



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

### **AGENDA**

**January 4, 2023**

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

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

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

#### **PUBLIC COMMENTS**

*Citizens wishing to address the Development Advisory Board on any matter that is not on the agenda may do so at this time. Please state your name and address clearly for the record and limit your remarks to five minutes.*

*Please note that while the Development Advisory Board values your comments, the members cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.*

#### **AGENDA ITEMS**

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

## **CONSENT CALENDAR ITEMS**

### **A. MINUTES APPROVAL**

Development Advisory Board Minutes of December 19, 2022, approved as written.

## **PUBLIC HEARING ITEMS**

- B. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV21-047:** A public hearing to consider a Development Plan (File No. PDEV21-047) to construct nine industrial buildings totaling 4,263,454 square feet and associated site improvements on 197.74 acres of land generally located east of Haven Avenue, west of Doubleday and Dupont Avenues, north of Jurupa Street and south of Airport Drive, within the IL (Light Industrial) land use district of the California Commerce Center Specific Plan. An Addendum to The Ontario Plan 2050 Environmental Impact Report (State Clearinghouse No. 2021070364), which was certified by the City Council on August 16, 2022, was prepared. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APNs: 0211-222-47, 0211-222-48, 0211-222-52, 0211-222-53, 0211-222-54, 0211-222-55, 0211-222-56, 0211-232-04, 0211-232-05, 0211-232-06, 0211-232-07, 211-232-011, 0211-232-12, 0211-232-13, 0211-232-14, 0211-232-15, 0211-232-16, 0211-232-17, 0211-232-18, 0211-232-19, 0211-232-20, 0211-232-44, 0211-232-45, and 0211-232-46) **submitted by McDonald Property Group. Planning Commission action is required.**

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

Motion to recommend Approval / Denial of an Addendum to a previously approved EIR

#### **2. File No. PDEV21-047 (Development Plan)**

Motion to recommend Approval/Denial

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

If you challenge any action of the **Development Advisory Board** in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the **Development Advisory Board** at, or prior to, the public hearing.

The next **Development Advisory Board** meets on **January 18, 2023**.

I, Gwen Berendsen, Administrative Assistant of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on or before **December 23, 2022**, at least 72 hours



prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.



Administrative Assistant

**CITY OF ONTARIO**

**Development Advisory Board**

**Minutes**

**December 19, 2022**

**BOARD MEMBERS PRESENT**

Rudy Zeledon, Chairman, Planning Department  
James Caro, Building Department  
Elda Zavala, Community Improvement  
Charity Hernandez, Economic Development Agency  
Khoi Do, Engineering Department  
Paul Ehrman, Fire Department  
Christy Stevens, Municipal Utilities Company  
Tony Galban, Police Department

**BOARD MEMBERS ABSENT**

**STAFF MEMBERS PRESENT**

Alexis Vaughn, Planning Department  
Gwen Berendsen, Planning Department  
Jeff Tang, Engineering Department  
Luis Batres, Planning Department  
Raymond Lee, Engineering Department

**PUBLIC COMMENTS**

No person from the public wished to speak.

**CONSENT CALENDAR ITEMS**

- A. **APPROVAL OF MINUTES:** Motion to approve the minutes of the December 5, 2022 meeting of the Development Advisory Board was made by Do; seconded by Ehrman; and approved unanimously by those present (7-0). Ms. Zavala recused as she was not at this meeting.

**PUBLIC HEARING ITEMS**

- B. **ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT22-016 (TPM 20583):** A hearing to consider Tentative Parcel Map No. 20583, subdividing 4.29 acres of land into two parcels generally located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use district of the Ontario Gateway Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 0210-212-65) **submitted**

**by Prime A Investments-Ontario, LLC. Continued from December 5, 2022. Planning Commission action is required.**

Mr. Zeledon opened the public hearing.

Carolina Gonzalez, the project manager was present.

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

Ms. Gonzalez stated she had no questions and agreed with the Conditions of Approval.

No one else wished to speak on the project and Mr. Zeledon closed the public hearing.

Motion to recommend approval of **File No. PMTT22-016 (TPM 20583)** subject to conditions, to the Planning Commission was made by Do; seconded by Stevens; and recommended unanimously by those present (8-0).

**C. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, DEVELOPMENT PLAN, AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PMTT22-013, PDEV22-021, AND PCUP22-006:** A public hearing to hearing to consider Tentative Parcel Map No. 20505 (File No. PMTT22-013), subdividing 3.37 acres of land into two parcels to facilitate a Development Plan (File No. PDEV22-021) to construct a 2,930-square-foot fast food restaurant with drive-thru (Chick Fil-A) and a 118-room limited-service hotel (Everhome Suites), in conjunction with a Conditional Use Permit (File No. PCUP22-006) to establish and operate the hotel land use, generally located at the southeast corner of Corona Avenue and G Street, within the CCS (Convention Center Support Commercial) 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; (APN: 0110-241-33) **submitted by Paladin Equity Capital. Planning Commission action is required for the proposed Tentative Parcel Map and Development Plan. City Council action is required for the proposed Conditional Use Permit.**

Mr. Zeledon opened the public hearing.

Phillip Powers, representing the applicant was present.

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

Mr. Powers stated he had no questions and agreed with the Conditions of Approval.

Mr. Ehrman asked if the fire hydrant issue on G Street had been resolved.

Mr. Powers stated it had been resolved.

No one else wished to speak on the project and Mr. Zeledon closed the public hearing.

Motion to recommend approval of **File Nos. PMTT22-013 (TPM 20505), PDEV22-021 and PCUP22-006**, subject to conditions to the Planning Commission was made by Do; seconded by Caro; and recommended unanimously by those present (8-0).

There being no further business, the meeting was adjourned to the next meeting on January 4, 2023.

Respectfully submitted,



Gwen Berendsen  
Recording Secretary



# DEVELOPMENT ADVISORY BOARD DECISION

January 4, 2023

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

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

**FILE NO.:** PDEV21-047 – EIR Addendum

**DESCRIPTION:** An Addendum to The Ontario Plan 2050 Supplemental Environmental Impact Report ("Certified EIR") for a Development Plan to construct nine industrial buildings totaling 4,263,454 square feet and associated site improvements on 216.39 gross acres (196.83 net acres) of land generally located east of Haven Avenue, west of Doubleday and Dupont Avenues, north of Jurupa Street and south of Airport Drive, within the IL (Light Industrial) land use district of the California Commerce Center Specific Plan (APNs: 0211-222-47, 0211-222-48, 0211-222-52, 0211-222-53, 0211-222-54, 0211-222-55, 0211-222-56, 0211-232-04, 0211-232-05, 0211-232-06, 0211-232-07, 211-232-011, 0211-232-12, 0211-232-13, 0211-232-14, 0211-232-15, 0211-232-16, 0211-232-17, 0211-232-18, 0211-232-19, 0211-232-20, 0211-232-44, 0211-232-45, and 0211-232-46); **submitted by McDonald Property Group.**

## PART 1: BACKGROUND & ANALYSIS

MCDONALD PROPERTY GROUP, (herein after referred to as "Applicant") has filed an application requesting approval of an Addendum to The Ontario Plan 2050 Supplemental Environmental Impact Report ("Certified EIR") for a Development Plan, File No. PDEV21-047, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**PROJECT SETTING:** The Project site is comprised of 216.39 gross acres (196.83 net acres) acres of land generally located east of Haven Avenue, west of Doubleday and Dupont Avenues, north of Jurupa Street and south of Airport Drive. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<b>Existing Land Use</b>	<b>Policy Plan Land Use Designation</b>	<b>Zoning Designation</b>	<b>Specific Plan Land Use Designation</b>
Site:	Vacant	Industrial	California Commerce Center Specific Plan	Light Industrial
North:	Light Industrial	Industrial	California Commerce Center Specific Plan	Rail Industrial
South:	Light Industrial	Industrial	California Commerce Center Specific Plan	Rail Industrial

	<b>Existing Land Use</b>	<b>Policy Plan Land Use Designation</b>	<b>Zoning Designation</b>	<b>Specific Plan Land Use Designation</b>
East:	Light Industrial, Well Site	Industrial	California Commerce Center Specific Plan	Light Industrial, Rail Industrial
West:	Airport	Airport, Industrial	Ontario International Airport, United Parcel Service Specific Plan	Airport

**PROJECT DESCRIPTION:**

The Project analyzed under the Addendum to The Ontario Plan 2050 Supplemental Environmental Impact Report ("Certified EIR") consists of a Development Plan to construct nine industrial buildings totaling 4,263,454 square feet on 216.39 gross acres (196.83 net acres). The Project includes associated onsite improvements such as parking lots, truck yard and trailer storage, landscaping, pedestrian paths, and outdoor employee break areas. The Project's offsite improvements include, but are not limited to, new and rehabilitated landscaping within the parkways and medians, repairing and replacing deteriorated and/or damaged pavement, new driveway approaches, new sidewalks, and upgrading street intersections with new cameras.

