etc.).

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above.
- 4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.
- 4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PMTT18-009, PDEV18-031, and/or Parcel Map No. 20027

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. **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).**
6. **Three (3) sets of Public Street improvement plan with street cross-sections**
7. **Three (3) sets of Private 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 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)**
16. **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.**
17. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18. **One (1) copy of Hydrology/Drainage study**
19. **One (1) copy of Soils/Geology report**
20. **Payment for Final Map/Parcel Map processing fee**



21. **Three (3) copies of Final Map/Parcel Map**
22. **One (1) copy of approved Tentative Map**
23. **One (1) copy of Preliminary Title Report (current within 30 days)**
24. **One (1) copy of Traverse Closure Calculations**
25. **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.**
26. **Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use**
27. **One (1) copy of Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.**
28. **Two (2) copies of Conceptual Design Report (CDR) for covering the extent of each utility corridor for all public improvements required for the project.**
29. Other: _____



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

FROM: Paul Ehrman, Deputy Fire Chief/Fire Marshal
Fire Department

DATE: December 18, 2019

SUBJECT: PDEV18-031 – A Development Plan to construct 6 industrial buildings totaling 1,040,727 square feet on 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, within the Commercial/Business Park Flex Zone/Business Park land use district of the Edenglen Specific Plan (APNs: 0218-171-27 and 0218-171-21). Related Files: PMTT18-009 (PM 20027), PSPA18-003 and PGPA18-002.

-
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply. See previous report dated 18-09-27.
-



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

FROM: Paul Ehrman, Deputy Fire Chief/Fire Marshal
Fire Department

DATE: September 27, 2018

SUBJECT: PDEV18-031- A Development Plan to construct 6 industrial buildings totaling 1,040,727 square feet on 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, within the Commercial/Business Park Flex Zone/ Business Park land use district of the Edenglen Specific Plan (APN(s): 0218-171-27 and 21). Related File(s): PSPA18-003 and PGPA18-002

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

SITE AND BUILDING FEATURES:

- A. 2016 CBC Type of Construction: Not Listed
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 1 with Mezzanine
- E. Total Square Footage: Varies 67,000 to 256,00 Sq. Ft
- F. 2016 CBC Occupancy Classification(s): S, M

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- ☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- ☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-six (26) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 4000 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard Choose an item.. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finished) before the building is enclosed.
- ☒ 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.
- ☒ 4.8 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. 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.
- ☒ 4.9 Hose valves with one and one half inch (1 ½”) connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.
- ☒ 5.6 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.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PGPA18-002 and PSPA18-003, PDEV18-031 & PMTT18-009

Address: SWC Hamner Ave & Riverside Dr

APN: 0218-171-27 & 21

Existing Land Use: Vacant Lot and nursery

Proposed Land Use: GPA, SPA, Tentative Parcel Map and Development Plan to allow for the construction 6 industrial buildings totaling 1,040,727 square feet

Site Acreage: 47.36 Proposed Structure Height: 50 FT

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Lorena Mejia

Date: 12/7/18

CD No.: 2018-077

PALU No.: n/a

The project is impacted by the following ONT ALUCP Compatibility Zones:

| Safety | Noise Impact | Airspace Protection | Overflight Notification |
|-------------------------------|---------------------------------------|---|--|
| <input type="radio"/> Zone 1 | <input type="radio"/> 75+ dB CNEL | <input type="radio"/> High Terrain Zone | <input type="radio"/> Avigation Easement Dedication |
| <input type="radio"/> Zone 1A | <input type="radio"/> 70 - 75 dB CNEL | <input checked="" type="checkbox"/> FAA Notification Surfaces | <input type="radio"/> Recorded Overflight Notification |
| <input type="radio"/> Zone 2 | <input type="radio"/> 65 - 70 dB CNEL | <input checked="" type="checkbox"/> Airspace Obstruction Surfaces | <input checked="" type="checkbox"/> Real Estate Transaction Disclosure |
| <input type="radio"/> Zone 3 | <input type="radio"/> 60 - 65 dB CNEL | <input type="radio"/> Airspace Avigation Easement Area | |
| <input type="radio"/> Zone 4 | | Allowable Height: 200 FT + | |
| <input type="radio"/> Zone 5 | | | |

The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1
 Zone 2
 Zone 3
 Zone 4
 Zone 5
 Zone 6

Allowable Height: _____

CONSISTENCY DETERMINATION

This proposed Project is: Exempt from the ALUCP Consistent Consistent with Conditions Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

Airport Planner Signature: _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: September 20, 2018
SUBJECT: PDEV18-031

-
- The plan **does** adequately address the departmental concerns at this time.
- No comments
- Report below.

Conditions of Approval

1. Standard conditions of approval apply.
2. The building addresses will be:

~~Bldg~~ Parcel 1- 4250 E. Riverside Dr
~~Bldg~~ Parcel 2- 4210 E. Riverside Dr
~~Bldg~~ Parcel 3- 3100 S. ~~Milliken~~ Hamner Ave
~~Bldg~~ Parcel 4- 3200 S. ~~Milliken~~ Hamner Ave
~~Bldg~~ Parcel 5- 3350 S. ~~Milliken~~ Hamner Ave
~~Bldg~~ Parcel 6- 3310 S. ~~Milliken~~ Hamner Ave

KS:lm



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Planning Department

FROM: Douglas Sorel, Police Department

DATE: September 20, 2018

SUBJECT: PDEV18-031 – A DEVELOPMENT PLAN TO CONSTRUCT SIX INDUSTRIAL BUILDINGS AT THE SOUTHWEST CORNER OF RIVESIDE DRIVE AND HAMNER AVENUE

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 walkways, driveways, doorways, parking lots, hallways, stairwells, 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. Each number shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. The numbers should be installed away from any rooftop obstructions and located as close to the main entrance to each building as possible. It is recommended that each number on Buildings 3, 4, and 6 should be at a minimum 6 feet tall and 2 feet wide.
- The Applicant shall comply with all construction site security requirements as stated in OMC Section 4-11.11.

The Applicant is invited to contact Douglas Sorel at (909) 408-1873 with any questions or concerns regarding these conditions.

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

| DAB CONDITIONS OF APPROVAL | |
|--|----------|
| Sign Off | |
|  | 12/18/19 |
| Jamie Richardson, Sr. Landscape Planner | Date |

| | |
|--|---------------------------------|
| Reviewer's Name: Jamie Richardson, Sr. Landscape Planner | Phone: (909) 395-2615 |
|--|---------------------------------|

| | |
|--------------------------------|-------------------------------|
| D.A.B. File No.: PDEV18-031 | Case Planner: Lorena Mejia |
|--------------------------------|-------------------------------|

| |
|--|
| Project Name and Location: Ontario Commerce Center – 6 Industrial Buildings – Edenglen SP SWC Riverside Dr and Hamner Av |
|--|

| |
|--|
| Applicant/Representative: Ontario CC, LLC Philip Prassas 527 W 7 th ST Ste 308 Los Angeles, CA 90014 |
|--|

| | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | A Preliminary Landscape Plan (07/09/2020) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents. |
| <input type="checkbox"/> | A Preliminary Landscape Plan (received) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval. |

Civil/ Site Plans

- Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
- Storm water infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division prior to permit issuance. Any storm water devices in parkway areas shall not displace street trees.

Landscape Plans

- Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
- After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

| | |
|--|------------|
| Plan Check—5 or more acres..... | \$2,791.00 |
| Inspection—Construction (up to 3 inspections per phase)..... | \$600.00 |
| Total..... | \$3,391.00 |

Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov



PLANNING COMMISSION STAFF REPORT

August 25, 2020

FILE NO.: PDA18-006

SUBJECT: A Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC., to establish the terms and conditions for the development of Tentative Parcel Map 20027 (File No. PMTT18-009), for a 46.64 acre property located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan (APNs: 0218-171-21 and 0218-171-27). **Submitted by Ontario CC, LLC. City Council action is required.**

PROPERTY OWNER: Ontario CC, LLC., a Delaware limited liability company

RECOMMENDED ACTION: That the Planning Commission consider and recommend City Council adoption of an ordinance approving the Development Agreement (PDA18-006) between the City of Ontario and Ontario CC, LLC., pursuant to the facts and reasons contained in the staff report and attached resolution.

PROJECT SETTING: The project site is comprised of approximately 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan, and is depicted in Figure 1: Project Location. The project site gently slopes from north to south and is vacant and was previously used for diary/agriculture uses.



Figure 1: Project Location

PROJECT ANALYSIS:

[1] Background — On November 1, 2005, the City Council approved the Environmental Impact Report (EIR) and Edenglen Specific Plan, File No. PSP03-005 (the “Specific Plan”) which addressed the development of approximately 160.6 acres for residential, pocket parks, public trails, commercial and business park/light industrial uses. On January

| | |
|------------------------------------|---|
| <i>Case Planner:</i> | Derrick Womble, Administrative Officer |
| <i>Planning Director Approval:</i> | |
| <i>Submittal Date:</i> | 12/13/2018 |

| <i>Hearing Body</i> | <i>Date</i> | <i>Decision</i> | <i>Action</i> |
|---------------------|-------------|-----------------|---------------|
| DAB | N/A | N/A | N/A |
| PC | 08/25/2020 | | Recommend |
| CC | 09/15/2020 | | Final |

27, 2010, the City Council adopted a comprehensive update to The Ontario Plan (File No. PGPA06-001).

The Ontario Ranch financial commitments required for construction of properties within a specific plan are substantial. Therefore, in order to adequately forecast these costs and gain assurance that the project may proceed under the existing policies, rules and regulations, Ontario CC, LLC (“Owner”) has requested that the City enter into negotiations to create a Development Agreement (“Agreement”).

In accordance with California Government Code Section 65865, which in part states that that “[a]ny city... may enter into a Development Agreement with any person having a legal or equitable interest in real property for the development of such property...” and California Government Code Section 65865.52, which in part states that “a Development Agreement shall specify the duration of the Agreement, the permitted uses of the property... and may include conditions, terms, restrictions...,” the City of Ontario adopted Resolution No. 2002-100 setting forth the procedures and requirements for consideration of Development Agreements. Furthermore, the Financing and Construction Agreement with the NMC Builders, LLC (NMC Builders), requires those developments wishing to use the infrastructure it created to enter into Development Agreements with the City of Ontario. Pursuant to these procedures and requirements, staff entered into negotiations with the Owner to create a Development Agreement for consideration by the Planning Commission and City Council.

The proposed Development Agreement (File No. PDA18-006) is based upon the model Development Agreement that was developed in coordination with the City Attorney and legal counsel for NMC Builders. This model Development Agreement is consistent with the provisions of the Construction Agreement. The terms of the agreement between NMC Builders’ members requires that members of the LLC enter into Development Agreements that are consistent with the provisions of the Construction Agreement.

[2] Staff Analysis — Currently, the Owner is proposing the following entitlements: 1) A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 46 acres of land from General Commercial and Business Park to 4.13 acres of Community Commercial, 3.51 acres of Business Park and 39 acres of Industrial; 2) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) An amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone and Business Park/Light Industrial to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park and 39 acres of Light Industrial including updates to the development standards, exhibits and text changes to reflect the proposed land uses. The proposed entitlements require a Development Agreement to establish the terms and conditions of development for the project.

The Development Agreement proposes to include approximately 46.64 acres of land within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Specific Plan. The Development Agreement grants the Owner a vested right to develop Tentative Parcel Map 20027 (File No. PMTT18-009), provided the Owner complies with the terms and conditions of the Specific Plan and EIR. The Tentative Parcel Map 20027 is located at the southwest corner of Riverside Drive and Hamner Avenue and proposes to subdivide approximately 46.64 acres of land into seven (7) numbered parcels and one (1) lettered lot in conjunction with a Development Plan (File No. PDEV18-031) to construct five (5) industrial buildings totaling 968,092 square feet.

The term of the Development Agreement is for ten (10) years, with a five (5) year option to renew. The main points of the agreement address funding for all new City expenses created by the project, which includes: Development Impact Fees (DIF) for construction of public improvements (i.e. streets and bridges, sewer, water, storm drain and fiber); Public Service Funding to ensure adequate provisions of public services (police, fire and other public services); the creation of a Community Facilities District (CFD) for the maintenance of public facilities.

Staff finds that the Development Agreement is consistent with State law, The Ontario Plan, and the City's Development Agreement policies. As a result, staff is recommending approval of the application to the Planning Commission. If the Planning Commission finds the Development Agreement is acceptable, a recommendation of approval to the City Council would be appropriate.

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

[1] City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

[2] Vision.

Distinctive Development:

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

[3] Governance.

Decision Making:

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

[4] Policy Plan (General Plan)

Land Use Element:

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

Community Economics Element:

- CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.
- CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.
- CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.
- CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element:

- Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.
 - S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

- Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.
 - CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.
 - CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.
 - CD1-3 Neighborhood Improvement. We require viable existing residential and non-residential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.

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

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

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

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

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
- Landscaped parkways, with sidewalks separated from the curb.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

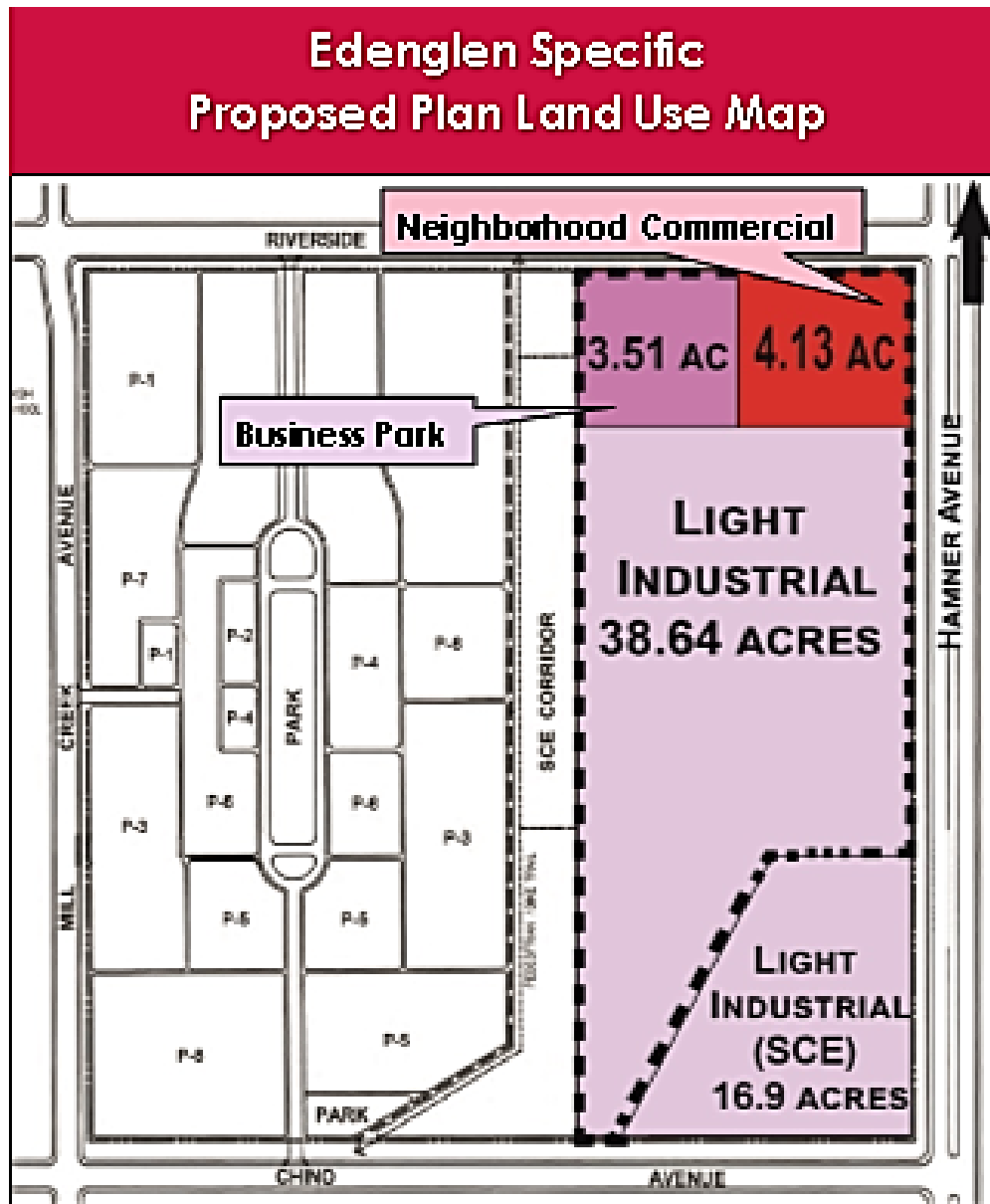
➤ CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The Edenglen Specific Plan was listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix. However, the eastern half of the Edenglen Specific Plan (project site) was not included as one of the properties in the Available Land Inventory since the eastern half of the Specific Plan did not include any residential land use designations.

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

ENVIRONMENTAL REVIEW: The environmental impacts of this Project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) that was certified by City Council on January 27, 2010. This Application introduces no new significant environmental impacts and all previously adopted mitigation measures are a condition of project approval.

Exhibit A—Proposed Edenglen Specific Plan Land Use Map



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE A DEVELOPMENT AGREEMENT (FILE NO. PDA18-006) BETWEEN THE CITY OF ONTARIO AND ONTARIO CC, LLC., TO ESTABLISH THE TERMS AND CONDITIONS FOR THE DEVELOPMENT OF TENTATIVE PARCEL MAP 20027 (FILE NO. PMTT18-009), FOR A 46.64 ACRE PROPERTY LOCATED AT THE SOUTHWEST CORNER OF RIVERSIDE DRIVE AND HAMNER AVENUE, WITHIN THE PROPOSED NEIGHBORHOOD COMMERCIAL, BUSINESS PARK AND LIGHT INDUSTRIAL LAND USE DESIGNATIONS OF THE EDENGLLEN SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF— APNS: 0218-171-21 AND 0218-171-27.