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

**PART 2: RECITALS**

WHEREAS, The Ontario Plan 2050 Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364) was certified on August 16, 2022, (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

WHEREAS, the Planning Director of the City of Ontario has prepared and approved for attachment to the certified Environmental Impact Report, an Addendum to the Certified EIR (hereinafter referred to as "EIR Addendum") in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and

local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

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

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

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

WHEREAS, the City of Ontario is the lead agency on the Project, and the Development Advisory Board (hereinafter referred to as "DAB") is the recommending authority for the requested approval to construct and otherwise undertake the Project; and

WHEREAS, the DAB has reviewed and considered the EIR Addendum and related documents for the Project, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

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

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

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

WHEREAS, on December 19, 2022, the DAB of the City of Ontario conducted a hearing on the Project, and concluded said hearing on that date; and

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

### **PART 3: THE DECISION**

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

SECTION 1: Environmental Determination and Findings. As the recommending body for the Project, the DAB has reviewed and considered the information contained in the Addendum, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Addendum, the initial study, and the administrative record, including all written and oral evidence presented to the DAB, the DAB finds as follows:

(1) The environmental impacts of the Project were reviewed in conjunction with an Addendum to The Ontario Plan 2050 Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), certified by the Ontario City Council on August 16, 2022, in conjunction with File No. PGPA20-002; and

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

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

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

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

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

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

(1) Does not constitute substantial changes to the Certified EIR that will require major revisions to the Certified EIR due to the involvement of new significant



environmental effects or a substantial increase in the severity of previously identified significant effects; and

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

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

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

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

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

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

SECTION 3: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the Project site is not one of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

SECTION 4: Airport Land Use Compatibility Plan ("ALUCP") Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight

impacts of current and future airport activity. As the recommending body for the Project, the DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

SECTION 5: Development Advisory Board Action. The DAB does hereby find that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will constitute substantial changes to the Certified EIR, and does hereby recommending the Planning Commission APPROVE the adoption of the EIR Addendum to the Certified EIR, included as Attachment 1 of this Decision.

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

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

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APPROVED AND ADOPTED this 4th day of January 2023.

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Development Advisory Board

**Attachment A—Addendum to The Ontario Plan 2050  
Supplemental Environmental Impact Report**

*(EIR Addendum follows this page)*



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

## California Environmental Quality Act Addendum to The Ontario Plan Environmental Impact Report

**Project Title/File No.:** PDEV21-047 — The HUB at Ontario International Airport

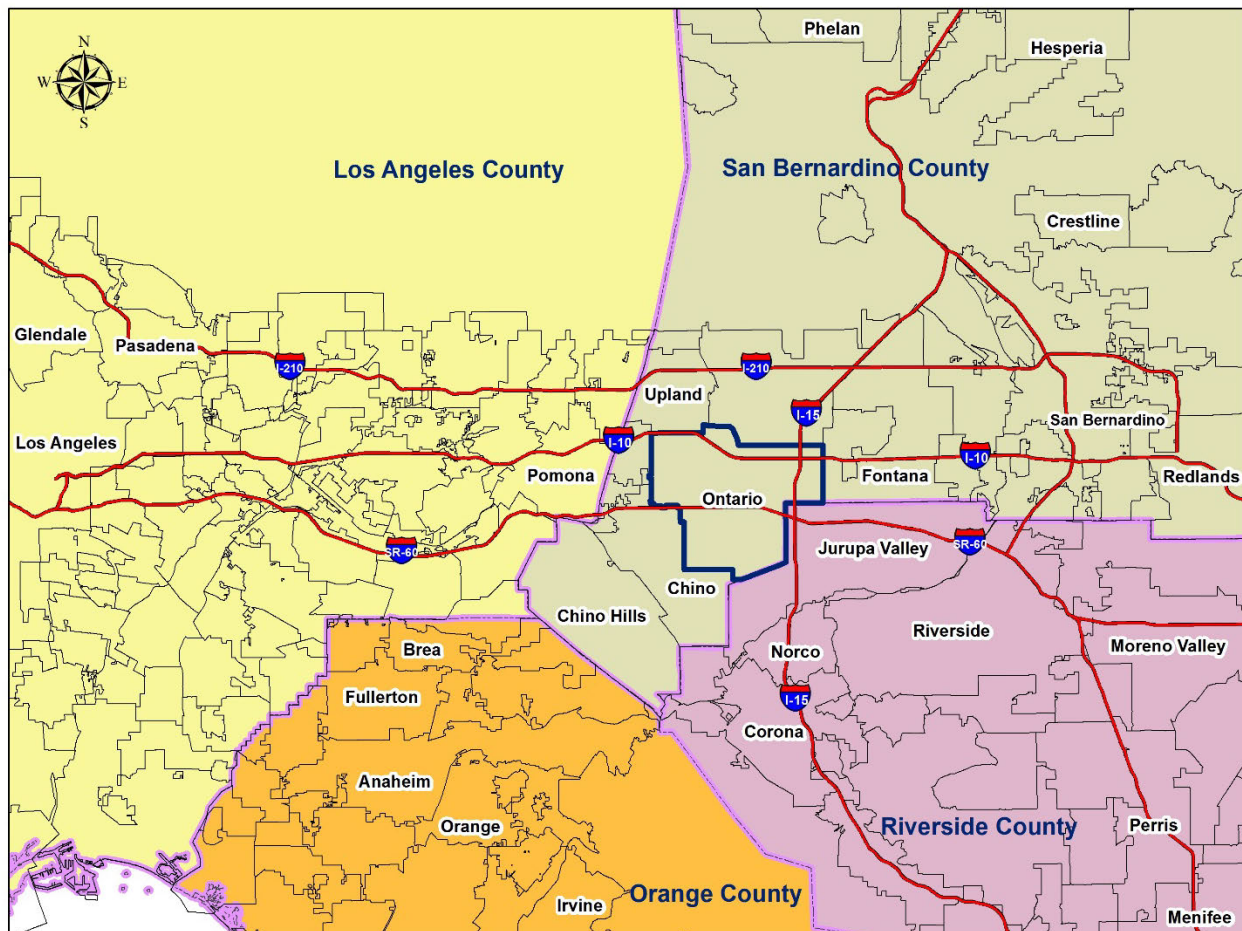
**Lead Agency:** City of Ontario, 303 East “B” Street, Ontario, California 91764, (909) 395-2036

**Contact Person:** Edmelynn Hutter, Senior Planner, (909) 395-2429

**Project Sponsor:** McDonald Property Group

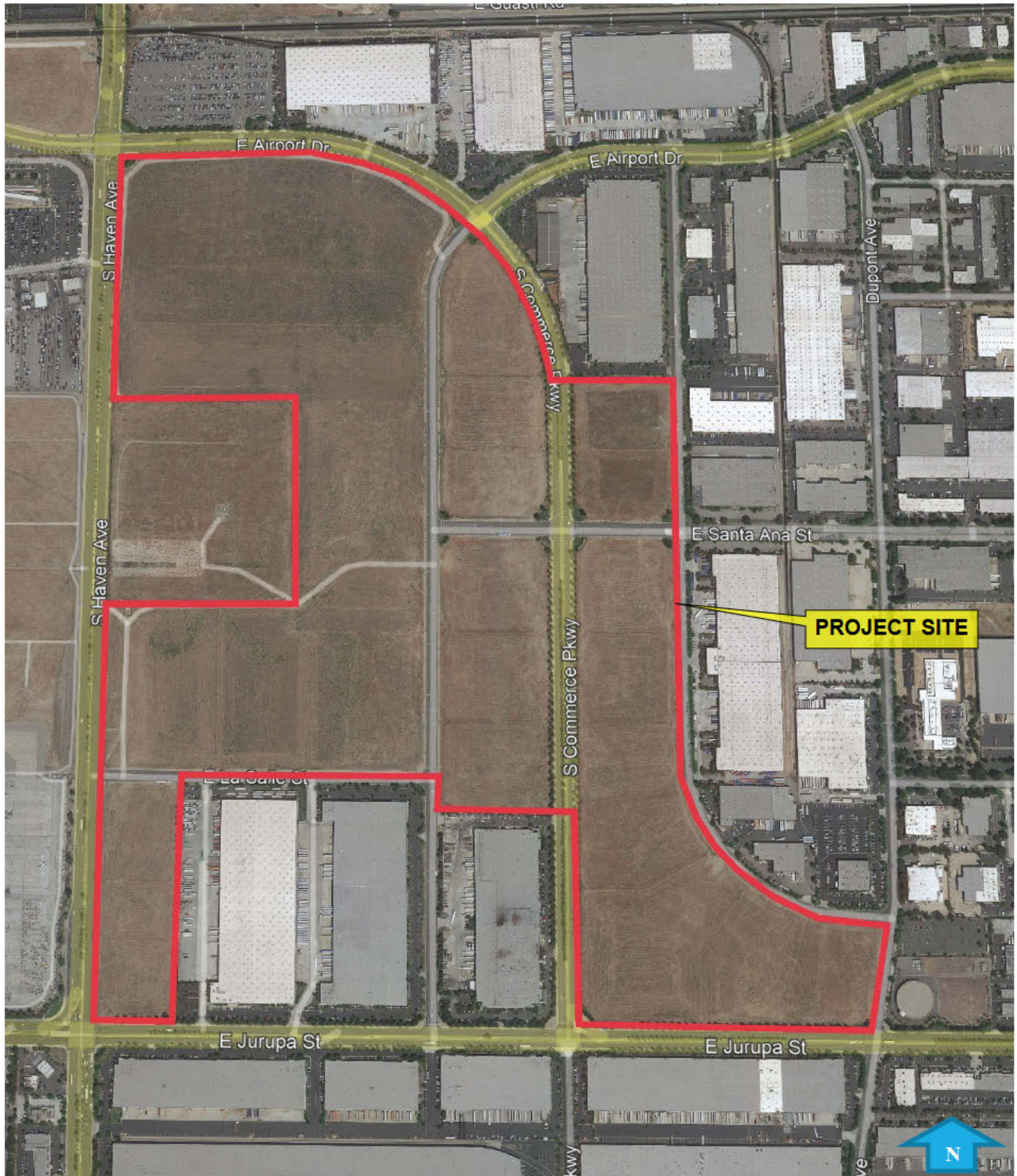
**Project Location:** The project site is located in southwestern San Bernardino County, within the City of Ontario (City) as shown in **Figure 1** below. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. As illustrated in **Figure 2** below, the project site is irregularly shaped and located east of Haven Avenue, north of Jurupa Street, south of Airport Drive, and west of Double Day Avenue and Dupont Avenues within the California Commerce Center at Ontario Specific Plan (CCC SP or Specific Plan). The project is located on 24 parcels encompassing 196.9 acres just east of the Ontario International Airport (OIA). This acreage does not include the City water well easements. The project site includes Assessors’ Parcel Numbers 0211-222-47 and -048; 0211-222-52 thru -57; 0211-232-04 thru -07; 0211-232-011 thru -20; and 0211-232-44 thru -046. All full rights-of-way for public streets that are required for this project have been dedicated and granted to the City.

**Figure 1: REGIONAL LOCATION MAP**

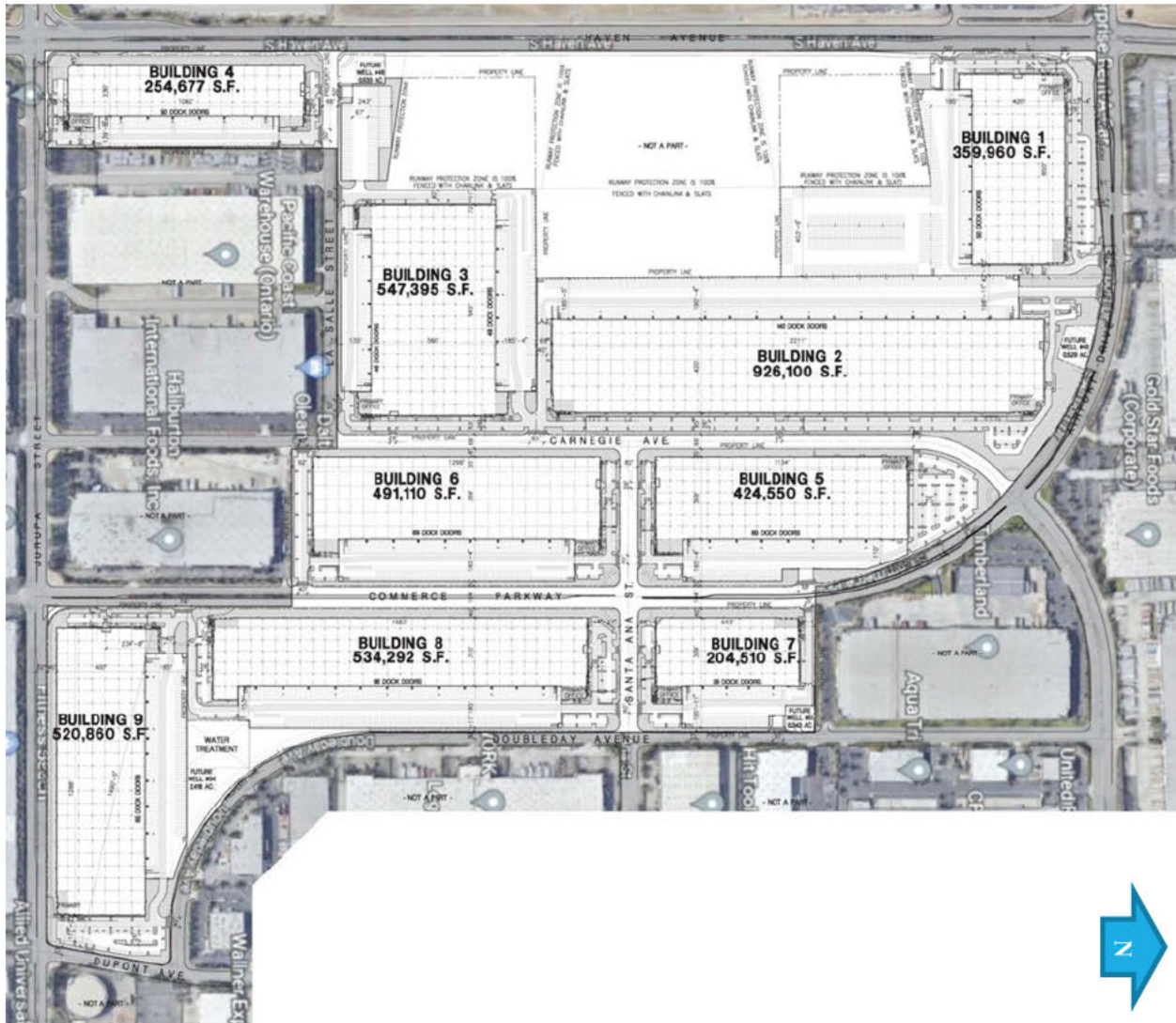




**Figure 2: VICINITY MAP**



**Figure 3: SITE PLAN**





**General Plan Designation:** Existing – Industrial (0.55 FAR)  
Proposed – Industrial (0.55 FAR)

**Zoning:** Existing – California Commerce Center Specific Plan (2591-SP) - Light Industrial  
Proposed – California Commerce Center Specific Plan (2591-SP) - Light Industrial

**Description of Project:** The project proposes to construct nine (9) industrial warehouse buildings in one phase with a total of 4.28 million square feet of building area as shown in **Figure 3** and consistent with the California Commerce Center Specific Plan (CCCSP). Table 1 shows the building characteristics of the proposed project. The most current Figure LU-01 of The Ontario Plan (TOP) 2050, which is the Land Use Plan of the City’s current General Plan (2022), indicates that industrial uses have a maximum Floor Area Ratio (FAR) of 0.55 so the 196.9-acre site would be allowed up to 4,717,330 square feet of industrial uses such as warehousing under TOP. TOP Industrial land use category allows a “variety of light industrial uses, including warehousing/distribution”. The project proposes 9.2% less square footage than the maximum allowed under TOP (i.e., project is 90.8% of TOP` maximum). It should be noted the most current version of TOP and its environmental impact report (EIR) are dated August 16, 2022 (State Clearinghouse No. 2021070364).

On August 21, 2018, the City Council amended the CCCSP designations and rezoned the following eight (8) parcels 0211-222-55, 0211-232-45, 0211-232-46, 0211-232-16, 0211-232-17, 0211-232-18, 0211-232-19, and 0211-232-20 on the project site from Commercial and Office to Light Industrial. **Table 1** shows the land uses of the proposed project. At that time the Council also determined the proposed changes were within and consistent with the analysis of TOP EIR certified on January 27, 2010, as the appropriate CEQA compliance for that action.

**Table 1: Proposed Project Land Uses**

Building <sup>1</sup>	Site Area		Building Area (Sq. Ft)				Landscaping	
	Acres	Sq. Ft.	Office	Warehouse	Total	%	Sq. Ft.	%
1	23.59	1,027,744	10,000	349,960	359,960	35.0	78,119	7.6
2	40.64	1,770,343	10,000	916,099	926,099	52.3	170,377	9.6
3	25.37	1,104,938	10,000	537,395	547,395	49.5	71,488	6.5
4	11.74	511,394	10,000	244,677	254,677	40.8	81,847	16.0
5	19.47	848,330	10,000	414,550	424,550	50.0	112,883	13.3
6	20.58	896,406	10,000	481,110	491,110	54.8	98,719	11.0
7	9.71	422,791	10,000	194,510	204,510	48.4	56,263	13.3
8	24.08	1,048,828	10,000	524,292	534,292	50.9	114,734	10.9
9	21.65	942,972	10,000	510,860	520,860	55.2	112,266	11.9
<b>TOTAL</b>	<b>196.83</b>	<b>8,573,915</b>	<b>90,000</b>	<b>4,173,453</b>	<b>4,263,453</b>	<b>49.5</b>	<b>896,696</b>	<b>10.5</b>