WHEREAS, Ontario CC, LLC ("Applicant") has filed an Application for the approval of a Development Agreement, File No. PDA18-006, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to approximately 46.64 acres of land generally located at the southwest corner of Riverside Drive and Hamner Avenue within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan, and is presently vacant; and

WHEREAS, on November 1, 2005, the City Council adopted Ordinance No. 2817, approving the Edenglen Specific Plan (File No. PSP03-005), which addressed the development of approximately 160.6 acres for residential, pocket parks, public trails, commercial and business/park light industrial uses; and

WHEREAS, on January 27, 2010, the City Council adopted Resolution Nos. 2010-003, 2010-004, 2010-005, 2010-006, approving a comprehensive update to The Ontario Plan (File No. PGPA06-001); and

WHEREAS, the Applicant is proposing the following entitlements: 1) A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 46 acres of land from General Commercial and Business Park to 4.13 acres of Community Commercial, 3.51 acres of Business Park and 39 acres of Industrial; 2) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) An amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone and Business Park/Light Industrial to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park and 39 acres of Light Industrial

including updates to the development standards, exhibits and text changes to reflect the proposed land uses; and

WHEREAS, the proposed entitlements require a Development Agreement to establish the terms and conditions of development for the Project; and

WHEREAS, a Tentative Parcel Map 20027 (File No. PMTT18-009) to subdivide approximately 46.64 acres of land into seven (7) numbered parcels and one (1) lettered lot within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan, has been submitted in conjunction with the Development Agreement; and

WHEREAS, a Development Plan (File No. PDEV18-031) to construct five (5) industrial buildings totaling 968,092 square feet has been submitted in conjunction with the Tentative Parcel Map 20027; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — (hereinafter referred to as "CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with File No. PGPA06-001, an Addendum to The Ontario Plan for which an Environmental Impact Report — State Clearinghouse No. 2008101140 — (hereinafter referred to as "Certified EIR") was adopted by the City Council on January 27, 2010, and this Application introduces no new significant environmental impacts; 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 Planning Commission the responsibility and authority to review and make recommendations to the City Council on the subject Application; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on August 25, 2020, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

SECTION 1: Environmental Determination and Findings. As the recommending authority for the Project, the Planning Commission 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 Planning Commission finds as follows:

(1) The environmental impacts of this project were previously reviewed in conjunction with File No. PGPA06-001, a(n) Addendum to The Ontario Plan for which a Certified EIR was adopted by the City Council on January 27, 2010.

(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

(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 Planning Commission, and the specific findings set forth in Section 1, above, the Planning Commission finds that the preparation of a subsequent or supplemental Certified EIR is not required for the Project, as the Project:

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

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

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

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

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

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

(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 authority for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project is

consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The Edenglen Specific Plan was listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix. However, the eastern half of the Edenglen Specific Plan (project site) was not included as one of the properties in the Available Land Inventory since the eastern half of the Specific Plan did not include any residential land use designations.

SECTION 4: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.* The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the PLANNING COMMISSION, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 5: *Concluding Facts and Reasons.* Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Section 1 through 4, above, the Planning Commission hereby concludes as follows:

a. The Development Agreement applies to approximately 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan.

b. The Development Agreement establishes parameters for the development of the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan. The Development Agreement also grants the Owner, the right to develop, the ability to quantify the fees;

and establish the terms and conditions that apply to those projects. These terms and conditions are consistent with The Ontario Plan Policy Plan (General Plan), design guidelines and development standards for the proposed amendment (File No. PSPA18-003) to the Edenglen Specific Plan.

c. The Agreement grants the Owner a vested right to develop Tentative Parcel Map 20027 as long as the Owner, complies with the terms and conditions of the Specific Plan and EIR. Tentative Parcel Map 20027 is located at the southwest corner of Riverside Drive and Hamner Avenue and proposes to subdivide approximately 46.64 acres of land into seven (7) numbered parcels and one (1) lettered lot in conjunction with a Development Plan (File No. PDEV18-031) to construct five (5) industrial buildings totaling 968,092 square feet.

d. The Development Agreement has been prepared in conformance with the goals and policies of The Ontario Plan Policy Plan (General Plan); and

e. The Development Agreement does not conflict with the Land Use Policies of The Ontario Plan Policy Plan (General Plan) and will provide for development, within the district, in a manner consistent with the Policy Plan and with related development; and

f. This Development Agreement will promote the goals and objectives of the Land Use Element of the Policy Plan; and

g. This Development Agreement will not be materially injurious or detrimental to the adjacent properties and will have a significant impact on the environment or the surrounding properties. The environmental impacts of this project were previously analyzed in conjunction with File No. PGPA06-001, an Addendum to The Ontario Plan for which a Certified EIR was adopted by the City Council on January 27, 2010. All adopted mitigation measures of the related EIR shall be a condition of project approval and are incorporated herein by reference.

SECTION 6: Planning Commission Action. Based upon the findings and conclusions set forth in Sections 1 through 5, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE the herein described Application, subject to the Development Agreement (File No. PDA18-006) attached hereto as "Attachment A," and incorporated herein by this reference.

SECTION 7: Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the

applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 8: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 9: Certification to Adoption. The Secretary shall certify to the adoption of the Resolution.

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of August 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Cathy Wahlstrom
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 25, 2020, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PDA18-006

DEVELOPMENT AGREEMENT

By and Between

**The City of Ontario,
a California municipal corporation**

and

**Ontario CC, LLC.,
a Delaware limited liability company**

(Development Agreement to follow this page)

**RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:**

CITY OF ONTARIO
CITY CLERK / RECORDS MANAGEMENT
303 EAST "B" STREET
ONTARIO, CA 91764-4196

Space above this line for Recorder's Use Only

Exempt from Fees Per Gov. Code § 6103

File No. PDA18-006

DEVELOPMENT AGREEMENT

By and Between

**City of Ontario
a California municipal corporation**

and

**Ontario CC, LLC.,
a Delaware limited liability company**

_____ , 2020

San Bernardino County, California

DEVELOPMENT AGREEMENT NO. PDA18-006

This Development Agreement (hereinafter "Agreement") is entered into effective as of the ____ day of _____, 2020 by and among the City of Ontario, a California municipal corporation (hereinafter "CITY"), and Ontario CC, LLC., a Delaware limited liability company (hereinafter "OWNER"):

RECITALS

WHEREAS, CITY is authorized to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to Section 65864, et seq. of the Government Code and Section 4.01.015 of the Ontario Development Code; and

WHEREAS, OWNER has requested CITY to enter into a development agreement and proceedings have been taken in accordance with the rules and regulations of CITY; and

WHEREAS, by electing to enter into this Agreement, CITY shall bind future City Councils of CITY by the obligations specified herein and limit the future exercise of certain governmental and proprietary powers of CITY; and

WHEREAS, the terms and conditions of this Agreement have undergone extensive review by CITY and the City Council and have been found to be fair, just and reasonable; and

WHEREAS, the best interests of the citizens of the CITY and the public health, safety and welfare will be served by entering into this Agreement; and

WHEREAS, all of the procedures of the California Environmental Quality Act have been met with respect to the Project and the Agreement in that Edenglen Specific Plan Environmental Impact Report (State Clearinghouse No. 2004051108 (the "FEIR"). The City Council found and determined that the FEIR was prepared in accordance with the requirements of the California Environmental Quality Act and adequately describes the impacts of the project described in the FEIR, which included consideration of this Agreement; and

WHEREAS, this Agreement and the Project are consistent with the CITY's Comprehensive General Plan and the Endenglen Specific Plan; and

WHEREAS, all actions taken and approvals given by CITY have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the Property in accordance with this Agreement will provide substantial benefits to CITY and will further important policies and goals of CITY; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly development of the Property, ensure progressive installation of necessary improvements, provide for public services appropriate to the development of the Project, and generally serve the purposes for which development agreements under Sections 65864 et seq. of the Government Code are intended; and

WHEREAS, OWNER has incurred and will in the future incur substantial costs in order to assure development of the Property in accordance with this Agreement; and

WHEREAS, OWNER has incurred and will in the future incur substantial costs in excess of the generally applicable requirements in order to assure vesting of legal rights to develop the Property in accordance with this Agreement.

WHEREAS, the Property is located in an area of the City of Ontario that has been known as the “New Model Colony” area and the New Model Colony area has now been renamed as “Ontario Ranch.

WHEREAS, Owner’s Property is within the boundaries defined in Exhibit A of the Construction Agreement between the CITY and NMC Builders and the Property covered by this Agreement is what is known as a “Phase 2 Water Property” as such, shall be required to provide funding for CITY’s future construction of the “Phase 2 Water Improvements” which will result in the availability of additional Net MDD Water Availability required for the development as shown on Exhibit “I-1”..

WHEREAS, the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume “Disclosure Letter” (Exhibit “J”). Property owner may wish to provide the attached 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.asp?global_id=T10000004658.

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. The following terms when used in this Agreement shall be defined as follows:

1.1.1 “Agreement” means this Development Agreement.

1.1.2 “CITY” means the City of Ontario, California, a California municipal corporation.

1.1.3 “Construction Agreement” means that certain Agreement for the Financing and Construction of Phases I and II Infrastructure Improvements to Serve an Easterly Portion of the New Model Colony, entered into between the CITY and NMC Builders as of the 4th day of October, 2005, and all future amendments thereto and including the First Amended and Restated Agreement for the Financing and Construction of Limited Infrastructure Improvements to Serve an Easterly Portion of the New Model Colony entered into between the CITY and NMC Builders as of the 21st day of August, 2012 and the Amendment to the First Amended and Restated Agreement for the Financing and Construction of Limited Infrastructure Improvements to Serve and Easterly Portion of the New Model Colony entered into between the CITY and NMC Builders as of the 19th day of September 2017.

1.1.4 “Development” means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project including, but not limited to: grading; the construction of public infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. “Development” does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.

1.1.5 “Development Approvals” means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:

- (a) specific plans and specific plan amendments;
- (b) tentative and final subdivision and parcel maps;
- (c) development plan review.

1.1.6 “Development Exaction” means any requirement of CITY in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.

1.1.7 “Development Impact Fee” means a monetary exaction, other than a tax or special assessment, whether characterized as a fee or a tax and whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, and, for purposes of this Agreement only, includes fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4. For purposes of this Agreement only, "Development Impact Fee" shall not include processing fees and charges imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring

compliance with any Development Approvals granted or issued, including, without limitation, fees for zoning variances; zoning changes; use permits; building inspections; building permits; filing and processing applications and petitions filed with the local agency formation commission or conducting preliminary proceedings or proceedings under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Division 3 (commencing with Section 56000) of Title 5 of the Government Code; the processing of maps under the provisions of the Subdivision Map Act, Division 2 (commencing with Section 66410) of Title 7 of the Government Code; or planning services under the authority of Chapter 3 (commencing with Section 65100) of Division 1 of Title 7 of the Government Code, fees and charges as described in Sections 51287, 56383, 57004, 65104, 65456, 65863.7, 65909.5, 66013, 66014, and 66451.2 of the Government Code, Sections 17951, 19132.3, and 19852 of the Health and Safety Code, Section 41901 of the Public Resources Code, and Section 21671.5 of the Public Utilities Code, as such codes may be amended or superseded, including by amendment or replacement.

1.1.8 “Development Plan” means the Existing Development Approvals and the Existing Land Use Regulations applicable to development of the Property.

1.1.9 “Effective Date” means the date that the ordinance approving this Agreement goes into effect.

1.1.10 “Existing Development Approvals” means all Development Approvals approved or issued on or prior to the Effective Date. Existing Development Approvals includes the Approvals incorporated herein as Exhibit “C” and all other Approvals which are a matter of public record on the Effective Date.

1.1.11 “Existing Land Use Regulations” means all Land Use Regulations in effect on the date of the first reading of the Ordinance adopting and approving this Agreement. Existing Land Use Regulations includes the Regulations incorporated herein as Exhibit “D” and all other Land Use Regulations that are in effect and a matter of public record on such date.

1.1.12 “General Plan” means the The Ontario Plan adopted on January 26, 2010.

1.1.13 “Improvement” or “Improvements” means those public improvements required to support the development of the Project as described in the Parcel Map conditions for Parcel Map No. 20027 as further described in Exhibit “F” (the “Infrastructure Improvements Exhibit”).

1.1.14 “Land Use Regulations” means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, timing and phasing of development, the maximum height and size of buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the Property. “Land Use Regulations” does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:

- (a) the conduct of businesses, professions, and occupations;
- (b) taxes and assessments;
- (c) the control and abatement of nuisances;
- (d) the granting of encroachment permits and the conveyance of similar rights and interests that provide for the use of or the entry upon public property;
- (e) the exercise of the power of eminent domain.

1.1.15 “Mortgagee” means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.

1.1.16 “Net MDD” means net maximum daily water demand.

1.1.17 “NMC Builders” means the consortium of investors and developers responsible for the construction of infrastructure within the New Model Colony incorporated as NMC Builders, LLC.

1.1.18 “OWNER” means the persons and entities listed as owner on page 1 of this Agreement and their permitted successors in interest to all or any part of the Property.

1.1.19 “Phase 2 Water EDUs” means the number of equivalent dwelling units or non-residential square footage assigned to OWNER upon payment to City of the Phase 2 Water Participation Fee for the Project and evidenced by the issuance by CITY of a Certificate of Phase 2 Net MDD Availability in the form attached as Exhibit G.

1.1.20 “Phase 2 Water Improvements” means the future water infrastructure Improvements required for the issuance by CITY of the “Water Availability Equivalents” (WAE) for the Project.

1.1.21 “Phase 2 Water Participation Fee” means the fee paid to City upon City approval of the first Development Entitlement for the Project, to fund the Property’s respective share of the projected costs of the design and construction of the Phase 2 Water Improvements by City. The Phase 2 Water Participation Fee shall be the calculated amount of the Regional Water DIF for the Project based upon the number of units, and land use category for residential units or the number of square feet, and land use category for non-residential square footage of the Project.

1.1.22 “Project” means the development of the Property contemplated by the Development Plan, as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.

1.1.23 “Property” means the real property described on Exhibit “A” and shown on Exhibit “B” to this Agreement.

1.1.24 “Reservations of Authority” means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.6 of this Agreement.

1.1.25 “Amendment to the Construction Agreement” means the amendment to the Construction Agreement modifying the boundaries of the property in Exhibit A of such Construction Agreement to include the Property covered by this Agreement and to provide for the additional funds required for CITY’s future construction of the “Phase 2 Water Improvements” described in a modification to Exhibit C-3 of the Construction Agreement.

1.1.26 “Specific Plan” means that certain specific plan adopted by the City Council, and entitled, “Edenglen Specific Plan.”

1.1.27 “Subsequent Development Approvals” means all discretionary Development Approvals required subsequent to the Effective Date in connection with development of the Property.

1.1.28 “Subsequent Land Use Regulations” means any discretionary Land Use Regulations adopted and effective after the Effective Date of this Agreement.

1.1.29 “Water Availability Equivalent (WAE)” means a designated portion of the total Net MDD made available through the construction of each Phase described in the Water Phasing Plan of the Construction Agreement. The number of Water Availability Equivalents (of portions thereof) required for the approval of a Tract or Subdivision Map 20027 shall be based upon water demand factors and assumptions listed in the Construction Agreement and shown in Exhibit “I-2”.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit “A” — Legal Description of the Property.

Exhibit “B” — Map showing Property and its location.

Exhibit “C” — Existing Development Approvals.

Exhibit “D” — Existing Land Use Regulations.

Exhibit “E” — Description of Required Infrastructure Improvements

Exhibit “F” — Depiction of Infrastructure Improvements Exhibit

Exhibit “G” – Form of Certificate of Net MDD to be issued by CITY

Exhibit “H” – Form of Certificate of DIF Credit to be issued by CITY

Exhibit “I-1” – Ontario Ranch Water Supply Phasing Plan

Exhibit "I-2" – Water Demand Equivalents by Land Use

Exhibit "J" - Form of Disclosure letter

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out only in accordance with the terms of this Agreement.

2.2 Ownership of Property. OWNER represents and covenants that it is the owner of the fee simple title to the Property or a portion thereof, or has the right to acquire fee simple title to the Property or a portion thereof from the current owner(s) thereof. To the extent OWNER does not own fee simple title to the Property, OWNER shall obtain written consent from the current fee owner of the Property agreeing to the terms of this Agreement and the recordation thereof.

2.3 Term. The term of this Agreement shall commence on the Effective Date and shall continue for an initial term of ten (10) years thereafter unless this term is modified or extended pursuant to the provisions of this Agreement. The term of this Agreement may be extended for an additional five (5) years following expiration of the initial ten (10) year term, provided the following have occurred:

- (a) OWNER provides at least 180 days written notice to CITY prior to expiration of the initial term; and
- (b) OWNER is not then in uncured default of this Agreement.

2.4 Assignment.

2.4.1 Right to Assign. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map Act, Government Code Section 66410, et seq.), to any person, partnership, limited liability company, joint venture, firm or corporation at any time during the term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement with respect to the portion of the Property sold and be made in strict compliance with the following:

(a) No sale, transfer or assignment of any right or interest under this Agreement shall be made unless made together with the sale, transfer or assignment of all or a part of the Property. OWNER may be required to provide disclosure that the Property is within the South Archibald Trichloroethylene (TCE) Plume (Exhibit "J"). OWNER may wish to provide the attached Disclosure Letter (Exhibit I) as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq.

(b) Concurrent with any such sale, transfer or assignment, or within fifteen (15) business days thereafter, OWNER shall notify CITY's City Manager, in writing, of such

sale, transfer or assignment and shall provide CITY with: (1) an executed agreement, in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties and obligations of OWNER under this Agreement with respect to the portion of the Property so sold, transferred or assigned.

(c) Any sale, transfer or assignment not made in strict compliance with the foregoing conditions shall constitute a default by OWNER under this Agreement. Notwithstanding the failure of any purchaser, transferee or assignee to execute the agreement required by Paragraph (b) of this Subsection 2.4.1, the burdens of this Agreement shall be binding upon such purchaser, transferee or assignee, but the benefits of this Agreement shall not inure to such purchaser, transferee or assignee until and unless such agreement is executed. The City Manager shall have the authority to review, consider and either approve, conditionally approve, or deny any proposed sale, transfer or assignment that is not made in compliance with this section 2.4.