Source: Development Plan Application, McDonald Property Group December 2022

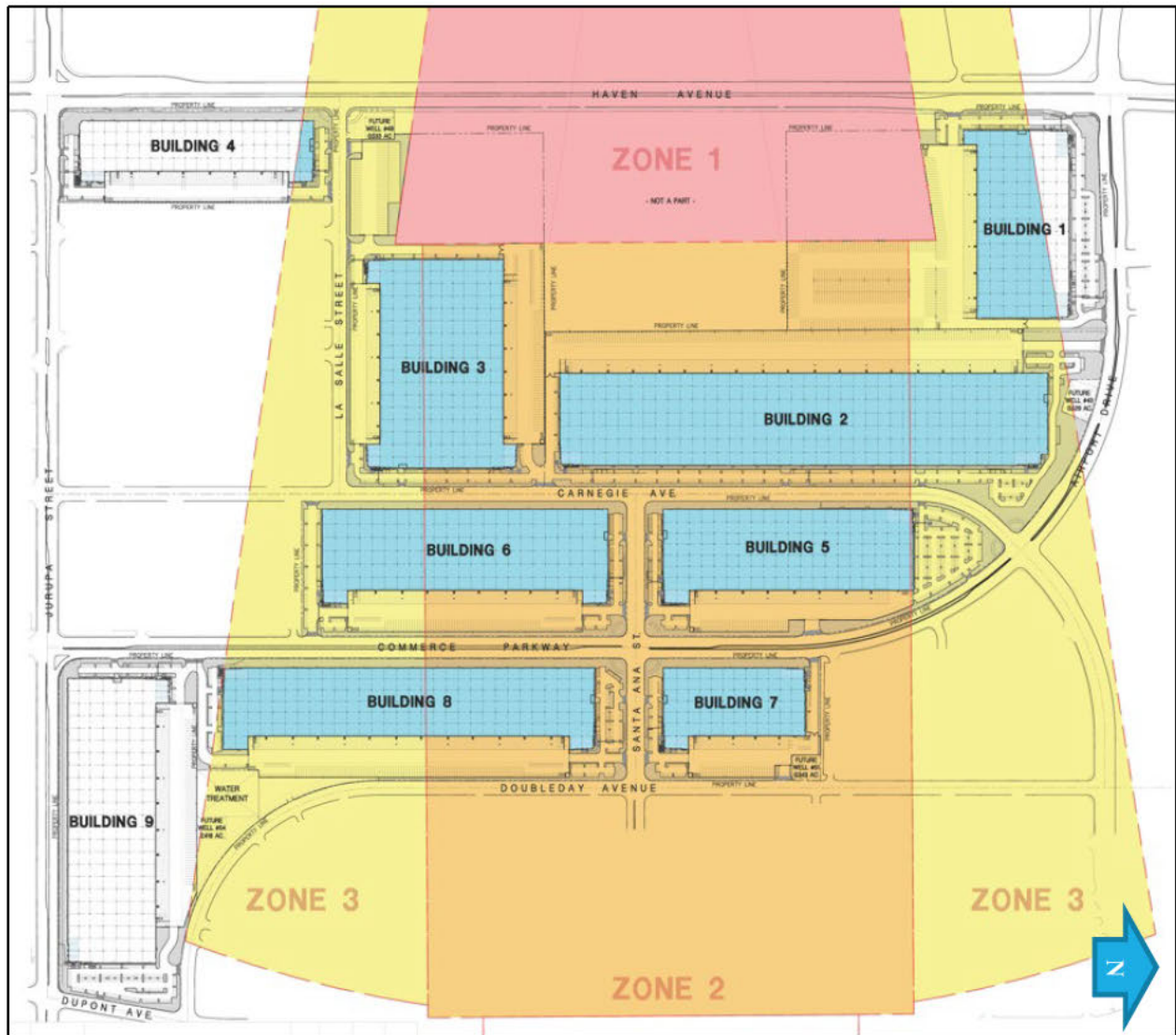
<sup>1</sup> see **Figure 3** a proposed site plan.

A detailed airport safety assessment was prepared for the project by Mead & Hunt in January 2022 with some of the tabular data updated in December 2022 (M&H 2022, Appendix E). Just west of the project site is a “clear zone,” designated for the OIA, which is part of its aircraft landing approach zones for Runways 26R and 26L (Aircraft Safety Zone 2). As shown in **Figure 4**, the project site spans the following Safety Zones: Safety Zone 1, Runway Protection Zone (RPZ); Safety Zone 2, Inner Approach/Departure Zone; and Safety Zone 3, Inner Turning Zone. Although 14.56 acres of the Project site fall within Safety Zone 1, which encompasses the RPZs for Runways 26L and 26R, the proposed site plan (see **Figure 3**) keeps this zone clear of future structures and parking lots. As such, no compatibility conflicts exist in Safety Zone 1, which is the most restrictive of all the safety zones.

For Safety Zones 2 and 3, the individual proposed building sites are subject to the Airport Land Use Compatibility Plan (ALUCP) usage intensity (people per acre) limits for each zone. In accordance with ALUCP Policy S2, any site that is split by safety zone boundaries is treated as if it were multiple parcels divided at the safety zone boundary. This analysis is based on the most recently approved ALUCP (2018).



**Figure 4: ONTARIO AIRPORT SAFETY ZONES**



**Table 2, Maximum Allowable Occupancy**, presents the maximum allowable occupancy (number of people) permitted for each building site based on the ALUCP average intensity limits for Safety Zones 2 and 3. The maximum allowable occupancy is the primary criterion by which to evaluate the compatibility of each lessee’s proposed specific use or combination of uses within each building. It should be noted that each building site includes the building itself plus adjacent parking and landscaping areas.

**Table 2: Maximum Allowable Occupancy**

Building <sup>1</sup> Site/Parcel	Safety Zone 2			Safety Zone 3			Building Site/Parcel Allowable Occupancy <sup>3</sup>
	Intensity Limit <sup>2</sup>	Site (acres)	Allowable Occupancy <sup>3</sup>	Intensity Limit <sup>2</sup>	Site (acres)	Allowable Occupancy <sup>3</sup>	
1	60	5.09	305	100	12.58	1,258	1,563
2	60	26.79	1,607	100	12.87	1,287	2,894
3	60	13.83	830	100	11.54	1,154	1,984
4	60	--	--	100	1.50	150	150



Building <sup>1</sup> Site/Parcel	Safety Zone 2			Safety Zone 3			Building Site/Parcel Allowable Occupancy <sup>3</sup>
	Intensity Limit <sup>2</sup>	Site (acres)	Allowable Occupancy <sup>3</sup>	Intensity Limit <sup>2</sup>	Site (acres)	Allowable Occupancy <sup>3</sup>	
5	60	16.35	981	100	3.12	312	1,293
6	60	12.77	766	100	7.81	781	1,547
7	60	9.71	583	100	--	--	583
8	60	11.46	688	100	11.53	1,153	1,841
9	NA	NA	NA	100	0.09	9	9
<b>TOTAL (1-8)</b>	<b>60</b>	<b>96.0</b>	<b>5,760</b>	<b>100</b>	<b>61.04</b>	<b>6,104</b>	<b>11,864</b>

Source: Exhibit 8, M&H 2022 Note: Totals rounded to nearest whole number NA = Not Applicable (see footnote 1)

<sup>1</sup> Portions of Buildings 3, 5-7 are also outside of the Safety Zones, and only the portions inside the Safety Zones are subject to building occupancy limits as shown above. Buildings 4 and 9 are not in Safety Zone 2 so no total building occupancy limits apply.

<sup>2</sup> Intensity limit = people per acre

<sup>3</sup> Allowable occupancy = maximum number of people on each building site

The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City and submitted to ONT-IAC and found that TOP 2050 is consistent with ALUCP for ONT (ONT-IAC 2022). Therefore, similar to the proposed project, TOP 2050 is consistent with the ALUCP for ONT because the general land use designations within the airport influence area are the same.

The City controls the ultimate determination of compliance with the ALUCP usage criteria, and those determinations will occur when a potential tenant(s) is identified for each building and a specific land use is proposed. The types of uses allowed with the proposed project include a mix of light industrial or warehouse uses with ancillary office space. According to data in the M&H Report, a high-intensity light industrial use (e.g., food products preparation) is likely to exceed the maximum allowable occupancy limits for Zone 2. Buildings located in Zone 2 are therefore better suited for low intensity light industrial and warehouse uses. Because tenants have not been identified, for purposes of this analysis, the applicant has requested approval of a 24-hour/7 days per week operational schedule to allow for flexibility for future tenants.

**Requested Approvals.** The project is within the boundaries of the CCCSP for which an EIR was prepared in 1981. The project application includes a Development Plan and an Addendum to the previously certified EIR prepared for TOP, which was Certified by the City Council on August 16, 2022. The EIR Addendum will allow the project to comply with the requirements of the California Environmental Quality Act (CEQA) (see Project Background below). The City's OIA Planning Liaison has shared the proposed Development Plan with OIA and it has been determined to be consistent with the OIA ALUCP.

**Architecture.** The proposed industrial buildings will include concrete tilt-up walls with painted and scored accents. The design will provide glazing and color variations to ease the length of the buildings. The mixture of varying elevations will utilize a combination of materials and colors. A maximum 14-foot tall concrete tilt-up wall will screen the truck yards and the wall colors will match the paint and color variations of the industrial buildings.

The project includes security and decorative lighting for the new proposed warehouse buildings, parking areas, and access routes consistent with the CCCSP and the City's Development Code. The lighting plan shows that all lighting is shielded and directed toward the ground to the extent necessary to minimize potential impacts with operations at the airport just west of the project site. The City's OIA Planning Liaison has shared the proposed Development Plan, including the proposed lighting, with OIA and it has been determined to be consistent with the OIA ALUCP.

**Circulation and Parking.** Access to the project will be from the following streets:

- Haven Avenue



- Jurupa Street
- Airport Drive
- Carnegie Avenue
- La Salle Street
- Commerce Parkway
- Doubleday Avenue
- Dupont Avenue
- Santa Ana Street

There are a minimum of two (2) access driveways for each of the buildings in the development. There are also 26-foot wide emergency vehicle access roads provided around the buildings and through the parking areas of the site. The project will provide a total of 2,269 parking spaces (see Table 3).

**Landscaping.** The project will provide landscaping along all the parkways, on the sides of the buildings except the truck docks/courts, and throughout the automobile parking areas per the requirements of the CCCSP. Landscaping setback requirements vary according to the street on which the building is located as outlined in the CCCSP. The Light Industrial zone does not have a set landscaping percentage requirement, however, the project will provide landscaping areas for each building site as shown previously in Table 1 for an average of 10.5% for the entire proposed project.

**Development Standards.** The industrial facility will be subject to the most current CCCSP zoning standards for development and design provided in Table 3, which demonstrates the project meets or exceeds the required standards. Setbacks vary according to the street on which the building is located.

Table 3: Project Development Standards

Location	Minimum Lot Size	Building Size	Building Height	Auto Parking Requirements	
<b>CCC SP Requirement</b>					
Development Standards for Light Industrial Uses	10,000 sf	See each building size below	55'	Warehouse: 1 <sup>st</sup> 20,000 at 1/1,000 square feet Above 20,000 @1/2,000 square feet  <i>(If office is less than 10% of Gross Floor Area, then no office parking is required)</i>	
<b>Provided by Project Building/Parcel</b>				<b>Provided</b>	<b>Required</b>
Building 1	23.6 ac	359,960 sf	48'	276 spaces	190 spaces
Building 2	40.6 ac	926,100 sf	48'	513 spaces	473 spaces
Building 3	25.4 ac	547,395 sf	50' 6"	284 spaces	284 spaces
Building 4	11.7 ac	254,677 sf	48'	138 spaces	137 spaces
Building 5	19.5 ac	424,550 sf	50'	343 spaces	222 spaces
Building 6	20.6 ac	491,110 sf	50' 6"	256 spaces	256 spaces
Building 7	9.7 ac	204,510 sf	48'	112 spaces	112 spaces
Building 8	24.1 ac	534,292 sf	50' 6"	277 spaces	277 spaces
Building 9	21.7 ac	520,860 sf	50' 6"	270 spaces	270 spaces
<b>Total</b>	<b>196.8 ac</b>	<b>4,263,454 sf</b>	<b>Max. 50' 6"</b>	<b>2,469 spaces</b>	<b>2,221 spaces</b>

Source: Development Plan Application, McDonald Property Group November 2022  
 ac = acres sf = square feet

**Grading.** Per the proposed conceptual grading plan, preparation of the project site will require specialized earthwork for Buildings 1-4 to accommodate the Federal Aviation Administration (FAA) Part 77 and 7460 aviation-related height restrictions. Grading of the site will require approximately 699,626 cubic yards (CY) of cut and 658,489 CY of fill, resulting in the export of 41,137 CY of soil from the site. Assuming 14 CY per load, the exporting of soil will require 2,938 one-way truck trips or 5,876 two-way truck trips which will require approximately 122 days to transport assuming 8 hours per day and 6 days per week. Truck trip lengths are assumed to be 20 miles per trip.



**Construction.** All construction activities, including site preparation and grading, building construction, paving, and the application of architectural coatings, are expected to take approximately three years (January 2024 to December 2026) and involve a variety of construction equipment as shown in Table 4.

**Table 4: Construction Equipment**

Construction Activity	Equipment	Quantity	Hours/Day
Site Preparation	Crawler Tractors	5	8
	Rubber Tired Dozers	4	8
Grading	Crawler Tractors	3	8
	Excavators	3	8
	Graders	2	8
	Rubber Tired Dozers	2	8
	Scrapers	3	8
Building Construction	Cranes	2	8
	Crawler Tractors	6	8
	Forklifts	6	8
	Generator Sets	2	8
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Source: Urban Crossroads 2022

**Project Setting:** The project site consists of approximately 196.9 acres of land within eastern Ontario. The site is irregular in shape and is located just east of the OIA and Haven Avenue. The site is currently vacant and relatively flat with elevations ranging from 950 feet above mean sea level (amsl) at the northern end down to 910 feet amsl at the southern end with a gentle slope of 11 percent to the south. Runoff from the site generally flows toward the surrounding roadways. Historically the site was regularly disked for weed abatement and fire protection. However, it has not been cleared in some time now due to the presence of burrowing owl on the site (see below). The site supports some landscaped species around the perimeter and at major road intersections. The vacant conditions of the site currently support a small population of burrowing owl (*Athene cunicularia*) which is a California Species of Special Concern. The site supports no native plant associations of habitat for other listed or otherwise sensitive species of plants or animals.

The only existing onsite improvement is one abandoned water well although there is a former agricultural reservoir offsite just east of Haven Avenue. This structure appears to have been created sometime in the 1940's and was abandoned sometime before 1966 – remnants of it still appear on aerial photographs of the area. The location and extent of these uses are shown in the previous Figure 2. The majority of the project site lies within the OIA Safety Zones 1, 2 and 3 per the OIA ALUCP, as discussed above.

**Project Background:** The project is part of the CCC SP for which a project-level EIR was prepared and originally certified in November 1981. The CCCSP EIR (City EIR No. 81-4) originally proposed the project site for Industrial/Office uses (50% each) and identified the following environmental impacts with a total of 91 mitigation measures (MMs):

- construction air quality (MMs 1-6);
- operational air quality (7-13 MMs);

- airport noise on the project (14-16 MMs);
- cultural resources (MM 17);
- biological resources (MM 18-20); *[no mitigation for burrowing owl]*
- energy conservation (MMs 21-30);
- hydrology (MMs 31-34);
- land use compatibility (MMs 35-40);
- noise (MMs 41-44);
- seismicity (MMs 45-48);
- soils and geology (MMs 49-51);
- traffic (MMs 52-67); *[only addressed LOS/congestion impacts]*
- visual and aesthetics (MMs 71-73);
- wastewater (MM 74);
- water supply (MMs 75-78);
- utilities (MMs 79-83);
- services (MMs 84-89); and
- fiscal/economics (MMs 90-91).<sup>1</sup>

Due to its age, it should be noted the 1981 EIR did not make any conclusions about the significance of impacts after mitigation, only identifying the potential for impacts and recommending mitigation measures as shown above. Most of the mitigation measures recommended in the original 1981 EIR have been supplanted by regulatory compliance and standard conditions of approval by the City, and some issues like level of service (LOS) for traffic impacts no longer apply to CEQA documents. Typically, a project within a specific plan would be processed as an addendum to the previously certified EIR (i.e., the 1981 CCCSP EIR). However, in this case, the City's TOP and its EIR contain much more current and accurate environmental information about the project site and applicable mitigation as explained below and as summarized in Table A (provided separately).

On August 16, 2022, the Ontario City Council adopted the latest version of TOP, which serves as the City's General Plan under state law and provides a foundation for the City to operate as a municipal corporation that consists of six (6) distinct components: 1) Vision; 2) Governance Manual; 3) Policy Plan; 4) Council Priorities; 5) Implementation; and 6) Tracking and Feedback. The Policy Plan component of TOP meets the functional and legal mandate of a municipal General Plan and contains nine elements; Land Use, Housing, Parks and Recreation, Environmental Resources, Community Economics, Safety, Mobility, Community Design and Social Resources.

The City Council certified TOP EIR (SCH # 2021070364) analyzed the direct and physical changes in the environment that would be caused by implementation of TOP; focusing on changes to land use associated with the buildout of the proposed land use plan, and impacts resultant of population and employment growth in the City. The project proposes land uses consistent with TOP 2050. The significant unavoidable adverse impacts that were identified in TOP EIR included: agriculture resources, air quality, cultural resources, greenhouse gas (GHG) emissions, noise and transportation/traffic.

CEQA requires lead agencies to use the most current and accurate environmental information in analyzing project impacts. Therefore, consistent with the requirements of CEQA, the proposed project and its site have been analyzed relative to current technical studies and TOP EIR. These uses will be consistent with the industrial uses to the north, east, and south of the subject site. In addition, the subject site is located under the landing path of the OIA and this analysis evaluates the project relative to OIA constraints as well.

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

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<sup>1</sup> In January 1983, EIR Addendum No. 1 was approved that consolidated this list to 79 MMs and added some regulatory compliance.

adopt an addendum. (CEQA Guidelines Section 15164(b).) Under Section 15162, a subsequent EIR or negative declaration is required only when:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous negative declaration;
  - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

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

Substantial changes are not proposed by the project compared to what is allowed in TOP, and project implementation will not require revisions to TOP EIR. TOP EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan. The site is located within the Light Industrial designated portion of the CCC SP. The project is consistent with the CCC SP requirements for that zone, which permit warehouse/distribution uses. As described in the Specific Plan and, therefore, analyzed in TOP EIR, maximum development of the project site (196.9 acres) would not exceed 4,717,330 square feet of light industrial uses. This is based on Figure LU-01 of the current TOP (Land Use Plan) which indicates that (light) industrial uses have a maximum FAR of 0.55 so the 196.9-acre site would be allowed up to 4,717,330 square feet of industrial uses under TOP. It should be noted the project proposes 9.2% less square footage than the maximum allowed under TOP (i.e., project is 90.8% of TOP maximum). Therefore, the proposed project will result in less development of the site than TOP EIR analyzed at buildout (i.e., 4,281,128 sf vs. 4,717,330 sf). Since the anticipated buildout resulting

from the project will be less than that originally analyzed in TOP EIR, no revisions to TOP EIR are required.

In addition, all previously adopted mitigation measures of TOP EIR are conditions of project approval or mitigation measures and are incorporated herein by reference. This document provides an analysis of the project and verification that the project will not cause any new or more significant environmental impacts.