2.4.2 Release of Transferring Owner. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement unless such transferring owner is given a release in writing by CITY, which release shall be provided by CITY upon the full satisfaction by such transferring owner of the following conditions:

(a) OWNER no longer has a legal or equitable interest in all or any part of the portion of the Property sold, transferred or assigned.

(b) OWNER is not then in default under this Agreement.

(c) OWNER has provided CITY with the notice and executed an agreement as required under Paragraph (b) of Subsection 2.4.1 above. .

(d) The purchaser, transferee or assignee provides CITY with security equivalent to any security previously provided by OWNER (if any) to secure performance of its obligations hereunder which are to be performed upon portion of the Property sold, transferred or assigned .

2.4.3 Effect of Assignment and Release of Obligations. In the event of a sale, transfer or assignment pursuant to the provisions of Section 2.4.2 above:

(a) The assignee shall be liable for the performance of all obligations of OWNER with respect to transferred property, but shall have no obligations with respect to the portions of the Property, if any, not transferred (the "Retained Property").

(b) The owner of the Retained Property shall be liable for the performance of all obligations of OWNER with respect to Retained Property, but shall have no further obligations with respect to the transferred property.

(c) The assignee's exercise, use and enjoyment of the Property or portion thereof shall be subject to the terms of this Agreement to the same extent as if the assignee were the OWNER.

2.4.4 Subsequent Assignment. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section 2.4.

2.4.5 Termination of Agreement With Respect to Individual Lots Upon Sale to Public and Completion of Construction. The provisions of Subsection 2.4.1 shall not apply to the sale or lease (for a period longer than one year) of any parcel which has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user of the parcel. Notwithstanding any other provisions of this Agreement, this Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:

(a) The lot has been finally subdivided and individually (and not in "bulk") sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and,

(b) A certificate of occupancy has been issued for a building on the parcel, and the fees set forth under Section 4 of this Agreement have been paid.

2.5 Amendment or Cancellation of Agreement. This Agreement may be amended or cancelled in whole or in part only in the manner provided for in Government Code Section 65868.1. Any amendment of this Agreement, which amendment has been requested by OWNER, shall be considered by the CITY only upon the payment of the applicable processing charge. This provision shall not limit any remedy of CITY or OWNER as provided by this Agreement. Either Party or successor in interest, may propose an amendment to or cancellation, in whole or in part, of this Agreement. Any amendment or cancellation shall be by mutual consent of the parties or their successors in interest except as provided otherwise in this Agreement or in Government Code Section 65865.1. For purposes of this section, the term "successor in interest" shall mean any person having a legal or equitable interest in the whole of the Property, or any portion thereof as to which such person wishes to amend or cancel this Agreement. The procedure for proposing and adopting an amendment to, or cancellation of, in whole or in part, this Agreement shall be the same as the procedure for adopting and entering into this Agreement in the first instance. Notwithstanding the foregoing sentence, if the CITY initiates the proposed amendment to, or cancellation of, in whole or in part, this Agreement, CITY shall first give notice to the OWNER of its intention to initiate such proceedings at least sixty (60) days in advance of the giving the public notice of intention to consider the amendment or cancellation.

2.6 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

(a) Expiration of the stated term of this Agreement as set forth in Section 2.3.

(b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.

(c) The adoption of a referendum measure overriding or repealing the ordinance approving this Agreement.

(d) Completion of the Project in accordance with the terms of this Agreement including issuance of all required occupancy permits and acceptance by CITY or applicable public agency of all required dedications.

Termination of this Agreement shall not constitute termination of any other land use entitlements approved for the Property. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement which has occurred prior to such termination or with respect to any obligations which are specifically set forth as surviving this Agreement. Upon such termination, any public facilities and services mitigation fees paid pursuant to Section 4.2 of this Agreement by OWNER to CITY on which construction has not yet begun shall be refunded to OWNER by CITY within ten (10) business days.

2.7 Notices.

(a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.

(b) All notices shall be in writing and shall be considered given either: (i) when delivered in person, including, without limitation, by courier, to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below. All notices shall be addressed as follows:

If to CITY:

Scott Ochoa, City Manager
City of Ontario
303 East "B" Street
Ontario, CA 91764

with a copy to:

Scott Huber, City Attorney
Cole Huber, LLP
2261 Lava Ride Court
Roseville, CA 95661
Email: shuber@colehuber.com
Phone: (916) 787-7511

If to OWNER:

Ontario CC, LLC
527 West 7th Street, Suite 200
Los Angeles, CA 90014
Attn: Jared Riemer
Email: jriemer@chindustrial.com
Phone: (949) 478-1883

With a copy to:

Rutan & Tucker, LLP
611 Anton Boulevard, 14th Floor
Costa Mesa, CA 92626
Attn: John A. Ramirez
Email: jramirez@rutan.com
Phone: 714-654-2177

(c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

3.1 Rights to Develop. Subject to the terms of this Agreement including the Reservations of Authority in Section 3.4, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, the Development Plan. The Project shall remain subject to all Subsequent Development Approvals required to complete the Project as contemplated by the Development Plan. Except as otherwise provided in this Agreement, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Development Plan.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement including the Reservations of Authority in Section 3.4, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Existing Land Use Regulations. In connection with any Subsequent Development Approval, CITY shall exercise discretion in accordance with the same manner as it exercises its discretion under its police powers, including the Reservations of Authority set forth herein; provided however, that such discretion shall not prevent development of the Property for the uses and to the density or intensity of development set forth in this Agreement.

3.3 Timing of Development. The parties acknowledge that OWNER cannot at this time predict when or the rate at which phases of the Property will be developed. Such decisions depend upon numerous factors which are not within the control of OWNER,

such as market orientation and demand, interest rates, absorption, completion and other similar factors. Since the California Supreme Court held in Pardee Construction Co. v. City of Camarillo (1984) 37 Cal. 3d 465, that the failure of the parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the parties' intent to cure that deficiency by acknowledging and providing that OWNER shall have the right to develop the Property in such order and at such rate and at such times as OWNER deems appropriate within the exercise of its subjective business judgment.

3.3.1 Infrastructure Improvement Exhibit. Attached hereto as Exhibit "F" are a description of the Infrastructure Improvements needed for the development of the Property ("the Infrastructure Improvement Exhibits").

3.4 Reservations of Authority.

3.4.1 Limitations, Reservations and Exceptions. Notwithstanding any other provision of this Agreement, the CITY shall not be prevented from applying new rules, regulations and policies upon the OWNER, nor shall a development agreement prevent the CITY from denying or conditionally approving any subsequent development project application on the basis of such new rules, regulations and policies where the new rules, regulations and policies consist of the following:

(a) Processing fees by CITY to cover costs of processing applications for development approvals or for monitoring compliance with any development approvals;

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records and any other matter of procedure;

(c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including all uniform codes adopted by the CITY and any local amendments to those codes adopted by the CITY; provided however that, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, the standards and specifications that are expressly identified in the Specific Plan and the building codes in effect as of the Effective Date;

(d) Regulations that may conflict with this Agreement and the Development Plan but that are reasonably necessary to protect the occupants of the Project and/or of the immediate community from a condition perilous to their health or safety;

(e) Regulations that do not conflict with those rules, regulations and policies set forth in this Agreement or the Development Plan and which do not impose additional obligations, costs, and expenses on Owner or the Project;

(f) Regulations that may conflict but to which the OWNER consents.

3.4.2 Subsequent Development Approvals. This Agreement shall not prevent CITY, in acting on Subsequent Development Approvals, from applying Subsequent Land

Use Regulations that do not conflict with the Development Plan and/or the Existing Development Approvals, nor shall this Agreement prevent CITY from denying or conditionally approving any Subsequent Development Approval on the basis of the Existing Land Use Regulations or any Subsequent Land Use Regulation not in conflict with the Development Plan and/or the Existing Development Approvals.

3.4.3 Modification or Suspension by State or Federal Law. In the event that State or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such State or Federal laws or regulations, provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce. In the event OWNER alleges that such State or Federal laws or regulations preclude or prevent compliance with one or more provisions of this Agreement, and the CITY does not agree, the OWNER may, at its sole cost and expense, seek declaratory relief (or other similar non-monetary remedies); provided however, that nothing contained in this Section 3.6.3 shall impose on CITY any monetary liability for contesting such declaratory relief (or other similar non-monetary relief).

3.4.4 Intent. The parties acknowledge and agree that CITY is restricted in its authority to limit its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power which cannot be so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority which cannot be restricted by contract.

3.5 Public Works; Utilities. If OWNER is required by this Agreement or a condition of project approval to construct any public works facilities which will be dedicated to CITY or any other public agency upon completion, and if required by applicable laws to do so, OWNER shall perform such work in the same manner and subject to the same requirements as would be applicable to CITY or such other public agency should it have undertaken such construction. As a condition of development approval, OWNER shall connect the Project to all utilities necessary to provide adequate water, recycled water, sewer, gas, electric, and other utility service to the Project. As a further condition of development approval, OWNER shall to the extent possible contract with the CITY for CITY-owned or operated utilities for this purpose, for such price and on such terms as may be available to similarly situated customers in the CITY.

3.5.1 OWNER agrees that development of the Project shall require the construction of storm drain Improvements from the Property to the connection with the San Bernardino County Line Channel as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building permits and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to completion of

the storm drain Improvements described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion of the storm drain improvements.

3.5.2 OWNER agrees that development of the Project shall require the design and construction of street improvements along the Property as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building permits and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings on the Property prior to Substantial Completion of the street Improvements as described in Exhibits E and F. For purposes of the foregoing, street improvements shall be deemed Substantially Complete even if the final lift of pavement has not been completed (i.e., Owner may install the final lift after completion of all other construction). CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion and subject to final acceptance by CITY of the street improvements. OWNER agrees that the street improvements shall be completed and subject to final acceptance by CITY prior to the release of any security for the construction of the street improvements.

3.5.3 OWNER agrees that development of the Property shall require the extension of permanent master planned water utility Improvements as described in Exhibit E and depicted in Exhibit F consisting generally of the construction of the extension of permanent master planned water utility Improvements from two (2) points of connection to serve the Property. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY upon completion of sufficient water and recycled water improvements to serve the Property from at least one point of connection and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings on the Property until the completion of the water and recycled water improvements described in Exhibit E and depicted in Exhibit F. City agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion of the water and recycled water improvements if there is available permanent water and recycled water service from a minimum of one point of connection and sufficient water is available for fire protection purposes for any buildings while under construction.

3.5.4 OWNER agrees that development of the Property shall require the construction of permanent master planned sewer Improvements to serve the Property as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building permits and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to completion of the sewer improvements described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to the completion of the sewer improvements described in Exhibit E and depicted in Exhibit F.

3.5.5 OWNER agrees that development of the Property shall require the extension of permanent master planned recycled water utility improvements to serve the Property as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that the City may issue grading, building permits and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY upon completion of sufficient water and recycled water improvements to serve the Property from at least one point of connection and OWNER agrees that OWNER shall not request and CITY shall not issue any occupancy permit for any buildings on the Property until the completion of the water improvements described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request a temporary occupancy permit for a building and, if OWNER requests that a temporary certificate of occupancy be issued for a building prior to the completion of the extension of permanent master planned recycled water utility Improvements to serve the Property that CITY may consider such request and may issue temporary certificates of occupancy on a building-by-building basis prior to completion of recycled water improvements if there is available permanent recycled water service connection and sufficient recycled water is available. OWNER and CITY agree that all, or a portion of, the permanent master planned recycled water utility Improvements described in Exhibit E and depicted in Exhibit F may be constructed by others. If such recycled water utility Improvements are constructed by others and completed and accepted by CITY prior to OWNER'S request to CITY of the required grading, building, or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct those permanent master planned recycled water utility Improvements.

3.5.6 OWNER agrees that development of the Property shall require the extension of permanent master planned fiber optic communications infrastructure, at OWNER'S sole cost and expense, as described in the attached Exhibit E and depicted in Exhibit F consisting generally of the construction of the extension of fiber optic communications infrastructure to serve the Property. OWNER and CITY agree that CITY may issue grading, building permits and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to completion of the fiber optic communications infrastructure, as described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to the completion of the fiber optic communications infrastructure, as described in Exhibit E and depicted in Exhibit F.

3.6 Acquisition of Offsite Provision of Real Property Interests. In any instance where OWNER is required by any Development Approval or Land Use Regulation and the Construction Agreement to construct any public improvement on land not owned by OWNER ("Offsite Improvements"), the CITY and OWNER shall cooperate in acquiring the necessary legal interest ("Offsite Property") in accordance with the procedures set forth in Section 2.4 of the Construction Agreement. This section 3.6 is not intended by the parties to impose upon the OWNER an enforceable duty to acquire land or construct any public improvements on land not owned by OWNER, except to the extent that the OWNER elects to proceed with the development of the Project, and then only in

accordance with valid conditions imposed by the CITY upon the development of the Project under the Subdivision Map Act or other legal authority.

3.6.1 CITY Acquisition of Non-Construction Agreement Offsite Property. In the event OWNER is required to construct any public improvements on land not owned by OWNER, but such requirement is not based upon the Construction Agreement, Sections 3.6.1 and 3.6.2 shall control the acquisition of the necessary property interest(s) ("Non-Construction Agreement Offsite Property"). If the OWNER is unable to acquire such Non-Construction Agreement Offsite Property, and following the written request from the OWNER to CITY, CITY agrees to use reasonable and diligent good faith efforts to acquire the Non-Construction Agreement Offsite Property from the owner or owners of record by negotiation to the extent permitted by law and consistent with this Agreement. If CITY is unable to acquire the Non-Construction Agreement Offsite Property by negotiation within thirty (30) days after OWNER'S written request, CITY shall, initiate proceedings utilizing its power of eminent domain to acquire that Non-Construction Agreement Subject Property at a public hearing noticed and conducted in accordance with California Code of Civil Procedure Section 1245.235 for the purpose of considering the adoption of a resolution of necessity concerning the Non-Construction Agreement Offsite Property, subject to the conditions set forth in this Section 3.6.1 The CITY and OWNER acknowledge that the timelines set forth in this Section 3.6.1 represent the maximum time periods which CITY and OWNER reasonably believe will be necessary to complete the acquisition of any Non-Construction Agreement Offsite Property. CITY agrees to use reasonable good faith efforts to complete the actions described within lesser time periods, to the extent that it is reasonably able to do so, consistent with the legal constraints imposed upon CITY.

3.6.2 Owner's Option to Terminate Proceedings. CITY shall provide written notice to OWNER no later than fifteen (15) days prior to making an offer to the owner of the Non-Construction Agreement Offsite Property. At any time within that fifteen (15) day period, OWNER may, at its option, notify CITY that it wants CITY to cease all acquisition proceedings with respect to that Non-Construction Agreement Offsite Property, whereupon CITY shall cease such proceedings. CITY shall provide written notice to OWNER no later than fifteen (15) days prior to the date of the hearing on CITY'S intent to consider the adoption of a resolution of necessity as to any Non-Construction Agreement Offsite Property. At any time within that fifteen (15) day period, OWNER may, at its option, notify CITY that it wants CITY to cease condemnation proceedings, whereupon CITY shall cease such proceedings. If OWNER does not notify CITY to cease condemnation proceedings within said fifteen (15) day period, then the CITY may proceed to consider and act upon the Non-Construction Agreement Offsite Property resolution of necessity. If CITY adopts such resolution of necessity, then CITY shall diligently institute condemnation proceedings and file a complaint in condemnation and seek an order of immediate possession with respect to the Non-Construction Agreement Offsite Property.

3.7 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not within the control of CITY possess authority to regulate aspects of the development of the Property separately from or jointly with CITY and this Agreement does not limit the authority of such other public agencies. CITY agrees to cooperate fully, at

no cost to CITY, with OWNER in obtaining any required permits or compliance with the regulations of other public agencies provided such cooperation is not in conflict with any laws, regulations or policies of the CITY.

3.8 Tentative Parcel Maps; Extension. With respect to applications by OWNER for tentative parcel maps for portions of the Property, CITY agrees that OWNER may file and process tentative maps in accordance with Chapter 4.5 (commencing with Section 66498.1) of Division 2 of Title 7 of the California Government Code and the applicable provisions of CITY's subdivision ordinance, as the same may be amended from time to time. In accordance with the provisions of Section 66452.6 of the Government Code, each tentative subdivision map or tentative parcel map, heretofore or hereafter approved in connection with development of the Property, shall be deemed to have been granted an extension of time to and until the expiration, cancellation, or termination of this Agreement.

3.9 Specific Plan Charge. Pursuant to Government Code section 65456, the City Council may consider adopting a specific plan charge upon persons seeking CITY approvals that are required to be consistent with the Specific Plan. Any such charges shall, in the aggregate, defray, but not exceed, the estimated cost of preparation, adoption, and administration of the Specific Plan, including costs incurred pursuant to the California Environmental Quality Act (Pub. Resources Code, §§ 21000 et seq.). As nearly as can be estimated, the charges shall be a prorated amount in accordance with the applicant's relative benefit derived from the Specific Plan. If such charges are adopted, the CITY shall use such charges to reimburse the OWNER who originally paid the cost of preparing the Specific Plan, including costs incurred pursuant to the California Environmental Quality Act (Pub. Resources Code, §§ 21000 et seq.) to the extent the OWNER paid more than its relative benefit from the Specific Plan. Such charges, if adopted, shall be imposed on persons seeking CITY approvals that are required to be consistent with the Specific Plan, to the extent such person(s) has/have not entered into a reimbursement agreement with, and satisfactory to, the person(s) originally responsible for the cost of preparing the Specific Plan, including costs incurred pursuant to CEQA.

4. PUBLIC BENEFITS.

4.1 Intent. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.

4.2 Development Impact Fees.

4.2.1 Amount of Development Impact Fee. Development Impact Fees (DIF) shall be paid by OWNER. The Development Impact Fee amounts to be paid by OWNER shall be the amounts that are in effect at the time such amounts are due. Nothing contained

in this Agreement shall affect the ability of the CITY to impose new Development Impact Fees or amend the amounts of existing Development Impact Fees. Additionally, nothing contained in this Agreement shall affect the ability of other public agencies that are not controlled by CITY to impose and amend, from time to time, Development Impact Fees established or imposed by such other public agencies, even though such Development Impact Fees may be collected by CITY.