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

Substantial changes have not occurred with respect to the circumstances under which the project was undertaken, that would require major revisions to TOP EIR. TOP EIR evaluated the site as Industrial with a maximum FAR of 0.55 (based on TOP Figure LU-01, Land Use Plan, and TOP EIR Figure 1-3, Proposed Land Use Plan), consistent with the surrounding industrial properties to the north, east, and south. The proposed project is implementing TOP EIR's industrial land use designation for the site and is consistent with the previous 1992 General Plan land use designation of Industrial for the site. Therefore, no proposed changes or revisions to TOP EIR are required. In addition, all previously adopted TOP EIR mitigation measures are incorporated herein by reference (see separate Table A). This document provides an analysis of the project and verification that the project will not cause any new or more significant environmental impacts.

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

No new information has been provided that would indicate the proposed project would result in any new significant effects not previously discussed in TOP EIR. TOP EIR evaluated the site as Industrial with a maximum FAR of 0.55 (based on TOP Figure LU-01, Land Use Plan, and TOP EIR Figure 1-3, Proposed Land Use Plan), consistent with the surrounding industrial properties to the north, west, and south. Since adoption of the 1992 General Plan certification and the TOP 2050 EIR, the subject site and surrounding area have been planned for and remained industrial.

Burrowing owl surveys were completed in 2019, 2020 and a 2022 protocol study was conducted to determine the current number of burrowing owls on site. Any owls found onsite will be relocated to a more natural, less urbanized location with no aviation associated hazards in accordance with California Department of Fish and Wildlife (CDFW) protocols. In this regard, the applicant has prepared a Burrowing Owl Relocation Program (BRP) consistent with TOP Environmental Resources Element Policies ER5-1 and ER5-2. Therefore, no proposed changes or revisions to the TOP EIR are required. In addition, all previously adopted mitigation measures are incorporated herein by reference and outlined in Table A. This document provides an analysis of the project and verification that the project will not cause any new or more significant environmental impacts.

**Conclusion:** TOP EIR, certified by the City Council on August 16, 2022 was prepared as a Program EIR in accordance with CEQA, the CEQA Guidelines section 15121(a), and the City's Rules for the Implementation of CEQA. TOP EIR considered the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by TOP. Consequently, TOP EIR focused on impacts from changes to land use associated with buildout of the City and impacts from the resulting population and employment growth in the City. The proposed project is consistent and compatible with existing and planned uses in the surrounding area. The amount of development anticipated at project buildout, as shown in **Table 1** above, will be less than the development analyzed in TOP EIR.

Accordingly, and based on the conclusions of the previously certified TOP EIR, the analysis in this document, CEQA and the CEQA Guidelines, including Sections 15164 and 15162, the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary, nor is there a need



for additional mitigation with implementation of the number of conditions of approval required by the City based on the results of the site specific technical studies for burrowing owl and airport safety.

**Surrounding Land Uses:** The project site is surrounded on the north, east, and west by land uses within the CCCSP (e.g., rail industrial and light industrial) including some vacant land. The OIA and related uses (e.g., parking lots) are just west of the site across Haven Avenue. See Table 5 for onsite and surrounding land uses and zoning designations. Onsite and surrounding land uses are also shown in the previous Figure 2.

**Table 5: Existing Land Uses and Zoning Designations**

Location	Existing Land Uses	TOP Designation	Zoning Designation	Specific Plan Land Use
Site:	Vacant	Industrial	California Commerce Center (2591-SP)	Light Industrial
North:	Light Industrial Warehousing and Vacant Land	Industrial	California Commerce Center (2591-SP)	Rail Industrial
South:	Light Industrial Warehousing	Industrial	California Commerce Center (2591-SP)	Rail Industrial
East:	Vacant and Light Industrial Warehousing	Industrial	California Commerce Center (2591-SP)	Rail Industrial and Light Industrial
West:	OIA	Airport	OIA	NA

**TOP 2050 IMPLEMENTATION ACTIONS/REGULATORY COMPLIANCE**

The following actions will implement various requirements of TOP 2050 to protect environmental resources and City residents from environmental hazards. They are based on recommendations from the various technical studies prepared specifically for the project (see “Additional Studies” listed below). The actions regarding biological resources were prepared to comply with Policies ER5-1 and ER5-2 of the Environmental Resources Element of TOP 2050 as well as comply with applicable federal and state environmental regulations:

**BIOLOGICAL RESOURCES**

**BIO-1: BURROWING OWL RELOCATION PROGRAM (BRP).** Prior to the issuance of any grading permit, the developer shall retain a qualified biologist to prepare a Burrowing Owl (BUOW) Relocation Plan for the project site that consists of the following steps:

**Focused Survey.** A subject site area focused survey is required to identify individual owls and nesting pairs and the burrows they are occupying.

**Identify Receiver Site(s).** The project biologist will identify potential receiver sites that can accommodate relocated birds from the project site and provide long-term habitat for the species. Based on preliminary research, there are two potential options:

**Option 1 – Habitat Mitigation (HM) Land.** California Department of Fish and Wildlife (CDFW) will allow an applicant to acquire and provide perpetual management of its own HM land or secure an existing conservation easement program in place to provide continued management of relocated Burrowing Owls. For this to occur, CDFW must approve the HM land as appropriate for the defined conservation goals. Several steps are required to accomplish this prior to relocation:

- Obtain CDFW written approval of the HM lands before acquisition.
- Transfer fee title of the HM lands to CDFW or a CDFW approved entity pursuant to terms approved in writing by CDFW.
- If CDFW does not hold fee title to the HM lands, CDFW shall serve as grantee for a Conservation Easement over the property or approve another entity to act as grantee.
- Provide a recent title report, Phase I Environmental Assessment, and other necessary documents.

- Designate both an interim and long-term land manager approved by CDFW. The interim and long-term managers need not be the same.
- Provide for site preparation, including the initial site protection and enhancements.
- Provide for the interim management of the HM land which, in the case of burrowing owls, is a minimum of two years.
- Ensure that the HM lands are perpetually managed, maintained, and monitored by the long-term manager as described in the long-term management plan.
- Provide long-term management funding by establishing a non-wasting endowment or otherwise ensure the perpetual management of the HM lands
- Develop and implement a two-year Habitat Mitigation and Monitoring Plan for preparing the relocation site and for monitoring the BUOW population.
- Ensure funding to cover all aspects of the relocation process.

**Option 2 - Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP).** Active burrowing owl relocation is a pre-approved activity within the MSHCP. The Riverside Conservation Authority (RCA) manages conservation lands within Riverside County and accepts relocated owls if consistent with the MSHCP and approved by the wildlife agencies. A proposed relocation plan would have to be submitted to the RCA for review and approval by the Joint Project Review Committee (JPR). Both the United States Fish and Wildlife Service (USFWS) and CDFW are members of the JPR. Once the RCA tentatively approves the plan and can identify a receiver site on MSHCP conserved lands, the proposed relocation will be presented to the JPR for a final review and approval. With approval, the owls could be relocated by an authorized biologist according to a CDFW approved relocation plan.

**Option 3 – Inland Empire Resource Conservation District (IERCD) Relocation Site and/or In-Lieu Fee.** The IERCD manages habitat lands for various species within Riverside County and may have BUOW habitat land available for relocation of project BUOW. If existing easement sites as proposed under the current relocation plan are found to be unsuitable or not approved by CDFW or USFWS, then the applicant may be able to pay an in-lieu fee to help mitigate BUOW impacts of the proposed project. The applicant will continue discussions with the City and IERCD to determine if or what habitat resources are available, or in-lieu fee may be needed to adequately mitigate project impacts to BUOW.

**Prepare a Burrowing Owl Relocation Plan.** Once a receiver site(s) is chosen, the project biologist would submit the chosen site(s) to appropriate agencies (e.g., USFWS, CDFW) for review and approval. A site-specific relocation plan can then be prepared for review and approval. Upon plan approval, the developer shall establish an escrow account or endowment that guarantees funding for the entire translocation and monitoring effort.

**Receiver Site Preparation.** The authorized biologist shall supervise installation of cages and/or burrows on the receiver site as necessary. String trimming or minor vegetation modifications may be necessary to effectively install the cages/burrows.

**Onsite Trapping.** The authorized biologist shall trap owls on the project site as close to egg laying (February - early March) as possible, then release the owls into tracking cages at receiver site. At that time, the owls will be banded for identification and tracking purposes. Occupied burrows on the project site where capture occurred will be excavated to prevent reoccupation. One-way doors may also be installed for 72 hours prior at all other suitable burrows to prevent re-occupation of the project site.

**Relocation Monitoring.** The transfer of owls from the project site to the receiver site will be supervised by an authorized biologist holding a valid permit for such activities. Owls will be fed and monitored daily at the receiver site until a full clutch of eggs is well into incubation. Cages will then be removed from the receiver site. Game cameras shall be installed to assist future monitoring efforts. Monitoring is to assess site for predators, disturbances, and identify actions to be taken to address potential problems that could impact the success of owl relocation. The project biologist will band young birds and continue to monitor them for success and address any problems related to predators or site disturbance. The receiver site shall be monitored for two (2) years post release of owls on the site to document efficacy of relocation. The biologist shall also conduct habitat modifications and burrow maintenance as needed.



**Reporting.** The project biologist shall prepare monthly reports from the start of owl relocation for at least twenty-four (24) months and prepare at least two Annual Reports with the second being the final Project Mitigation Report. These monitoring reports shall be sent to the City, USFWS, and CDFW. This measure shall be implemented to the satisfaction of the City Planning Department in consultation with the CDFW and USFWS.

**NOTE:** In addition to burrowing owl, development of the project site may impact nesting birds in trees adjacent to the site. TOP EIR indicates the City wishes to protect biological resources such as nesting birds which are also protected by state regulations. Therefore, the following site-specific measure, Nesting Bird Survey, implements the goals of TOP to protect such resources:

**BIO-2: NESTING BIRD SURVEY.** Prior to issuance of a grading permit or if vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) no more than five (5) days prior to the beginning of project-related activities (e.g., excavation, grading and vegetation removal). Surveys shall be conducted in proposed work areas, staging and storage areas, soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area shall encompass a 500-foot radius. Surveys shall be conducted by a qualified biologist during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the project site shall be monitored by a qualified biologist during active construction if work is occurring directly adjacent to the pre-determined no-work buffer. If the qualified biologist determines construction activities have the potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within a minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation, or other non-anthropogenic nest failure).

## **CULTURAL RESOURCES**

**CUL-1: WELLPIPE DOCUMENTATION.** Prior to issuance of a grading permit, the applicant shall retain a qualified archaeologist to adequately document the existing well/pipe using the appropriate Department of Parks and Recreation (DPR) 523 forms. Confirmation of receipt of the documentation by the California Office of Historic Preservation shall be provided prior to the start of grading. This measure shall be implemented to the satisfaction of the City Planning Department.

## **HAZARDS**

**NOTE:** The following TOP Implementation Actions/Regulatory Compliance are based on the recommendations of the Mead & Hunt report (Appendix E) to comply with the recommendations of TOP EIR Section 5.8, Impact 5.8-3:

**HAZ-1: Avigation Easements.** Prior to issuance of a Certificate of Occupancy for each building, an avigation easement shall be recorded with the deed to the property. The avigation easement language and conveyances shall be acknowledged in the Ground Lease between the Ontario International Airport Authority (OIAA) and the developer and all future tenant sublease agreements, and Covenants, Conditions & Restrictions (CCRs).

**HAZ-2: Building Intensity.** Prior to issuance of a Certificate of Occupancy, the developer shall demonstrate to both the OIAA and the City of Ontario that the proposed use of each building complies with the Airport Land Use Compatibility Plan (ALUCP) intensity criteria. Additionally, the Ground Lease between the OIAA and the developer shall require a consistency evaluation at the time a specific use (or re-use) is proposed for each of the nine building sites to ensure long-term compliance with the ALUCP usage intensity criteria. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.

**HAZ-3: Part 77 Height Limits.** Prior to issuance of a Certificate of Occupancy, the developer shall receive a positive “No Airspace Hazard Determination” determination from the FAA. While the proposed buildings have been confirmed by Mead & Hunt to be designed in compliance with Part 77 height limits, the FAA may find that other aspects of the project be further evaluated and addressed, such as electrical interference with aircraft communications or navigation. This measure shall be implemented to the satisfaction of the City Planning Department in consultation with the FAA and with OIAA concurrence.

**HAZ-4: Architectural Design.** Prior to issuance of a building permit, the developer shall demonstrate that building plans show structures or architectural features that could provide nesting, shelter, or perching opportunities for raptors and large birds have been designed to reduce the attractiveness of these features through the application of nets, bird spikes, or other deterrents (communication towers, signs, and light standards are examples of structures of this type). This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.

**HAZ-5: Landscaping.** Prior to issuance of a building permit, the developer shall demonstrate that landscaping plans preclude the planting of new trees that create a dense and contiguous canopy or plant materials that provide food sources such as fruit, nuts, or berries. The plans shall use only short tree species/varieties to ensure that mature trees will not create an airspace obstruction or hazardous wildlife attractant. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.

**HAZ-6: Lighting Fixtures.** Prior to issuance of a building permit, the developer shall demonstrate that lighting fixtures do not project light directly onto the existing runways or taxiways or into the approach and departure paths for the OIA. Exterior lighting shall incorporate down-shielding to direct light downward and away from the airport approach and departure paths. Lighting shall not imitate airport lighting or impede the ability of pilots to distinguish airport lighting from other lighting (streetlights, signs, etc.), nor create the appearance of oncoming aircraft traffic to pilots landing from or departing toward the east on Runway 26R/L or toward the west on Runways 8R and 8L. Lighting within Airport Safety Zones 1 and 2 shall not be aligned in a linear pattern parallel with the runways (Runway 8R/26L and 8L/26R). This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.

**HAZ-7: Glare Control.** Prior to issuance of a building permit, the developer shall demonstrate that buildings do not include glare-producing materials, including but not limited to unpainted metal, white paint/rooftop materials, or highly reflective glass (e.g., mirrored glass). No glare-producing materials shall be used on the exterior of structures located within the airport approach and departure paths or on nearby lands where glare could impair a pilot's vision. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.

**HAZ-8: Glare Analysis.** For any building rooftops on which solar systems are proposed, the developer shall retain a qualified consultant to prepare a glare analysis to alleviate potential visual impacts to OIA operations. The findings of the analysis shall be included in the FAA Form 7460-1 submittal for the solar project. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.

**HAZ-9: Construction Coordination.** Prior to the issuance of a building permit, the developer shall coordinate with the OIAA to develop a project construction schedule to alleviate any potential impacts to airport operations, particularly from cranes (i.e., due to their height and location) as outlined in Exhibit 14 of the Mead & Hunt report (Appendix E). If the project's schedule is aligned with planned runway closures, runway closure timeframes shall be included on the FAA Form 7460-1 submittal for the cranes. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.

**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement):** CDFW (burrowing owl survey and relocation)

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

If “yes”, has consultation begun?  Yes  No  Completed

This document is an Addendum to TOP 2050 EIR which had its own extensive Native American

Consultation (NAC) process per SB 18 and AB 52. The proposed Project and its TOP EIR Addendum do not require separate subsequent NAC since the Project is consistent with TOP 2050 and an EIR Addendum is an administrative action, not a legislative action.

**Additional Studies:** The following additional studies have been or are being prepared in support of the analysis in this document regarding potential environmental impacts of the proposed project. These studies are in the Appendices to this document and include:

- Air Quality and Energy Memorandum, Urban Crossroads, March 15, 2022 (Appendix A)
- GHG Reduction Measures Screening Table for Commercial and Industrial Development, HPA Architects, December 14, 2021 (Appendix A)
- Burrowing Owl at Ontario Airport Study, Helix Env. – Kidd Biological, 2020 (Appendix B)
- Pre-Construction Clearance Survey for Burrowing Owl, Wood Environmental, August 14, 2021 (Appendix B)
- Cultural Resources Survey for Parcel Group 1 Development, Helix Environmental, April 15, 2019 (Appendix C)
- Cultural Resources Survey for Parcel Group 2 Development, Helix Environmental, April 15, 2019 (Appendix C)
- VMT Memorandum, Urban Crossroads, December 8, 2021 (Appendix D)
- Traffic Impact Assessment, Urban Crossroads, January 11, 2022 (Appendix D)
- Ontario Airport Land Use Consistency Report, Mead & Hunt, January 26, 2022 (Appendix E)
- Hydrology Report, Thienes Engineering, December 27, 2021 (Appendix F)
- Preliminary Water Quality Management Plan, Thienes Engineering, October 27, 2022 (Appendix F)
- Water Supply Assessment (WSA) for PDEV21-047 Hub at ONT, Ontario, California, Ontario Municipal Utilities Company, December 2022 (Appendix F)

#### **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

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

#### **DETERMINATION (To be completed by the Lead Agency)**

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On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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Signature

Edmelynne Hutter, Senior Planner  
Printed Name and Title

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Date

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For

December 23, 2022

City of Ontario

## **EVALUATION OF ENVIRONMENTAL IMPACTS**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>Impacts Previously Analyzed in TOP FEIR</i>
<b>1. AESTHETICS.</b> Would the project:				
<b>a.</b> Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d.</b> Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2. AGRICULTURE AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
<b>a.</b> Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d.</b> Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>Impacts Previously Analyzed in TOP FEIR</b>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>Impacts Previously Analyzed in TOP FEIR</b>
<b>5. CULTURAL RESOURCES.</b> Would the project:				
<b>a.</b> Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>b.</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. ENERGY.</b> Would the project:				
<b>a.</b> Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>b.</b> Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>7. GEOLOGY AND SOILS.</b> Would the project:				
<b>a.</b> Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>i.</b> Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>ii.</b> Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>iii.</b> Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>iv.</b> Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d.</b> Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e.</b> Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>f.</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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

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

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>Impacts Previously Analyzed in TOP FEIR</i>
<b>18. TRIBAL CULTURAL RESOURCES.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is				
<b>a.</b> Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>19. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
<b>a.</b> Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d.</b> Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e.</b> Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>20. WILDFIRES.</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
<b>a.</b> Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>Impacts Previously Analyzed in TOP FEIR</b>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>21. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Note:</b> Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09.</p> <p><b>Reference:</b> Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; <i>Sundstrom v. County of Mendocino</i> (1988) 202 Cal.App.3d 296; <i>Leonoff v. Monterey Board of Supervisors</i> (1990) 222 Cal.App.3d 1337; <i>Eureka Citizens for Responsible Govt. v. City of Eureka</i> (2007) 147 Cal.App.4th 357; <i>Protect the Historic Amador Waterways v. Amador Water Agency</i> (2004) 116 Cal.App.4th 1099, 1109; <i>San Franciscans Upholding the Downtown Plan v. City and County of San Francisco</i> (2002) 102 Cal.App.4th 656.</p>				

## **EXPLANATION OF ISSUES**

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

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

Discussion of Effects: Section VI.M of the CCC SP EIR did not identify any significant visual impacts of the project but did recommend seven (7) mitigation measures for the project related to building appearance and landscaping with implementation of the CCC SP. Those measures are outlined in Table A and are referenced as CCCSP EIR Measures 18, 36, 37, 68, 69, 70, and 73 in the first column of the table.