4.2.2 Time of Payment. The Development Impact Fees required pursuant to Subsection 4.2.1 shall be paid to CITY prior to the issuance of building permit for each applicable building (subject to the application/use of available fee deferrals or credits), except for the Open Space and Habitat Acquisition Development Impact fee, which shall be paid by OWNER to CITY prior to the issuance of a grading permit.

4.3 Responsibility for Construction of Public Improvements.

4.3.1 Timely Construction of Public Infrastructure. The phasing of the area wide infrastructure construction within the Ontario Ranch area shall be as approved by the CITY. OWNER shall be responsible for the timely construction and completion of all public infrastructure required for the Project as shown on the attached Exhibit "F" and any and all parcel map conditions. Unless otherwise specified in the Parcel Map conditions, and subject to the provisions of Section 3.5 and 3.6, all other required Improvements for each Parcel Map, shall be completed and operational prior to, and as a condition precedent to, OWNER requesting and CITY's granting of a final occupancy permit for any buildings to be constructed on the Property. All Infrastructure and Improvements shall be completed as required by the Subdivision Agreement/Parcel Map conditions for Parcel Map 20027.

4.3.2 Construction of Public Infrastructure by Third Parties. CITY and OWNER acknowledge that a portion of the Improvements described in Exhibit E and depicted in Exhibit F are necessary for the development of surrounding properties within the Ontario Ranch and the other property owners are also obligated to construct the Improvements or portions thereof. As such, CITY agrees that OWNER's obligation to construct the Improvements may be satisfied by third party owners pursuant to separate written agreements between OWNER and said third party undertaking the construction of the Improvements. Nothing in this Agreement shall be construed to prohibit the coordination of the construction of the Improvements between private parties, including the allocation of costs for the construction of the Improvements. Notwithstanding anything to the contrary herein, any applicable DIF Credits may be transferred and assigned from one (1) party to another with respect to the construction of the Improvements and such transfer or assignment shall not require the conveyance of any real property.

4.3.3 Availability and Use of Recycled Water. OWNER agrees that recycled water shall be available and utilized by OWNER for all construction-related water uses including prior to, and during, any grading of the Property.

4.3.4 Construction of DIF Program Infrastructure. To the extent OWNER is required to construct and completes construction of public improvements that are

included in CITY's Development Impact Fee Program. CITY agrees that CITY shall issue DIF Credit in accordance with the provisions of a separate Fee Credit Agreement between CITY and OWNER. Limitations on the use of DIF Credit issued to OWNER to offset OWNER's DIF payment obligations shall also be subject to the provisions of a separate Fee Credit Agreement. OWNER may also be eligible to receive DIF Credit from OWNER's construction of DIF Program Infrastructure. Any such DIF Credit shall be subject to a Fee Credit Agreement between CITY and OWNER. CITY and OWNER agree that the Fee Credit Agreement between CITY and OWNER shall comply with CITY's adopted policies applicable to such agreements.

4.4 Public Services Funding Fee.

4.4.1 Requirement for Payment of Public Services Funding Fee. In order to ensure that the adequate provision of public services, including without limitation, police, fire and other public safety services, are available to each Project in a timely manner, OWNER shall pay to CITY a "Public Services Funding Fee." The Public Services Funding Fee shall apply to residential and non-residential uses as set forth below.

4.4.2 Public Services Funding Fee Amount. OWNER shall pay a Public Services Funding fee in a single installment payment in the amount of Sixty-Three Cents (\$.63) per square foot of each non-residential building. The single installment for non-residential uses shall be due and payable on a building-by-building basis prior to the issuance of the building permit for a non-residential building. The amount of the Single Installment for non-residential uses shall automatically increase by percentage increase (but no decrease) in the Consumer Price Index (Los Angeles-Anaheim-Riverside County), 1950-2001 (1982-84=100) over the preceding year on January 1st of each year, beginning on January 1, 2021. OWNER may exercise the option to pay any single installment amounts for the remainder of the non-residential square footage within the Project on or before December 31st, before the Single Installment amount is automatically increased.

4.5 Net MDD/Water Availability Equivalents.

4.5.1 Effectiveness of Agreement. Notwithstanding anything else set forth in this Agreement, CITY and OWNER each acknowledge, confirm, and agree, that (i) the City approval of this Agreement and (ii) the effectiveness of this Agreement, in each case, is conditioned upon OWNER's admission to NMC Builders as a "Member" thereof pursuant to the terms and conditions of the operating agreement of NMC Builders. OWNER and CITY agree that OWNER shall become a Member of NMC Builders within 30 days of the effective date of this Agreement.

4.5.2 Assigned Net MDD/Water Availability Equivalents. OWNER acknowledges that the City has agreed with NMC Builders to reserve exclusively for Members of NMC Builders, including OWNER, Net MDD made available through the construction of water system improvements funded by NMC Builders and/or OWNER. OWNER acknowledges that the provisions of the Construction Agreement Amendment require that the City shall not issue building permits or certificates of occupancy for the area of development within

the New Model Colony served by the water system improvements funded by NMC Builders, except to the bearer of a Certificate of Net MDD Water Availability.

4.5.3 Requirement for NMC Builders LLC Membership as a Phase 2 Water Member. OWNER and CITY agree that OWNER's payment to CITY required by Section 4.5.4 below represents OWNER's contribution to the funding required for the future construction of the Phase 2 Water Improvements and the availability of additional Net MDD Water Availability required for the development of the Property described in Exhibit A of this Agreement.

4.5.4 CITY issuance of Water Availability Equivalents. Within 30 days after the effectiveness of this Development Agreement OWNER shall pay or have paid to City the applicable Phase 2 Water Participation Fee. The Phase 2 Water Participation Fee shall be calculated based on the amount of the Regional Water DIF for the applicable land use category and the square footage of the applicable buildings. The calculated amount of the Phase 2 Water Participation Fee shall be paid to City within 30 days after the effective date of this Agreement or, at OWNER's option, the Phase 2 Water Participation Fee may be paid to City in two (2) installments. The first installment shall be fifty percent (50%) of the total Phase 2 Water Participation Fee and such first installment shall be due and payable to City within 30 days after the effective date of this Development Agreement. The second installment shall be the remaining amount of the Phase 2 Water Participation Fee and such second installment shall be due and payable to City within one (1) year after the payment of the first installment, or prior to, and as a condition precedent to, the recording of any final Parcel Map for the Project, whichever occurs first. Upon OWNER's complete payment to CITY of the Phase 2 Water Participation Fee CITY shall issue a Certificate of Water Availability Equivalents in the form attached hereto as Exhibit G. Such Water Availability Equivalents Certificate shall be issued by CITY within thirty (30) days of the receipt of such required payment. CITY and OWNER agree that the amount of Water Availability Equivalents issued to OWNER shall be based on the maximum projected need for Water Availability Equivalents required for the Property based upon water demand factors and assumptions listed in Exhibit C-2R of the Phase 2 Water Amendment to the Construction Agreement "Water Demand Equivalents by Land Use" for each land use category. Additionally, within five (5) business days of CITY's receipt of OWNER's payment as required under this Section 4.5.2, CITY shall issue a certificate of DIF Credit against OWNER's DIF obligations in the Regional Water DIF Category.

4.5.5 Requirement for other Water System Improvements. A Certificate of Net MDD Availability is evidence only of available water capacity and does not satisfy any other conditions applicable to OWNER's Project, including those relating to design and construction of master-planned potable water and recycled water transmission and distribution system for the respective pressure zone and other public infrastructure requirements.

4.6 Compliance with Public Benefits Requirements.

4.6.1 Failure to Provide Public Benefits. In the event OWNER fails or refuses to comply with any condition referenced in Section 4.1 through 4.6, or challenges (whether

administratively or through legal proceedings) the imposition of such conditions, OWNER shall be deemed in default of this Agreement pursuant to Section 8 hereof, thereby entitling the City to any and all remedies available to it, including, without limitation, the right of the City to withhold OWNER's Project-related building permits, certificates of occupancy, or discretionary approvals, without liability. Nothing herein shall waive Owner's right to assert a default (or failure to perform) by the City has excused Owner's performance under this Agreement.

5. FINANCING OF PUBLIC IMPROVEMENTS.

5.1 Financing Mechanism(s). OWNER agrees that, prior to the recordation of any Parcel Map, the property subject to such Parcel Map shall be included in a CFD to finance City services through annual special taxes that will initially be thirty-one cents (\$.31) per square foot for non-residential buildings. These amounts shall be subject to an automatic increase at a rate not to exceed four (4%) percent per year. Depending on the fiscal year that the CFD is formed and the CFD tax is levied, the annual special taxes may be higher. CITY shall be the sole and exclusive lead agency in the formation of any CFD, assessment district or other public financing mechanism within the Property; provided however, that the proceeds of any such CFD, assessment district, or financing mechanism may be used, subject to restrictions that may be imposed by applicable law, for the purposes of acquiring, constructing or maintaining public facilities to be owned or operated by other public agencies, including, without limitation those facilities owned or operated by a school district. In addition to the rights of the CITY pursuant to section 5.1 hereof, CITY shall have the right, but not the obligation, to condition the formation of any CFD, assessment district or other public financing mechanism within the Property on the OWNER mitigating all Project-related impacts to the applicable school district(s) as required by such school district(s). Written evidence by such school district(s) may be required by the CITY as the condition to the formation of any CFD, assessment district or other public financing mechanism within the Property, or any steps preliminary thereto, including, without limitation, the adoption of any resolution of intention to form such CFD, assessment district or other public financing mechanism within the Property. It is not the intent of the parties hereto, by this provision, to prohibit or otherwise limit the City's ability to take any and all necessary steps requisite to the formation of the CFD to finance City services through annual special taxes as set forth in this Section 5.1. Formation of any CFD, assessment district or other public financing mechanism within the Property, shall be subject to CITY's ability to make all findings required by applicable law and complying with all applicable legal procedures and requirements including, without limitation, CITY's public financing district policies as such policies may be amended from time to time. Notwithstanding the foregoing, it is acknowledged and agreed by the parties that nothing contained in this Agreement shall be construed as requiring CITY or the City Council to form any such district.

6. REVIEW FOR COMPLIANCE.

6.1 Periodic and Special Reviews.

6.1.1 Time for and Initiation of Periodic Review. The CITY shall review this Agreement every twelve (12) months from the Effective Date in order to ascertain the good faith compliance by the OWNER with the terms of this Agreement. The OWNER shall submit an Annual Monitoring Report to CITY, in a form acceptable to the City Manager, along with any applicable processing charge within ten (10) days after each anniversary date of the Effective Date of this Agreement. Within fifteen (15) days after the receipt of the Annual Monitoring Report, CITY shall review the Annual Monitoring Report. Prior to the expiration of the fifteen (15) day review period, CITY shall either issue a notice of continuing compliance or a notice of non-compliance and a notice of CITY's intent to conduct a Special Review pursuant to Sections 6.1.2 through 6.1.6. Issuance of a notice of continuing compliance may be issued by the City Manager or his designee.

6.1.2 Initiation of Special Review. A special review may be called either by agreement between the parties or by initiation in one or more of the following ways:

- (a) Recommendation of the Planning staff;
- (b) Affirmative vote of at least four (4) members of the Planning Commission; or
- (c) Affirmative vote of at least three (3) members of the City Council.

6.1.3 Notice of Special Review. The City Manager shall begin the special review proceeding by giving notice that the CITY intends to undertake a special review of this Agreement to the OWNER. Such notice shall be given at least ten (10) days in advance of the time at which the matter will be considered by the Planning Commission.

6.1.4 Public Hearing. The Planning Commission shall conduct a hearing at which the OWNER must demonstrate good faith compliance with the terms of this Agreement. The burden of proof on this issue is upon the OWNER.

6.1.5 Findings Upon Public Hearing. The Planning Commission shall determine upon the basis of substantial evidence whether or not the OWNER has, for the period under review, complied in good faith with the terms and conditions of this Agreement.

6.1.6 Procedure Upon Findings.

(a) If the Planning Commission finds and determines on the basis of substantial evidence that the OWNER has complied in good faith with the terms and conditions of this Agreement during the period under review, the review for that period is concluded.

(b) If the Planning Commission finds and determines on the basis of substantial evidence that the OWNER has not complied in good faith with the terms and conditions of this Agreement during the period under review, the Planning Commission may recommend to the City Council to modify or terminate this Agreement.

(c) The OWNER may appeal a determination pursuant to paragraph (b) to the City Council in accordance with the CITY's rule for consideration of appeals in zoning matters generally.

6.2 Proceedings Upon Modification or Termination. If, upon a finding under Section 6.1.6(b), the CITY determines to proceed with modification or termination of this Agreement, the CITY shall give notice to the property OWNER of its intention so to do. The notice shall contain:

- (a) The time and place of the hearing;
- (b) A statement as to whether or not the CITY proposes to terminate or to modify this Agreement; and
- (c) Other information that the CITY considers necessary to inform the OWNER of the nature of the proceeding.

6.3 Hearing on Modification or Termination. At the time and place set for the hearing on modification or termination, the OWNER shall be given an opportunity to be heard. The OWNER shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The burden of proof on this issue shall be on the OWNER. If the City Council finds, based upon substantial evidence in the administrative record, that the OWNER has not complied in good faith with the terms and conditions of the agreement, the City Council may terminate this Agreement or modify this Agreement and impose those conditions to the action it takes as it considers necessary to protect the interests of the CITY. The decision of the City Council shall be final, subject only to judicial review pursuant to Section 1094.5 of the Code of Civil Procedure.

6.4 Certificate of Agreement Compliance. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon written request by OWNER, issue a Certificate of Agreement Compliance ("Certificate") to OWNER stating that after the most recent Periodic or Special Review and based upon the information known or made known to the Planning Director and City Council that (1) this Agreement remains in effect and (2) OWNER is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, shall state whether the Certificate is issued after a Periodic or Special Review and shall state the anticipated date of commencement of the next Periodic Review. OWNER may record the Certificate with the County Recorder. Whether or not the Certificate is relied upon by assignees or other transferees or OWNER, CITY shall not be bound by a Certificate if a default existed at the time of the Periodic or Special Review, but was concealed from or otherwise not known to the Planning Director or City Council.

7. [RESERVED]

8. DEFAULT AND REMEDIES.

8.1 Remedies in General. It is acknowledged by the parties that CITY would not have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER, or to any

successor in interest of OWNER, or to any other person, and OWNER covenants not to sue for damages or claim any damages:

- (a) For any breach of this Agreement or for any cause of action which arises out of this Agreement; or
- (b) For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or
- (c) Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.

8.2 Specific Performance. The parties acknowledge that money damages and remedies at law generally are inadequate and specific performance and other non-monetary relief are particularly appropriate remedies for the enforcement of this Agreement and should be available to all parties for the following reasons:

- (a) Money damages are unavailable against CITY as provided in Section 8.1 above.
- (b) Due to the size, nature and scope of the project, it may not be practical or possible to restore the Property to its natural condition once implementation of this Agreement has begun. After such implementation, OWNER may be foreclosed from other choices it may have had to utilize the Property or portions thereof. OWNER has invested significant time and resources and performed extensive planning and processing of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement, and it is not possible to determine the sum of money which would adequately compensate OWNER for such efforts.

8.3 Release. Except for nondamage remedies, including the remedy of specific performance and judicial review as provided for in Section 6.5, OWNER, for itself, its successors and assignees, hereby releases the CITY, its officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, upon the CITY because it entered into this Agreement or because of the terms of this Agreement.

8.4 Termination or Modification of Agreement for Default of OWNER. Subject to the provisions contained in Subsection 6.3 herein, CITY may terminate or modify this Agreement for any failure of OWNER to perform any material duty or obligation of OWNER under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default"); provided, however, CITY may terminate or modify this Agreement pursuant to this Section only after providing written notice to OWNER of default setting forth the nature of the default and the actions, if any, required by OWNER

to cure such default and, where the default can be cured, OWNER has failed to take such actions and cure such default within 60 days after the effective date of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default.

8.5 Termination of Agreement for Default of CITY. OWNER may terminate this Agreement only in the event of a default by CITY in the performance of a material term of this Agreement and only after providing written notice to CITY of default setting forth the nature of the default and the actions, if any, required by CITY to cure such default and, where the default can be cured, CITY has failed to take such actions and cure such default within 60 days after the effective date of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default.

9. THIRD PARTY LITIGATION.

9.1 General Plan Litigation. CITY has determined that this Agreement is consistent with its Comprehensive General Plan, as such General Plan exists as of the Effective Date ("General Plan"), and that the General Plan meets all requirements of law. OWNER has reviewed the General Plan and concurs with CITY's determination. CITY shall have no liability in damages under this Agreement for any failure of CITY to perform under this Agreement or the inability of OWNER to develop the Property as contemplated by the Development Plan of this Agreement as the result of a judicial determination that on the Effective Date, or at any time thereafter, the General Plan, or portions thereof, are invalid or inadequate or not in compliance with law.

9.2 Third Party Litigation Concerning Agreement. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement or the approval of any permit granted pursuant to this Agreement. CITY shall promptly notify OWNER of any such claim, action or proceeding, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action or proceeding, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action or proceeding.

9.3 Indemnity. In addition to the provisions of 9.2 above, OWNER shall indemnify and hold CITY, its officers, agents, employees and independent contractors free and harmless from any liability whatsoever, based or asserted upon any act or omission of OWNER, its officers, agents, employees, subcontractors and independent contractors, for property damage, bodily injury, or death (OWNER's employees included) or any other element of damage of any kind or nature, to the extent relating to or in any way connected with or arising from the activities contemplated hereunder, including, but not limited to, the study,

design, engineering, construction, completion, failure and conveyance of the public improvements, save and except claims for damages arising through the sole active negligence or sole willful misconduct of CITY. OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents, employees and independent contractors in any legal action based upon such alleged acts or omissions. CITY may in its discretion participate in the defense of any such legal action.

9.4 Environment Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, to the extent based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property during OWNER'S period of ownership of the Property, including, but not limited to, soil and groundwater conditions caused by OWNER, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission. CITY may in its discretion participate in the defense of any such action.

9.5 Reservation of Rights. With respect to Sections 9.2, 9.3 and 9.4 herein, CITY reserves the right to either (1) approve the attorney(s) which OWNER selects, hires or otherwise engages to defend CITY hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense, provided, however, that OWNER shall reimburse CITY forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor.

9.6 Survival. The provisions of this Sections 9.1 through 9.6, inclusive, shall survive the termination of this Agreement.

10. MORTGAGEE PROTECTION.

10.1 Mortgagee Protection. The parties hereto agree that this Agreement shall not prevent or limit OWNER, in any manner, at OWNER's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property. CITY acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and agrees upon request, from time to time, to meet with OWNER and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. CITY will not unreasonably withhold its consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Property shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the Property, or any part thereof, which Mortgagee, has submitted a request in writing to the CITY in the manner specified herein for giving notices, shall be entitled to receive written notification from CITY of any default by OWNER in the performance of OWNER's obligations under this Agreement.

(c) If CITY timely receives a request from a Mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.

(d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.4 of this Agreement

(e) In the event of a default by Owner, any Mortgagee shall have the right to remedy, or cause to be remedied, such default within sixty (60) days following the later to occur of (i) the date of Mortgagee's receipt of the notice referred to in Section 10.1(b) above, or (ii) the expiration of the period provided herein for Owner to remedy or cure such default, and City shall accept such performance by or at the insistence of the Mortgagee as if the same had been timely made by Owner; provided, however, that (i) if such default is not capable of being cured within the timeframes set forth in this Section and Mortgagee commences to cure the default within such timeframes, then Mortgagee shall have such additional time as is required to cure the default so long as Mortgagee diligently prosecutes the cure to completion and (ii) if possession of the Property (or portion thereof) is required to effectuate such cure or remedy, the Mortgagee shall be deemed to have timely cured or remedied if it commences the proceedings necessary to obtain possession thereof within sixty (60) days after receipt of the copy of the notice, diligently pursues such proceedings to completion, and, after obtaining possession, diligently completes such cure or remedy.

11. MISCELLANEOUS PROVISIONS.

11.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the San Bernardino County Recorder by the City Clerk within the ten (10) days after the CITY executes this Agreement, as required by Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement as provided for herein and in Government Code

Section 65868, or if the CITY terminates or modifies the agreement as provided for herein and in Government Code Section 65865.1 for failure of the applicant to comply in good faith with the terms or conditions of this Agreement, the City Clerk shall have notice of such action recorded with the San Bernardino County Recorder.

11.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

11.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement, including the payment of the fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

11.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

11.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

11.6 Singular and Plural. As used herein, the singular of any word includes the plural.

11.7 Joint and Several Obligations. Subject to Section 2.4, if at any time during the term of this Agreement the Property is owned, in whole or in part, by more than one owner, all obligations of such owners under this Agreement shall be joint and several, and the default of any such owner shall be the default of all such owners. Notwithstanding the foregoing, no owner of a single lot which has been finally subdivided and sold to such owner as a member of the general public or otherwise as an ultimate user shall have any obligation under this Agreement except as provided under Section 4 hereof.

11.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

11.9 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

11.10 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

11.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, strikes and other labor difficulties beyond the party's control, (including the party's employment force), government regulations, court actions (such as restraining orders or injunctions), or other causes beyond the party's control. If any such events shall occur, the term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the term of this Agreement shall not be extended under any circumstances for more than five (5) years.

11.12 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

11.13 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and, (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.

11.14 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

11.15 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of San Bernardino, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.

11.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that

each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.

11.17 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement. The City Manager may delegate his powers and duties under this Agreement to an Assistant City Manager or other management level employee of the CITY.

11.18 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

11.19 Agent for Service of Process. In the event OWNER is not a resident of the State of California or it is an association, partnership or joint venture without a member, partner or joint venturer resident of the State of California, or it is a foreign corporation, then in any such event, OWNER shall file with the Planning Director, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence and business addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon OWNER. If for any reason service of such process upon such agent is not feasible, then in such event OWNER may be personally served with such process out of this County and such service shall constitute valid service upon OWNER. OWNER is amenable to the process so served, submits to the jurisdiction of the Court so obtained and waives any and all objections and protests thereto.

11.20 Estoppel Certificate. Within thirty (30) business days following a written request by any of the parties, the other party shall execute and deliver to the requesting party a statement certifying that (i) either this Agreement is unmodified and in full force and effect or there have been specified (date and nature) modifications to the Agreement, but it remains in full force and effect as modified; and (ii) either there are no known current uncured defaults under this Agreement or that the responding party alleges that specified (date and nature) defaults exist. The statement shall also provide any other reasonable information requested. The failure to timely deliver this statement shall constitute a conclusive presumption that this Agreement is in full force and effect without modification except as may be represented by the requesting party and that there are no uncured defaults in the performance of the requesting party, except as may be represented by the requesting party. OWNER shall pay to CITY all costs incurred by CITY in connection with

the issuance of estoppel certificates requested by Owner under this Section 11.20 prior to CITY's issuance of such certificates.

11.21 Authority to Execute. The person or persons executing this Agreement on behalf of OWNER warrants and represents that he or she/they have the authority to execute this Agreement on behalf of his or her/their corporation, partnership or business entity and warrants and represents that he or she/they has/have the authority to bind OWNER to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set forth below.

[SIGNATURES CONTAINED ON FOLLOWING PAGE]

**SIGNATURE PAGE
TO DEVELOPMENT AGREEMENT**

“OWNER”

Ontario CC, LLC.
a Delaware limited liability company

By: CHI West 111 Ontario CC, L.P.,
a Delaware limited partnership,
its managing member

By: CHI Development GP, L.L.C.,
a Delaware limited liability company,
its general partner

By: _____
Name: Philip J. Prassas
Title: Vice President
Date: _____

“CITY”

CITY OF ONTARIO

By: _____
Scott Ochoa
City Manager

Date: _____

ATTEST:

City Clerk, Ontario

APPROVED AS TO FORM:

COLE HUBER, LLP

City Attorney

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, 20____, before me, _____,
Date *Insert Name and Title of the Officer*

personally appeared _____
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

Place Notary Seal Above

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, 20____, before me, _____,
Date *Insert Name and Title of the Officer*

personally appeared _____
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

Place Notary Seal Above

EXHIBIT "A"
TO DEVELOPMENT AGREEMENT

Legal Description of Property

Real property in the City of Chino, County of San Bernardino, State of California, described as follows:

THE SOUTHEASTERLY 1/4 OF THE NORTHEASTERLY 1/4 OF SECTION 12, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPT THEREFROM THE EAST 30 FEET AS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 16, 1943, IN BOOK 1578, PAGE 371, OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM PARCEL NOS. 1, 2 AND 3 AS CONVEYED TO SOUTHERN SURPLUS REALTY CO., BY DEED RECORDED OCTOBER 10, 1973, IN BOOK 8284, PAGE 113, OFFICIAL RECORDS.

APN: 0218-171-21-0-000

Real property in the City of Ontario, County of San Bernardino, State of California, described as follows:

THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 12, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPT THEREFROM THE EAST 30 FEET CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 16, 1943 IN BOOK 1578, PAGE 371, OFFICIAL RECORDS OF SAID COUNTY.

ALSO EXCEPT THE WEST 200 FEET CONVEYED TO THE SOUTHERN CALIFORNIA EDISON COMPANY BY DEED RECORDED JANUARY 19, 1967 IN BOOK 6759, PAGE 770, OFFICIAL RECORDS OF SAID COUNTY.

ALSO EXCEPT THAT PORTION CONVEYED TO THE CITY OF ONTARIO IN GRANT DEED RECORDED JANUARY 30, 2007 AS INSTRUMENT NO. 2007-0059195 OF OFFICIAL RECORDS, AS DESCRIBED THEREIN.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE CITY OF ONTARIO IN GRANT DEED RECORDED JANUARY 18, 2008 AS INSTRUMENT NO. 2008-0026278 OF OFFICIAL RECORDS, AS DESCRIBED THEREIN.

ALSO EXCEPT THAT PORTION CONVEYED TO CHINO BASIN DESALTER AUTHORITY IN GRANT DEED RECORDED MARCH 22, 2013 AS INSTRUMENT NO. 2013-0119363 OF OFFICIAL RECORDS, AS DESCRIBED THEREIN.

APN: 0218-171-27-0-000

EXHIBIT "B"
TO DEVELOPMENT AGREEMENT

Map showing Property and its location



EXHIBIT "C"
TO DEVELOPMENT AGREEMENT

Existing Development Approvals

On September 13, 2005, the Planning Commission:

- a) Issued Resolution No. 2005-081, recommending City Council adopt and certify the Edenglen Environmental Impact Report (SCH#2004051108); and
- b) Issued Resolution No. 2005-082, recommending City Council approval of the General Plan Amendment (PGPA03-005); and
- c) Issued Resolution No. 2005-083, recommending City Council approval of the Edenglen Specific Plan (PSP03-005).

On October 4, 2005, the City Council:

- a) Approved the General Plan Amendment and issued Resolution No. 2005-100; and
- b) Adopted and certified the Edenglen Environmental Impact Report and issued Resolution No. 2005-101; and
- c) Approved the Edenglen Specific Plan and held it over for a second reading on November 1, 2005.

On November 1, 2005, the City Council:

- a) Approved the Edenglen Specific Plan and issued Ordinance No. 2817.

On July 14, 2009, the Planning Commission:

- a) Issued Resolution No. PC09-020, recommending the City Council certify the Program EIR for The Ontario Plan (SCH#2008101140).
- b) Issued Resolution No. PC09-021, recommending the City Council approve the Component Framework for The Ontario Plan (File No. PGPA06-001).
- c) Issued Resolution No. PC09-22, recommending City Council approval of a comprehensive update to The Ontario General Plan (File No. PGPA06-001).

**EXHIBIT "C" Continued
TO DEVELOPMENT AGREEMENT**

On January 27, 2010, the City Council:

- a) Issued Resolution Nos. 2010-003, 2010-004, 2010-005, 2010-006, certifying the EIR (SCH#2008101140) for The Ontario Plan and adoption of an addendum to The Ontario Plan (File No. PGPA06-001).

EXHIBIT "D"
TO DEVELOPMENT AGREEMENT

Existing Land Use Regulations

These documents are listed for reference only:

1. 2005 General Plan Amendment No. 4, Resolution No. 2005-100
2. Edenglen Specific Plan (File No. PSP03-005)
3. Edenglen EIR (SCH#2004051108), Resolution No. 2005-101
4. Addendum to The Ontario Plan (File No. PGPA06-001)
5. The Ontario Plan EIR (SCH#2008101140)
6. City of Ontario Municipal Code
 - a. Six – Sanitation & Health
 - b. Seven – Public Works
 - c. Eight – Building Regulations
 - d. Nine – Development Code
 - e. Ten – Parks & Recreation

**EXHIBIT “E”
TO THE DEVELOPMENT AGREEMENT**

Description of Required Infrastructure Improvements

STORM DRAIN (SD)

1. SD along Mill Creek Avenue from Chino Avenue to connect to the San Bernardino County Line Channel in Bellegrave Avenue.
2. SD along Hamner Avenue between Riverside Drive and Chino Avenue.

STREETS (ST)

1. Full half-width street improvements on the south side and circulation lane improvements on the north side of Riverside Drive along the Property frontage.
2. Full half-width street improvements on Hamner Avenue between Riverside Drive and Chino Avenue.
 - a. Parkway improvements are not required along the frontage of the SCE substation at the NWC of Hamner and Chino.
3. Modifications to an existing traffic signal at Riverside Drive and Hamner Avenue
4. Traffic Signal at Riverside Drive and Project Driveway.
5. Traffic Signal at Hamner Avenue and Project Driveway.

WATER (Potable [PW] & Recycled [RW])

1. 12-inch 1010PZ PW on Hamner Ave between Riverside Drive and Chino Avenue.
2. 12-inch 1010PZ PW on Chino Ave between Hamner Ave and westerly project boundary.
3. 8-inch 1050PZ RW on Riverside Drive between westerly Project limit and Hamner Avenue.
4. 8-inch 1050PZ RW on Hamner Ave between Riverside Drive and Chino Avenue.

**EXHIBIT “E” Continued
TO THE DEVELOPMENT AGREEMENT**

5. 8-inch 1050PZ RW on Chino Ave between Hamner Avenue and Edenglen Avenue with stubs north to connect to existing RW in Edenglen Avenue north of Chino Ave.
6. Relocate portions or all of the City of Ontario pressure reducing station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer.
7. Relocate portions or all of the Chino Desalter Authority desalination station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation, if required by the Chino Desalter Authority. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer and Chino Desalter Authority.

SEWER (SW)

1. SW off-site improvements in Mill Creek Avenue and Chino Avenue, as identified in the Sewer Master Plan and the Edenglen Specific Plan.

FIBER OPTIC COMMUNICATIONS (FO)

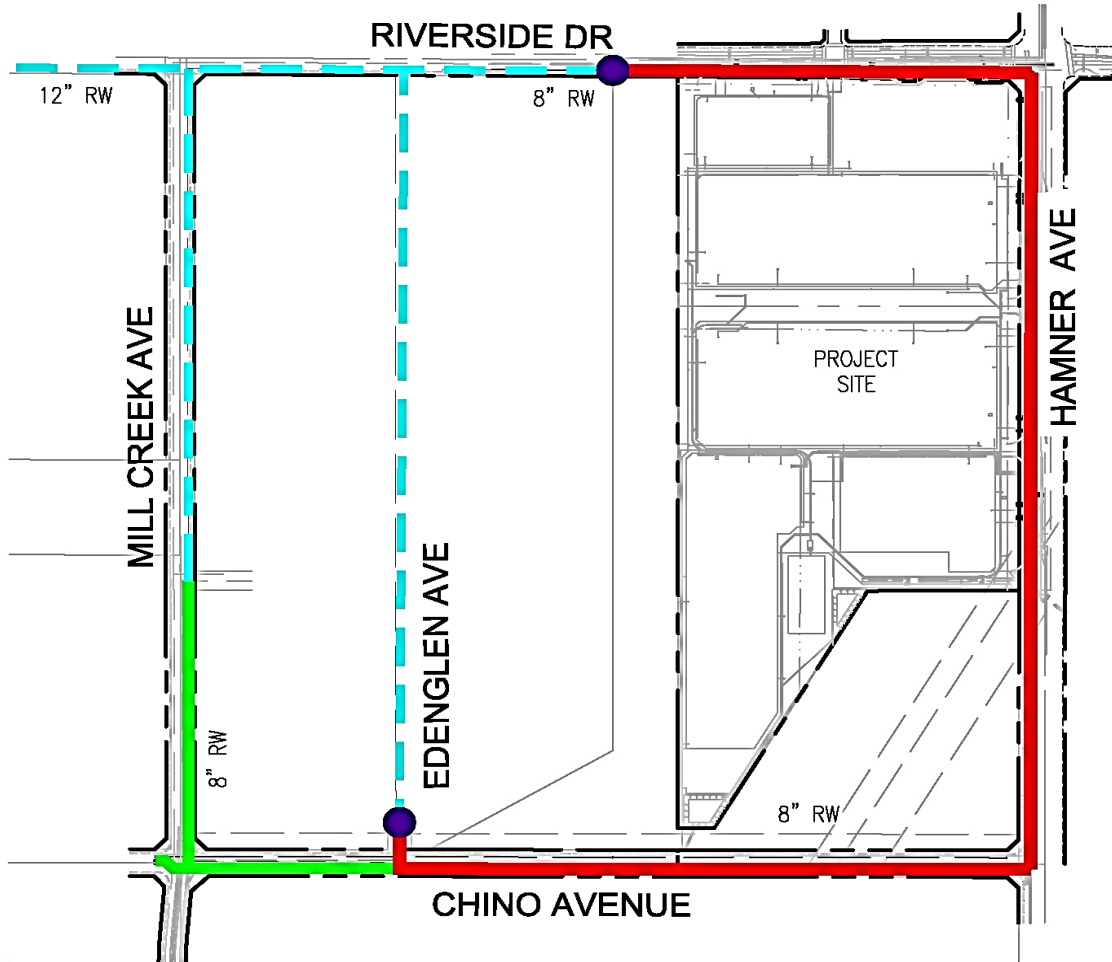
1. FO in Riverside Drive between along the Property frontage.
2. FO on Hamner between Riverside Drive and Chino Avenue.

EXHIBIT “F”

Depiction of required Infrastructure Improvements

[SEE ATTACHMENTS]

EXHIBIT F-1
RECYCLED WATER IMPROVEMENTS



LEGEND:

- EXISTING RECYCLED WATER (CITY OF ONTARIO)
- NEW RECYCLED WATER (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
- FUTURE RECYCLED WATER (CITY OF ONTARIO)
- POINT OF CONNECTION

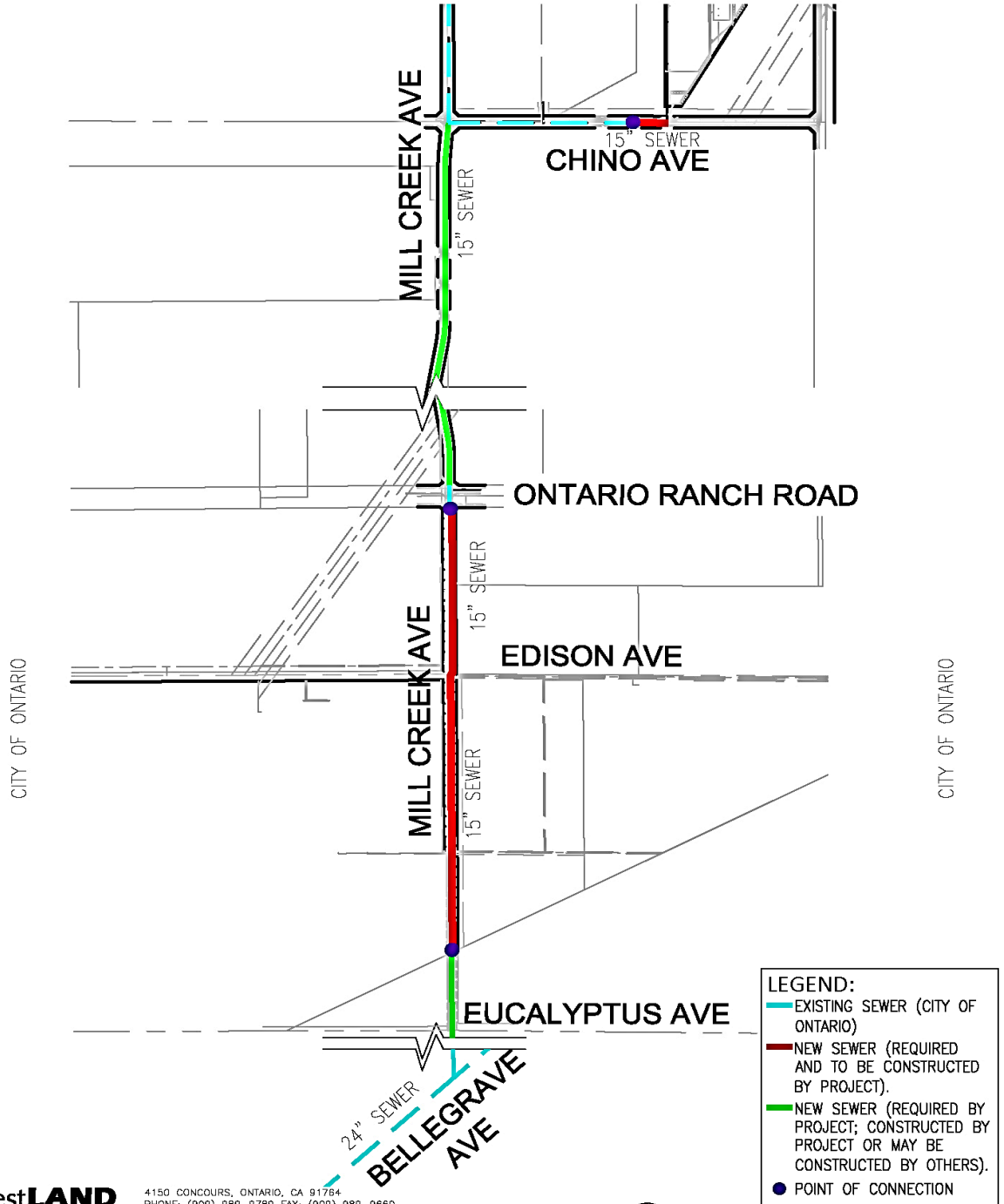
WestLAND Group, Inc.
 4150 CONCOURS, ONTARIO, CA 91764
 PHONE: (909) 989-9789 FAX: (909) 989-9660
 Land Surveyors • Civil Engineers • GIS

N.T.S.

• Development Agreement • Parcel 20027

DATE: 07/08/2020

EXHIBIT F-2
SEWER IMPROVEMENTS

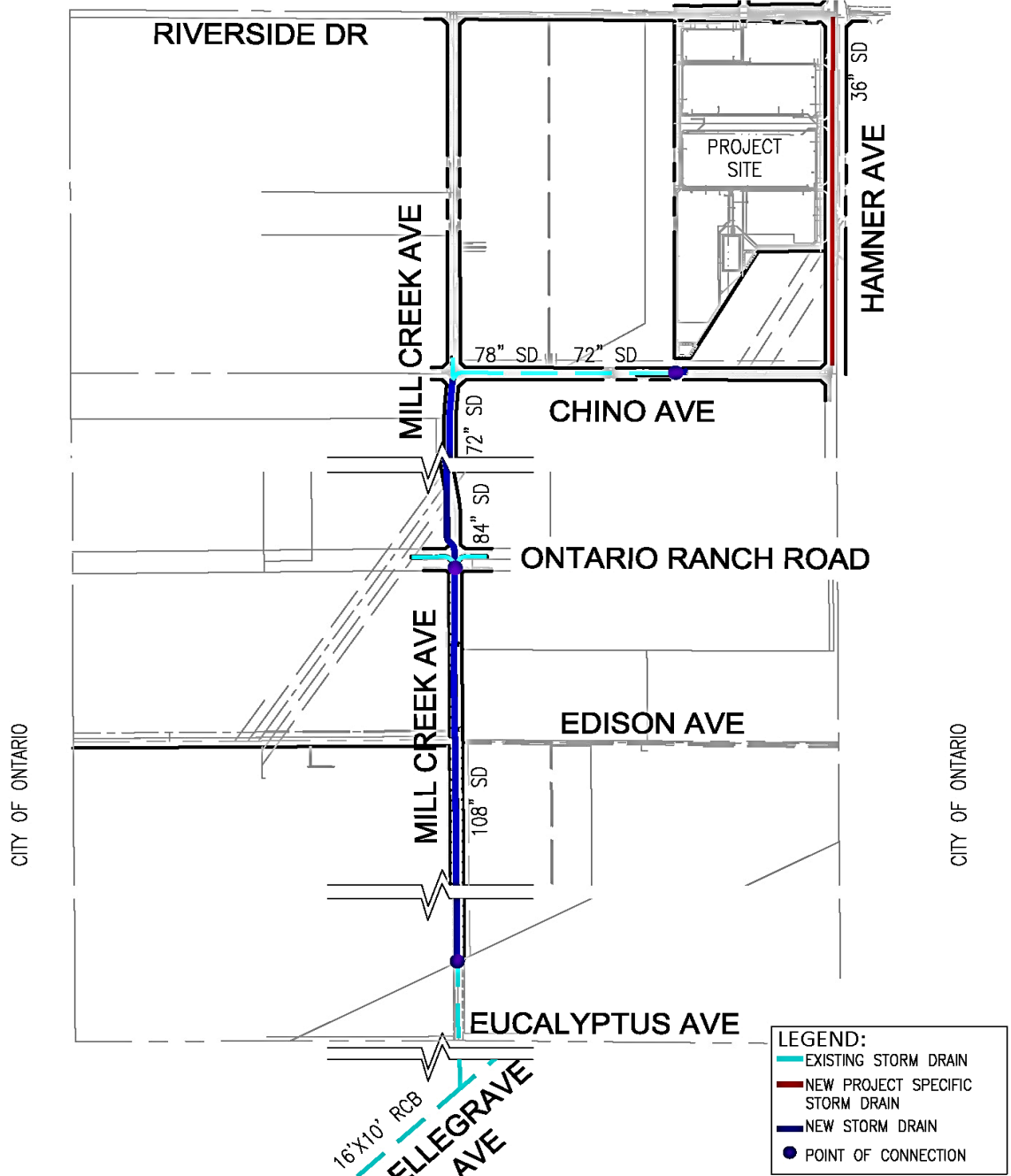


WestLAND Group, Inc.
 4150 CONCOURS, ONTARIO, CA 91764
 PHONE: (909) 989-9789 FAX: (909) 989-9660
 Land Surveyors • Civil Engineers • GIS

• Development Agreement • Parcel 20027

DATE: 07/08/2020

EXHIBIT F-3
STORM DRAIN IMPROVEMENTS



WestLAND
Group, Inc.

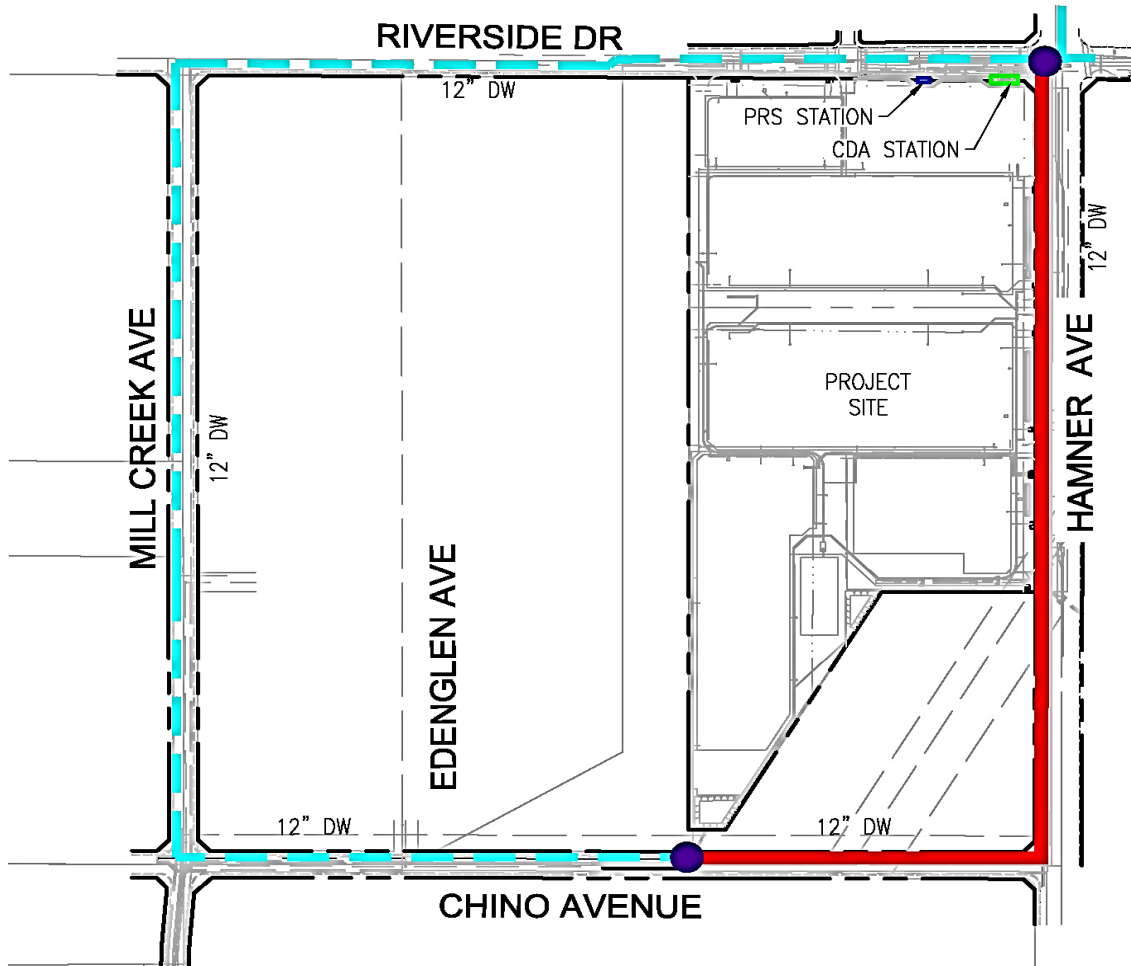
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-3789 FAX: (909) 989-9660
Land Surveyors • Civil Engineers • GIS

N.T.S.

• Development Agreement • Parcel 20027

DATE: 06/30/2020

EXHIBIT F-4
POTABLE WATER IMPROVEMENTS



LEGEND:

- EXISTING DOMESTIC WATER (CITY OF ONTARIO)
- NEW PROJECT SPECIFIC DOMESTIC WATER (CITY OF ONTARIO)
- POINT OF CONNECTION
- RELOCATE PRESSURE REDUCING STATION AS NECESSARY (CITY OF ONTARIO)
- RELOCATE DESALTER AS NECESSARY (CHINO BASIN DESALTER AUTHORITY)

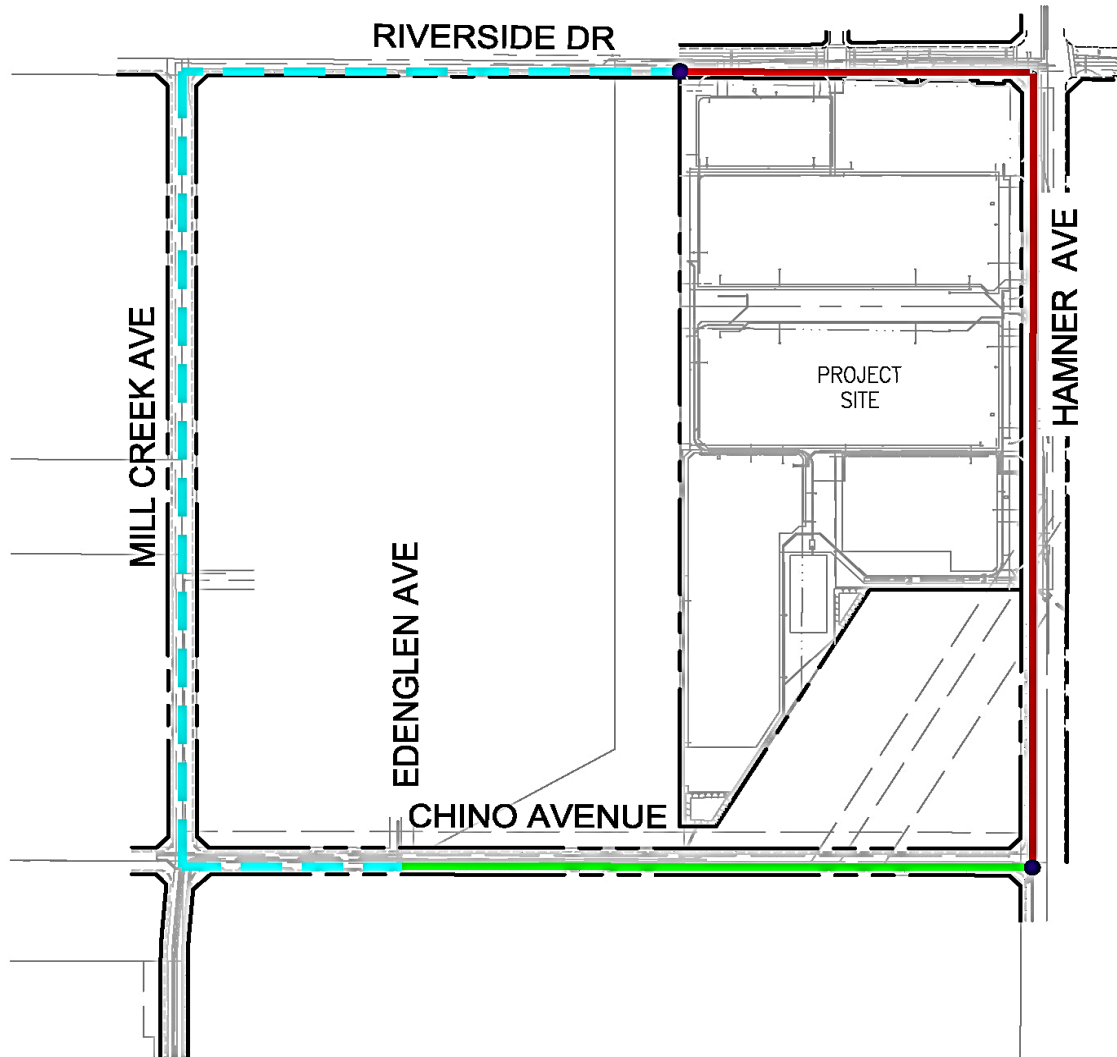
WestLAND Group, Inc.
 4150 CONCOURS, ONTARIO, CA 91764
 PHONE: (909) 989-9789 FAX: (909) 989-9660
 Land Surveyors • Civil Engineers • GIS

⊕ N.T.S.

• Development Agreement • Parcel 20027

DATE: 07/22/2020

EXHIBIT F-5
FIBER OPTIC COMMUNICATIONS



- LEGEND:**
- NEW PRIMARY RING FIBER OPTIC (CITY OF ONTARIO)
 - POINT OF CONNECTION
 - FUTURE FIBER OPTIC (CITY OF ONTARIO)
 - EXISTING FIBER OPTIC (CITY OF ONTARIO)

WestLAND
Group, Inc.

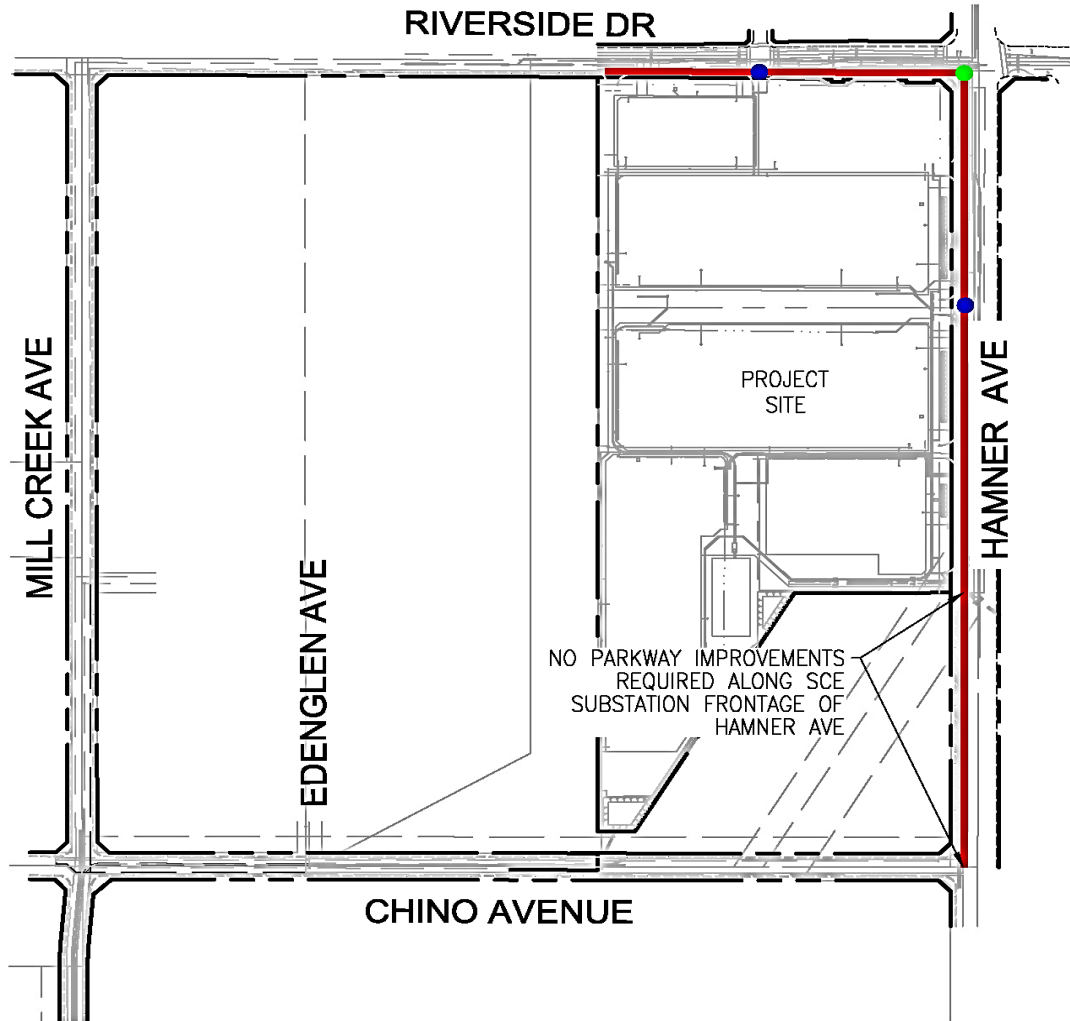
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-9660
Land Surveyors • Civil Engineers • GIS

N.T.S.

• Development Agreement • Parcel 20027

DATE: 07/02/2020

EXHIBIT F-6
STREET IMPROVEMENTS



LEGEND:

- NEW STREET WIDENING (CITY OF ONTARIO)
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL TO BE MODIFIED

WestLAND
Group, Inc.

4150 CONCOLURS, ONTARIO, CA 91784
PHONE: (909) 989-3789 FAX: (909) 989-9660
Land Surveyors • Civil Engineers • GIS

N.T.S.

• Development Agreement • Parcel 20027

DATE: 07/10/2020

EXHIBIT "G"

FORM OF CERTIFICATE OF NET MDD AVAILABILITY

Pursuant to Section 4.5 of this Agreement between the City of Ontario, a California municipal corporation, and Ontario CC, LLC, a limited liability company, hereinafter called "OWNER", the terms and definitions of which are hereby incorporated herein by this reference and hereinafter called "Agreement", the City of Ontario hereby certifies based on CITY receipt of payment of OWNER's share of the funding for the Phase 2 Water Improvements, that OWNER is entitled to the following Net MDD Water Availability.

Amount of Net MDD _____ gpm

Scott Ochoa, City Manager

Dated: _____

Exhibit "H"

FORM OF CERTIFICATE OF REGIONAL DIF CREDIT

Pursuant to Section 4.5.2 of this Agreement by and between the City of Ontario and Ontario CC, LLC, dated _____, 20__, the terms and definitions of which are hereby incorporated herein by this reference and hereinafter called the "Development Agreement", the City of Ontario hereby certifies that OWNER is entitled to the following amount and nature of DIF Credits in the Regional Water DIF Infrastructure Category:

Amount of Credit: \$ _____

Scott Ochoa, City Manager

Dated: _____

Exhibit "I-1"

ONTARIO RANCH WATER SUPPLY PHASING PLAN

| <u>Phase 2</u> | <u>Water Availability Equivalency</u> | <u>Estimated Net MDD Available¹</u> |
|--|--|---|
| <u>Phase 2 A</u> | | |
| <u>Supply & Storage</u> | | |
| 1. 1 - Additional Ground Water Well and Collection lines - Design and Construction | 8,250 gpm ² | 7,750 gpm² |
| <u>Pipelines (Transmission & Distribution)²</u> | | |
| 2. 925 Zone Transmission lines – Design and Construction | | |
| 3. Temporary Pressure Reducing Station ³ – Design and Construction | | |
| <u>Phase 2B</u> | | |
| <u>Supply & Storage</u> | | |
| 4. 1 – Additional Ground Water Well and Collection lines – Design and Construction | 10,500 gpm ² | 9,860 gpm² |
| 5. 1 – 6 million gallon Reservoir – 925 Zone – Design and Construction | | |

(1) Upon Completion of the construction of all of the improvements described for each Phase a Certificate of Net MDD Availability shall be issued to Developer for the corresponding amount of Net MDD. Net MDD means the maximum daily demand on the potable water supply, net of the water requirements for public schools and parks. The Water Availability Equivalency includes the estimated requirements for public schools and parks. The amount of Net MDD specified is the cumulative amount for which building permits may be issued upon funding of the corresponding and all preceding Phases of improvements.

(2) The ability of a particular development to utilize Net MDD assigned to it by the Developer will require the completion of design and construction of Master-planned potable and recycled water transmission and distribution pipelines for the respective pressure zone. Other factors may include its location, the particular land use and Water Availability Equivalents assigned to it as specified in Exhibit C-2.

(3) Pressure reducing stations are a component of the pipeline transmission and distribution system.

EXHIBIT "I-2"

Available Water Supply - See Exhibit C-1R for Net MDD Available

Table A - Water Demand Equivalents By Land Use

| The Ontario Plan Land Use | Potable Water | | | Recycled Water | |
|--|---------------------------|----------|---|---|---|
| | Water Demand Factor (ADD) | | Water Demand Equivalents (WDE) ² | Recycled Water Demand Factor ¹ (ADD) | Recycled Water Demand Of Total Water Demand |
| | (gpd/du) | (gpd/ac) | (gpm/unit) | (gpd/ac) | (%) |
| Detached Dwellings (less than 5 units per acre) | 544 | | 0.57 | 900 | 28% |
| Detached or Attached Dwellings (between 5 and 11 units per acre) | 464 | | 0.48 | 1,000 | 21% |
| Attached Dwellings (between 11 and 25 units per acre) | 323 | | 0.34 | 1,500 | 18% |
| High Density Dwellings (25+ units per acre) | 152 | | 0.16 | 1,500 | 27% |
| Commercial Lodging | 150 | | 0.16 | 1,700 | 50% |
| Retail/Services Uses | | 2,200 | 2.29 | 2,300 | 51% |
| Office Uses | | 3,400 | 3.54 | 2,300 | 40% |
| Business Park Uses | | 2,200 | 2.29 | 2,200 | 50% |
| Industrial Uses | | 2,000 | 2.08 | 2,200 | 52% |
| Institutional Use | | 2,200 | 2.29 | 1,600 | 42% |
| Parks | | 1,000 | 1.04 | 1,400 | 58% |
| Schools | | 3,500 | 3.65 | 1,600 | 31% |

¹Recycled Water Demands include irrigation for right-of-way (medians and parkways), neighborhood edge, pocket parks, and common areas.

²The WDE is based on the Maximum Day Demand (MDD) with a peaking factor of 1.5 in the NMC for all land use categories.

Table B - Example Water Supply Calculation

| Land Use | Acres ¹ (gross) | Residential Units | WDE Factor (gpm) | Potable MDD (gpm) | Recycled Water ADD (gpm) |
|--|----------------------------|-------------------|------------------|-------------------|--------------------------|
| Development | | | | | |
| Detached Dwellings (less than 5 units per acre) | 1,284 | 5,061 | 0.57 | 2,868 | 803 |
| Detached or Attached Dwellings (between 5 and 11 units per acre) | 369 | 2,530 | 0.48 | 1,223 | 256 |
| Attached Dwellings (between 11 and 25 units per acre) | 194 | 3,410 | 0.34 | 1,147 | 202 |
| Retail/Services Uses (per acre) ² | 104 | | 2.29 | 239 | 166 |
| TOTAL | 1,950 | 11,001 | | 5,477 | 1,428 |

Three (3) Wells Are required to Support this example, assuming each well produces 2,000 gpm and connection to the Recycled Water System maximizing Recycled Water Use.

¹ Residential Acres are estimated based on the weighted average derived from the average number of units per land use category.

² Commercial acreage is calculated from a total square footage of 1,361,000 SF with an average Floor to Area Ratio (FAR) of 0.30 for commercial services in The Ontario Plan.

Exhibit "J"

FORM OF PLUME DISCLOSURE LETTER

C I T Y O F



O N T A R I O

ONTARIO MUNICIPAL UTILITIES COMPANY

PAUL S. LEON
MAYOR

DEBRA DORST-PORADA
MAYOR PRO TEM

ALAN D. WAPNER
JIM W. BOWMAN
RUBEN VALENCIA
COUNCIL MEMBERS

March 2017

AL C. BOLING
CITY MANAGER

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
TREASURER

SCOTT BURTON
UTILITIES GENERAL MANAGER

**DISCLOSURE NOTICE
SOUTH ARCHIBALD TRICHLOROETHYLENE PLUME**

Dear Property Owner/Developer/Applicant:

The City of Ontario ("City") has approved or will be approving development in the Ontario Ranch area in the next few years, subject to the appropriate and required statutory process. This letter is intended to serve as notice to all potential property owners of the existence of a groundwater plume, known as the South Archibald Trichloroethylene (TCE) Plume which may exist in, under or near owner's property.

The groundwater plume is in an area in the central Chino Basin south of the Pomona Freeway, west of Turner Avenue, east of Grove Avenue, and north of Kimball Avenue. The plume primarily consists of TCE, a discontinued industrial solvent, and is subject to a clean-up under the oversight and direction of the Santa Ana Regional Water Quality Control Board ("Regional Board").

The Regional Board's approved clean-up procedure involves the removal and treatment of groundwater containing TCE via groundwater wells to reduce the plume concentrations and control its migration. In addition, the City is providing potable water supplies for domestic purposes to residences with private domestic wells affected by the plume. Finally, the Regional Board will continue to monitor all impacted areas and private domestic wells to ensure that residents' health and the environment are properly safeguarded. These remedial actions are documented in a Remedial Action Plan approved by the Regional Board in September 2016.

Further and current information may be found on the Regional Board's Geotracker website at https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.

Property owners may wish to include this letter as a part of a Real Estate Transfer Disclosure under California Civil Code Section 1102 *et seq.*

1425 SOUTH BON VIEW - ONTARIO, CALIFORNIA 91761-4406 - (909) 395-2605 - FAX (909) 395-2601



CITY OF ONTARIO

MEMORANDUM

TO: Chairman and Members of the Planning Commission

FROM: Cathy Wahlstrom, Planning Director *PC FOR CW*

DATE: August 25, 2020

SUBJECT: ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND ZONE CHANGE REVIEW FOR FILE NOS. PGPA19-009 AND PZC19-003: An Amendment to the Policy Plan (General Plan) component of The Ontario Plan to: [1] modify the Land Use Map (Exhibit LU-01), changing the land use designation from Rural Residential to Low-Medium Density Residential for a land locked parcel totaling .21 acres of land generally located west of 1524 and 1526 South Euclid Avenue; and [2] modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and a Zone Change from AR-2 (Residential-Agricultural – 0 to 2.0 DUs/Acre) to MDR-11 (Medium Density Residential – 5.1 to 11.0 DUs/Acre); (APN: 1050-061-16) **submitted by Blaise D'Angelo. City Council action is required.**

The public hearing for the above-described project is being continued to the September 22, 2020, Planning Commission meeting.



CITY OF ONTARIO

MEMORANDUM

TO: Chairman and Members of the Planning Commission

FROM: Cathy Wahlstrom, Planning Director *PZ FORCW*

DATE: August 25, 2020

SUBJECT: ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA18-003: A Development Code Amendment proposing to: [1] revise current provisions regarding the regulation of Accessory Dwelling Units, replacing an Urgency Ordinance previously approved by the City Council on January 21, 2020; [2] revise current provisions regarding the MU-1 (Downtown Mixed Use) zoning district, to facilitate the establishment of the Downtown District Plan; [3] establish new provisions regarding the regulation of small lot infill subdivisions, which are proposed to be allowed in Mixed Use zoning districts and the MDR-11 (Low-Medium Density Residential – 5.1 to 11.0 DUs/Acre), MDR-18 (Medium Density Residential – 11.1 to 18.0 DUs/Acre), MDR-25 (Medium-High Density Residential – 18.1 to 25.0 DUs/Acre), and HDR-45 (High Density Residential – 25.1 to 45.0 DUs/Acre) zoning districts; [4] revise current provisions regarding Massage Services and Massage Establishments, establishing that such uses are subject to Administrative Use Permit issuance and requirements; and [5] modify certain Development Code provisions to include various clarifications, including Chapter 2.0 (Administration and Procedures), Chapter 4.0 (Permits, Actions and Decisions), Chapter 5.0 (Zoning and Land Use), Chapter 6.0 (Development and Subdivision Regulations), Chapter 8.0 (Sign Regulations), and Chapter 9.0 (Definitions and Glossary). The proposed Development Code Amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder, pursuant to Section 15061(b)(3) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). Furthermore, the project site is located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; **City Initiated. City Council action is required.**

The public hearing for the above-described project is being continued to the September 22, 2020, Planning Commission meeting.



CITY OF ONTARIO

MEMORANDUM

TO: Chairman and Members of the Planning Commission

FROM: Cathy Wahlstrom, Planning Director *PZ for CW*

DATE: August 25, 2020

SUBJECT: MONTHLY PLANNING DEPARTMENT ACTIVITY REPORT; MONTH OF JULY 2020

Attached, you will find the Planning Department Monthly Activity Report for the month of July 2020. The report describes all new applications received by the Planning Department and actions taken on applications during the month. Please contact me if you have any questions regarding this information.

The attached reports, along with reports from past months, may also be viewed on the City's web site. New applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-applications>, and actions taken on applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-actions>.

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2020

DEVELOPMENT ADVISORY BOARD MEETING
July 6, 2020

Meeting Cancelled

ZONING ADMINISTRATOR MEETING
July 6, 2020

Meeting Cancelled

CITY COUNCIL/HOUSING AUTHORITY MEETING
July 7, 2020

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT AMENDMENT REVIEW FOR FILE NO. PDA05-002: A Fourth Amendment to the Development Agreement (File No. PDA05-002) to modify the commencement of certain specific infrastructure associated with the development of Tentative Tract Map 20316 (File No. PMTT19-020), and conform to the revised development standards established by the Parkside Specific Plan Amendment (File No. PSPA19-007), located at the northwest corner of Eucalyptus Avenue and Archibald Avenue, within Planning Areas 1 through 4 of the Parkside Specific Plan. The environmental impacts of this project were analyzed in an Addendum to the Parkside Specific Plan (File No. PSP03-002) Environmental Impact Report (SCH# 2004011008), certified by the City Council on September 5, 2006. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 0218-231-06, 0218-231-08, 0218-231-09, 0218-231-10, 0218-231-11, 0218-231-12, 0218-231-13, 0218-231-14, 0218-231-15, 0218-231-16, 0218-231-17, 0218-231-18, 0218-231-19, 0218-231-20, 0218-231-21, 0218-231-22, 0218-231-28, 0218-231-30, 0218-231-31, 0218-231-39, 0218-221-09, and 0218-221-10) **submitted by SC Ontario Development Company, LLC.** The Planning Commission recommended approval of this item on May 26, 2020, with a vote of 6 to 0.

Action: The City Council approved and waived further reading of an ordinance approving the Fourth Amendment to the Development Agreement.

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2020

ENVIRONMENTAL ASSESSMENT, AND APPEAL OF DEVELOPMENT PLAN AND CONDITIONAL USE

PERMIT FOR FILE NOS. PDEV18-022 AND PCUP18-021: An appeal of the Planning Commission's approval of a Development Plan (File No. PDEV18-022) to construct a 6,870 square-foot industrial building in conjunction with a Conditional Use Permit (File No. PCUP18-021) to establish and operate a towing service on 3.1 acres of land located at 580 East Belmont Street, within the IL (Light Industrial) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1049-491-01, 1049-491-02 and 1049-491-03) **submitted by Four Sisters Enterprises LLC.** The Planning Commission approved this item on May 26, 2020, with a vote of 5 to 1.

Action: The City Council referred the Development Plan and Conditional Use Permit back to the Planning Commission for revision, update community input and reconsideration, and directed staff to prepare a resolution adopting findings and formalizing the decision, and place the decision on the Consent Calendar for consideration at the next regular City Council meeting.

DEVELOPMENT ADVISORY BOARD MEETING
July 20, 2020

ENVIRONMENTAL ASSESSMENT AND VARIANCE, CONDITIONAL USE PERMIT, AND

DEVELOPMENT PLAN REVIEW FOR FILE NO. PCUP19-032, PVAR19-008, AND PDEV19-070: A request for approval of certain entitlements to facilitate the development of an automated carwash, including: [1] a Conditional Use Permit (File No. PCUP19-032) to establish the carwash land use; [2] a Variance (File No. PVAR19-008) for a reduction in the minimum drive aisle setbacks adjacent to certain arterial streets, including Inland Empire Boulevard, from 20 feet to 11 feet, Ontario Mills Parkway, from 25 feet to 10 feet, and the corner of Inland Empire Boulevard and Ontario Mills Parkway, from 25 feet to 2 feet; and [3] a Development Plan (File No. PDEV19-070) to construct a 4,446 square foot carwash on 1.17 acres of land located at the northwest corner of Inland Empire Boulevard and Ontario Mills Parkway, within the Office/Commercial land use district of the Ontario Mills Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 0238-041-22 and 0238-041-28) **submitted by Don Vogel, Fast 5 Xpress. Planning Commission action is required.**

Action: The Development Advisory Board approved the project, subject to conditions.

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2020

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-049:

A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 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 Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1011-361-01) **submitted by Creative Design Associates. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning/Historic Preservation Commission approve the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-004:

A Development Plan to construct 100 single-family residential units (8-pack cluster), 114 multiple-family residential units (6-plex row town homes), and 120 multiple-family residential units (12-plex courtyard town homes) on 79.7 acres of land located on northeast corner of Schaefer Avenue and Haven Avenue, within Planning Areas 5A, 5C, and 5E (Residential – Small Lot SFD/Edison Easement) of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan (File No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 218-161-01) **submitted by LS-Ontario II LLC. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning/Historic Preservation Commission approve the project, subject to conditions.

ZONING ADMINISTRATOR MEETING
July 20, 2020

Meeting Cancelled

CITY COUNCIL/HOUSING AUTHORITY MEETING

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2020

July 21, 2020

ENVIRONMENTAL ASSESSMENT, AND APPEAL OF DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT FOR FILE NOS. PDEV18-022 AND PCUP18-021: Consideration of a resolution directing the Planning Commission to further consider their decision to approve a Development Plan (File No. PDEV18-022) to construct a 6,870 square foot industrial building and a Conditional Use Permit (File No. PCUP18-021) to establish and operate a towing service business on 3.1 acres of land located at 580 East Belmont Street within the IL (Light Industrial) zoning district (APNS: 1049-491-01, 1049-491-02, and 1049-491-03).

Action: The City Council approved the resolution.

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP19-028: A Conditional Use Permit (File No. PCUP19-028) to establish a 157,370 square foot (265-room) dual branded hotel (Hyatt Place and Hyatt House) on 4.94 acres of land located at the southeast corner of Inland Empire Boulevard and Archibald Avenue, within the OH (Heavy Office) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 0210-191-29, 0210-191-30, 0210-191-31, 0210-191-32) **submitted by Ontario H Hotel LLC.** The Planning Commission recommended approval of this item on June 30, 2020 with a vote of 5 to 0.

Action: The City Council approved the Conditional Use Permit.

PLANNING/HISTORIC PRESERVATION COMMISSION MEETING
July 28, 2020

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-049: A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 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 Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1011-361-01) **submitted by Creative Design Associates.**

Action: The Planning/Historic Preservation Commission approved the project, subject to conditions.

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2020

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-004:

A Development Plan to construct 100 single-family residential units (8-pack cluster), 114 multiple-family residential units (6-plex row town homes), and 120 multiple-family residential units (12-plex courtyard town homes) on 79.7 acres of land located on northeast corner of Schaefer Avenue and Haven Avenue, within Planning Areas 5A, 5C, and 5E (Residential – Small Lot SFD/Edison Easement) of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan (File No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 218-161-01) **submitted by LS-Ontario II LLC.**

Action: The Planning/Historic Preservation Commission approved the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND LANDMARK DESIGNATION REVIEW FOR FILE NO. PHP20-

002: A request for a Local Landmark Designation of a single-family residence (Tier III Historic Resource) located at 535 East D Street within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1048-393-18); **submitted by Jose Vladimir Felix and Angela Dawn Tejada. City Council action required.**

Action: The Planning/Historic Preservation Commission recommended the City Council approve the Local Landmark Designation.

ENVIRONMENTAL ASSESSMENT, CERTIFICATE OF APPROPRIATENESS AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PHP19-019 AND PCUP19-029:

A request for a Certificate of Appropriateness (File No. PHP19-019) to: [1] Construct an 1,394 square foot addition to an existing 3,388 square foot single-family residence; in conjunction with a Conditional Use Permit (File No. PCUP19-029) to [2] Construct a 2-story, 2,600 square foot detached Accessory Residential Structure to accommodate an 850 square foot 4-car garage, 900 square foot RV garage, and a second-story 850 square foot Accessory Dwelling Unit (ADU), on 0.64 acres of land located at 1404 North Euclid Avenue, a non-contributor to the Euclid Avenue Historic District, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DUs/acre) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Historical Resource Restoration/Rehabilitation) 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

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2020

of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1047-351-14) **submitted by RCM Construction, Inc.**

Action: The Planning/Historic Preservation Commission approved the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN, AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PDEV19-036 AND PCUP19-015: A Development Plan (File No. PDEV19-036) and Conditional Use Permit (File No. PCUP19-015) to construct and establish a 7,531 square foot religious assembly use (Gracepoint Brethren in Christ Church) on 1.87 acres of land generally located on the west side of Magnolia Avenue, approximately 85 feet north of Jacaranda Street, within the AR-2 (Residential – Agricultural - 0 to 2.0 DU/Acre) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15532 (Class 32, In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1014-111-08) **submitted by Gracepoint Brethren in Christ Church. This Item was continued from the June 30, 2020 special meeting.**

Action: Continued to the next regular meeting on August 25, 2020.

ENVIRONMENTAL ASSESSMENT AND VARIANCE, CONDITIONAL USE PERMIT, AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PCUP19-032, PVAR19-008, AND PDEV19-070: A request for approval of certain entitlements to facilitate the development of an automated carwash, including: [1] a Conditional Use Permit (File No. PCUP19-032) to establish the carwash land use; [2] a Variance (File No. PVAR19-008) for a reduction in the minimum drive aisle setbacks adjacent to certain arterial streets, including Inland Empire Boulevard, from 20 feet to 11 feet, Ontario Mills Parkway, from 25 feet to 10 feet, and the corner of Inland Empire Boulevard and Ontario Mills Parkway, from 25 feet to 2 feet; and [3] a Development Plan (File No. PDEV19-070) to construct a 4,446 square foot carwash on 1.17 acres of land located at the northwest corner of Inland Empire Boulevard and Ontario Mills Parkway, within the Office/Commercial land use district of the Ontario Mills Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 0238-041-22 and 0238-041-28) **submitted by Don Vogel, Fast 5 Xpress.**

Action: The Planning/Historic Preservation Commission approved the project, subject to conditions.

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2020

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN REVIEW

FOR FILE NOS. PGPA18-008 AND PSP18-002: A public hearing to consider certification of the Environmental Impact Report (SCH#. 2019050018), including the adoption of a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations, in conjunction with the following: [1] A General Plan Amendment (File No. PGPA18-008) to modify the Land Use Plan (Exhibit LU-01) of the Policy Plan (General Plan) component of The Ontario Plan, changing the land use designations on 85.6 acres of land, from General Commercial (0.4 FAR), Office Commercial (0.75 FAR), and Low-Medium Density Residential (5.1-11 dwelling units per acre) to Business Park (0.6 FAR) and General Industrial (0.55 FAR), and modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and [2] A Specific Plan (File No. PSP18-002 — Ontario Ranch Business Park) to establish the land use districts, development standards, design guidelines, and infrastructure improvements for the potential development of up to 1,905,027 square feet of General Industrial and Business Park land uses on the project site, generally bordered by Eucalyptus Avenue on the north, Merrill Avenue on the south, Sultana Avenue on the east, and Euclid Avenue on the west. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) **submitted by REDA, OLV. City Council action is required.**

Action: The Planning/Historic Preservation Commission recommended the City Council approve the project, subject to conditions.

Monthly Activity Report—New Applications

Month of July 2020

PCUP20-011: **Submitted by Executive Development, LLC**

A Conditional Use Permit to establish and operate a 5-Story, 164-Room Hotel and to conduct alcoholic beverage sales for consumption on the premises, including beer, wine, and distilled spirits (Type 70 ABC License) for on-premises consumption by the establishment's overnight guests on 14.29 acres of land located at the northeast corner of Haven Avenue and 60 Freeway, within the Commercial/Office land use district of the Haven Gateway Center Specific Plan (APN: 1083-321-01). Related File: PDEV19-057, PSPA19-008, PGPA19-006, PMTT19-017 & PDEV19-057.

Planning Commission action required.

PCUP20-012: **Submitted by Pio Pico's Tacos**

A Conditional Use Permit to establish alcoholic beverage sales, limited to beer and wine, for on-premises (Type 41 ABC License) in conjunction with a 1,153 square foot restaurant located at 3410 East Ontario Ranch Road, Suite 202, within the Retail District of The Avenue Specific Plan (APN: 0218-412-02). Related file: PDEV17-051. **Zoning Administrator action is required.**

PCUP20-013: **Submitted by Brixton Enterprises Inc**

A Conditional Use Permit to establish alcoholic beverage sales, including beer and wine for off-premises consumption in conjunction with a 2,838 square foot convenience store with fuel sales, on 1.064 acres of land located at 2380 South Archibald Avenue, within the General Commercial land use district of the Archibald Center Specific Plan (APN: 1083-011-01). **Zoning Administrator action is required.**

PCUP20-014: **Submitted by AT&T**

A Conditional Use Permit to establish a 55-foot tall wireless telecommunications facility (mono eucalyptus) with an 880 square foot equipment shelter on 1.705 acres of land located on the east side of Oaks Avenue, approximately 500 feet south of Phillips Street, within the AR-2 (Residential-Agricultural – 0 to 2.0 DUs/Acre) zoning district (APN: 1014-121-04). Related File: PDEV20-017.

Planning Commission action required.

PDEV20-017: **Submitted by AT&T**

A Development Plan to construct a 55-foot tall wireless telecommunications facility (mono eucalyptus) with an 880 square foot equipment shelter on 1.705 acres of land located on the east side of Oaks Avenue, approximately 500 feet south of Phillips Street, within the AR-2 (Residential-Agricultural – 0 to 2.0 DUs/Acre) zoning district (APN: 1014-121-04). Related File: PCUP20-017.

Planning Commission action required.

PDEV20-018: **Submitted by Inland Harbor.com, LLC**

A Development Plan to construct a recreational vehicle and self-storage facility on 40.07 acres of land generally bordered by Sultana Avenue on the west, Schaefer Avenue on the north, Campus Avenue on the east, and Edison Avenue approximately 1,300 feet to the south, within the

City of Ontario Planning Department
Monthly Activity Report—New Applications
Month of July 2020

proposed Schaefer Avenue Storage Center Specific Plan (APNs: 1053-091-01, 1053-101-01 and 1053-101-02). Related File: PGPA20-003, PSP20-001 & PZC-20-001. **Planning Commission action required.**

PDFR20-003: Submitted by Lennar Homes of California, Inc.

A Development Impact Fee (DIF) Deferral Agreement with Lennar Homes of California, Inc., to defer the DIF on 226 units for Tract Map Nos. 19907 (108 units) and 19909 (118 units), located within the Subarea 29 Specific Plan. **City Council action required.**

PGPA20-003: Submitted by Inland Harbor.com, LLC

An Amendment to the Land Use Element of the Policy Plan (General Plan) component of The Ontario Plan, changing the land use designation on 40.07 acres of land from Medium Density and Low Medium Density to General Commercial, generally bordered by Schaefer Avenue to the north, Campus Avenue to the east, Sultana Avenue to the west and Edison Avenue approximately 1,300 feet to the south, within the SP(AG) zoning district and modifying Exhibit LU-03 (Future Buildout Table) to be consistent with this land use designation change (APNs: 1053-091-01, 1053-101-01 and 1053-101-02). Related File: PSP20-001, PZC-20-001 & PDEV20-018. **City Council action required.**

PHP-20-011: Submitted by Jose Vladimir Felix

A Mills Act contract for proposed Local Landmark No. 98, the Mr. and Mrs. Durfee House located at 535 East D Street, within the LDR-5 (Low Density Residential - 2.1 to 5.0 DUs/Acre) zoning district (APN: 1048-393-18). **City Council action required.**

PSGN20-064: Submitted by Andy Tai

A Sign Plan for the installation of one non-illuminated wall sign on the east elevation of a building located at 615 North Euclid Avenue, within the MU-1 (Downtown Mixed Use) zoning district (APN: 1048-356-05). **Staff action required.**

PSGN20-065: Submitted by Alex Osinski

A Sign Plan for the installation of 8 new monument signs for the NEW HAVEN MARKETPLACE located at 3490 East Ontario Ranch Road, within the Avenue Specific Plan (APN: 0218-402-43). **Staff action required.**

PSGN20-066: Submitted by Inland Signs

A Sign Plan for the installation of one illuminated wall sign (north elevation) for VICIOUS OFF-ROAD, located at 1400 East Holt Boulevard, within the BP (Business Park) zoning district (APN: 0110-121-10). **Staff action required.**

Monthly Activity Report—New Applications

Month of July 2020

PSGN20-067: Submitted by Construction Development Management

A Sign Plan for the installation of 4 new wall signs for KFC, located at 1108 West Mission Boulevard, within the CN (Neighborhood Commercial) zoning district (APN: 1011-10-112). **Staff action required.**

PSGN20-068: Submitted by Construction Development Management

A Sign Plan for the installation of two wall signs for KFC, located at 2454 South Archibald Avenue, within the CC (Community Commercial) zoning district (APN: 1083-011-04). **Staff action required.**

PSGN20-069: Submitted by Williams Sign Co.

A Sign Plan for the installation of a new wall sign for CINTAS, located at 1460 South Carlos Avenue, within the IG (General Industrial) zoning district (APN: 0113-394-17). **Staff action required.**

PSGN20-070: Submitted by AKC Permit Co.

A Sign Plan for the installation of: 1) a reface of the existing legal nonconforming pole sign; 2) a wall sign (south elevation) for RITE AID (60 SF), with two descriptor signs for THRIFTY ICE CREAM (8.59 SF) and PHARMACY (10.53 SF); and 3) a wall sign (east elevation) for RITE AID (60 SF), with 2 descriptor signs for THRIFTY ICE CREAM (8.59 SF) and PHARMACY (10.53 SF), located at 222 West G Street, within the MU-1 (Downtown Mixed Use) zoning district (APN: 1048-271-22). **Staff action required.**

PSGN20-071: Submitted by Prologis, LP

A Sign Plan for the installation of a new monument sign (40 SF) for VF OUTDOOR CORPORATION, located at 5051 South Carpenter Avenue, within the Colony Commerce Center West Specific Plan (APN: 0218-292-19). **Staff action required.**

PSGN20-072: Submitted by Clarkson Properties LP

A Temporary Sign Permit for one wall mounted banner for TACOS LA CALIDAD, located at 1754 South Euclid Avenue, within the CN (Neighborhood Commercial) zoning district (APN: 1050-281-03). **Staff action required.**

PSGN20-073: Submitted by Construction Development Management, Inc.

A Sign Plan for the installation of 4 illuminated wall signs for KFC, located at 4371 East Ontario Mills Parkway, within the Ontario Mills (California Commerce Center North) Specific Plan (APN: 0238-041-27). **Staff action required.**

PSP-20-001: Submitted by Inland Harbor.com, LLC

A Specific Plan establishing land use designations, and development standards and guidelines, which will govern the development of 40.07 acres of land generally bordered by Schaefer Avenue to the north, Campus Avenue to the east, Sultana Avenue to the west and Edison Avenue

City of Ontario Planning Department
Monthly Activity Report—New Applications
Month of July 2020

approximately 1,300 feet to the south (APNs: 1053-091-01, 1053-101-01 and 1053-101-02).
Related Files: PGPA20-003, PZC-20-001 & PDEV20-018. **City Council action required.**

PTUP20-029: **Submitted by Smile Direct Club**

A Temporary Use Permit for Smile Direct Club for a 5-day event at Ontario Mills Mall to provide digital scanning services for off-site production of invisible aligners, located at 1 Mills Circle, within the Ontario Mills (California Commerce Center North) Specific Plan. Event to be held on 7/18/2020 through 7/22/2020, 10:00AM to 5:00PM. The total number of attendees is anticipated to be 25 people and will be by appointment only. **Staff action required.**

PTUP20-030: **Submitted by Hooters**

A Temporary Use Permit for a temporary outdoor eating area for Hooters, to be located within the parking lot at 725 North Milliken Avenue. **Staff action required.**

PTUP20-031: **Submitted by El Pescador**

A Temporary Use Permit for a temporary outdoor eating area for El Pescador Restaurant, to be located on the southern portion of their parking lot, at 636 North Euclid Avenue, within the MU-1 (Downtown Mixed Use) zoning district. **Staff action required.**

PTUP20-032: **Submitted by Fredy's Tacos**

A Temporary Use Permit for a temporary outdoor eating area for Fredy's Tacos, located at 1821 East Fourth Street. **Staff action required.**

PTUP20-033: **Submitted by Unicare Community Health Center**

A Temporary Use Permit for a temporary COVID-19 drive-thru testing site located at the Unicare Community Health Center, located at 437 North Euclid Avenue, within the MU-1 (Downtown Mixed Use) zoning district. Testing to be conducted 7/15/2020 to 9/14/2020, Saturday only, 9:00AM to 5:00PM. **Staff action required.**

PTUP20-034: **Submitted by Joanne's Cafe**

A Temporary Use Permit for a temporary outdoor eating area for Joanne's Café, located at 1141 North Mountain Avenue. **Staff action required.**

PTUP20-035: **Submitted by Strum Brewing Co.**

A Temporary Use Permit for a temporary outdoor eating area for Strum Brewing Co, located at 315 North Euclid Avenue. **Staff action required.**

PTUP20-036: **Submitted by Smile Direct Club**

A Temporary Use Permit for Smile Direct Club for a 5-day event at Ontario Mills Mall to provide digital scanning services for off-site production of invisible aligners, located at 1 Mills Circle,

Monthly Activity Report—New Applications

Month of July 2020

within the Ontario Mills (California Commerce Center North) Specific Plan. Event to be held on 7/22/2020 through 7/26/2020, 10:00AM to 5:00PM. The total number of attendees is anticipated to be 25 people and will be by appointment only. **Staff action required.**

PTUP20-037: **Submitted by Sushi Kingdom**

A Temporary Use Permit for a temporary outdoor eating area for Sushi Kingdom, located at 2550 South Archibald Avenue, Suite D. Permit effective beginning 7/28/2020. **Staff action required.**

PTUP20-038: **Submitted by Elegant Garden Nails and Spa**

A Temporary Use Permit for a temporary outdoor nail salon for Elegant Garden Nails and Spa, located at 2502 South Euclid Avenue, Suite B. Permit effective beginning 7/28/2020. **Staff action required.**

PTUP20-039: **Submitted by Casa Sanchez**

A Temporary Use Permit for a temporary outdoor eating area for Casa Sanchez, located at 2264 South Mountain Avenue. Permit effective beginning 7/28/2020. **Staff action required.**

PTUP20-040: **Submitted by La Voz Inc**

A Temporary Use Permit for a temporary outdoor meeting area for a special event to hold an outdoor church event within the parking lot at 104 West "C" Street on 8/30/2020, from 4:00PM to 9:00PM. The event will have live entertainment and security. **Staff action required.**

PVER20-031: **Submitted by PZR**

A Zoning Verification for property located at 1512 South Bon View Avenue, within the IG (General Industrial) zoning district (APN: 1050-121-03). **Staff action required.**

PZC-20-001: **Submitted by Inland Harbor.com, LLC**

A Zone Change, amending the zoning designation on 40.07 acres of land from SP(AG) to Specific Plan, generally bordered by Schaefer Avenue to the north, Campus Avenue to the east, Sultana Avenue to the west and Edison Avenue approximately 1,300 feet to the south (APNs: 1053-091-01, 1053-101-01, and 1053-101-02). Related Files: PGPA20-003, PSP20-001 & PDEV20-018. **City Council action required.**