TOP EIR concludes... “the scale and design of the City under TOP 2050 would not deter views of the San Gabriel Mountains which are the dominant scenic resource in the City of Ontario. Regulations such as the City’s Municipal Code and policies [of TOP] would ensure that increased development would not impact scenic vistas” (SEIR p. 5.1-5). TOP Policy CD1-5 requires all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains.

The project site is located just east of the OIA and includes the following north-south streets, Haven Avenue and South Commerce Way, consistent with the Functional Roadway Classification Plan (Figure M-2) of the Mobility Element within TOP Policy Plan. The CCC SP and surrounding area are planned for industrial and commercial uses. Major land uses in the surrounding area are non-residential (e.g., industrial and commercial). The proposed project will permit warehouse, distribution, assembly, and/or manufacturing similar to uses that already exist in the surrounding area and are consistent with TOP Policy Plan. The new uses are already allowed by TOP and do not obstruct views of the San Gabriel Mountains from onsite or surrounding north-south streets. No adverse impacts are anticipated in relation to the project.

Therefore, the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: The CCC SP EIR did not identify any scenic resources on the site and did not identify any scenic highways in the area. The EIR concluded the project had no impacts and no mitigation was required.

TOP EIR states... “The Euclid Corridor and the Mission Boulevard Corridor are the primary scenic corridors in Ontario. These are not State-designated scenic highways, and Ontario does not have any State scenic highways through or in the vicinity of the City” (SEIR 5.1-6). The City is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east–west direction. I-15 traverses the northeastern portion of the City in a north–south direction. The project site is just south of the I-10 and west of the I-15 freeways. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation (Caltrans) or the City.

The project site is vacant and contains no historic buildings or any scenic resources, nor are there any in the vicinity of the project site. Therefore, it will not result in adverse environmental impacts.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to the EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.M of the CCC SP EIR did not identify any significant visual quality or characteristics of the area. Nevertheless, the EIR did recommend seven (7) mitigation measures related to building architecture and landscaping to be consistent with the CCC SP. Those measures are outlined in Table A and are referenced as CCCSP EIR Measures 18, 36, 37, 68, 69, 70, and 73 in the first column of the table.

TOP EIR characterized this area as having existing industrial development and the area contained urban land uses including industrial development planned on and around the project site. TOP EIR concluded that future development in the City, which includes light industrial uses planned on the project site, would not degrade the existing visual character or quality of the site or its surroundings and no mitigation was required (SEIR p. 5.1-7).

TOP EIR also states...“future development under the [TOP 2050] would still be required to adhere to the City’s Development Code, which includes general development requirements for development density, screening and setback, signing, landscaping, lighting, height limitations, and other aspects related to the aesthetic of the City. Finally...the Development Code is enacted to assist implementation of planning, zoning, development, subdivision, and environmental laws and the TOP and to achieve the proper arrangement of land uses envisioned in TOP. Because it is the overriding planning document for the City, and because it is intended to improve consistency with existing regulations and conditions, the...TOP 2050...would not have a significant impact with respect to being inconsistent with policies or regulations governing scenic quality” (SEIR p. 5-1-7).

The project site is located in an area that is characterized by industrial development and is surrounded by urban land uses. The project is consistent with TOP land uses and zoning so it would not degrade the existing visual character or quality of the site or its surroundings.

The proposed project will be required to comply with the policies of the Community Design Element of TOP Policy Plan and zoning designations on the property, as well as the design requirements of the CCC SP. Therefore, no adverse visual impacts are anticipated, and the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: The CCC SP EIR did not address lighting although one (1) of the mitigation measures in Section VI.M stated a unified lighting and signage program should be provided throughout the project.

TOP EIR concluded that new development throughout the City would increase ambient light levels over time as development occurred, but that compliance with Development Code lighting requirements would reduce potential impacts to less than significant levels, and no mitigation was required (SEIR p. 6.1-7).

The project proposes the development of nine light industrial buildings consistent with TOP and CCC SP land use designations. New development will have architectural and security lighting on buildings and in parking lots, and streets that do not yet have street lighting will have new lighting installed. Pursuant to the requirements of the CCC SP and the City’s Development Code, onsite lighting will be shielded, diffused or indirect, to avoid glare to onsite users, pedestrians, and motorists. In addition, lighting fixtures will be selected and located to confine the area of illumination to within each building site and minimize light spillage. The OIA has reviewed the project plans and determined they have no concerns regarding lighting.

Site lighting plans will be subject to review by the Planning Department and Police Department prior to issuance of building permits (pursuant to the City’s Building Security Ordinance). Therefore, no adverse impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

**a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to non-agricultural use?**

Discussion of Effects: Section VI.K of the CCC SP EIR addresses geology and soils and does indicate the project site is underlain by prime agricultural soils (site previously supported vineyards).

The CCC SP EIR did not identify any significant agricultural resources on the project site although it was prepared prior to the creation of the FMMP website. The EIR indicated the area had been used years ago for agriculture, as had much of the City, but was now transitioning to urban light industrial land uses. No impacts were anticipated, and no mitigation was recommended. The EIR concluded the project will result in the loss of prime agricultural soils but does not recommend any mitigation and does not indicate if this loss is a significant environmental impact of the project.

TOP EIR states that the City is underlain by prime agricultural soils in a number of areas but that the City envisions a natural transition of these lands to suburban and urban uses over time based on market forces and the desires of property owners. The EIR concluded TOP... "would have no direct, indirect, and cumulative impacts relating to conversion of Farmland to non-agricultural use" (SEIR p. 5.2-12). The EIR concluded this because those changes had already been evaluated in the 2010 TOP which represents the baseline condition for the 2050 TOP. TOP EIR did not anticipate these changes to be a significant adverse impact and as a result did not recommend mitigation.

The project site is presently vacant and does not contain any agricultural uses. Further, the site is identified as Urban and Built-up Land on the map prepared by the California Resources Agency as part of the FMMP. Based on the information above, no adverse environmental impacts from the project related to prime farmland are anticipated.

Therefore, the project will have no significant impacts on agricultural resources and no mitigation is required. The project will not result in any new, increased or substantially different impacts other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: The CCC SP EIR did not identify any agricultural zoning or current agricultural uses on the project site (i.e., at that time in 1981) although it did indicate the site supported vineyards in the past. The EIR did not indicate if the site was under a Williamson Act (agricultural preserve) contract, and current chain of title reports for the project parcels do not indicate any were or are present on the site now.

TOP EIR indicates that some areas of the City were used for agriculture in the past, including the general project area. However, the City currently has no agricultural land use or zoning designations. Figure 5.2-2 of TOP EIR indicates there are a number of Williamson Act contracts in the City, but they are in the southern portion of the City which also is transitioning to suburban land uses. The project area has been transitioning to urban light industrial land uses for some time, and no Williamson Act contracts are active in



this area at present. In this regard, no significant impacts were anticipated in TOP EIR and no mitigation was recommended.

The project site is not zoned for agricultural use; the site is designated within the CCC SP for light industrial uses which are permitted under TOP. Future development will be consistent with the development standards and land uses allowed under TOP and CCC SP.

Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with Williamson Act contracts. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

Discussion of Effects: The CCC SP EIR did not identify any forest land on the project site. Therefore, there are no impacts and no mitigation is required.

TOP EIR indicated there were no forest resources in the City, so development of planned land uses in the City, including the light industrial uses of the project site, would not result in any impacts related to rezoning of forest or timberland to non-forest use.

The project proposes nine warehouse buildings consistent with the light industrial land uses allowed under TOP and CCC SP. The project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production because such land use designations do not exist within the City.

Therefore, no impacts to forest or timberland are anticipated and the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: The CCC SP EIR did not identify any forest resources on the site.

TOP EIR indicated there were no forest resources in the City, so development of planned land uses, including the light industrial uses of the project site, would not result in any impacts related to the conversion of forest land to non-forest use (SEIR p. 5.2-13).

There is currently no land in the City that qualifies as forest land as defined in Public Resources Code section 12220(g), including the project site. Neither TOP nor the City's Zoning Code provide designations for forest land anywhere in the City.

Therefore, the proposed project would not result in the loss or conversion of forest land. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: The CCC SP EIR did not identify any agricultural zoning or current agricultural uses on the project site (i.e., in 1981) although it did indicate the site supported vineyards in the past. The CCC SP EIR did not identify any forest resources on the site. The EIR stated the project would remove prime agricultural soils but did not make a conclusion if that impact was significant and did not recommend any mitigation in that regard.

TOP EIR indicated future development would not conflict with agricultural uses and would not result in conversion of farmland to non-agricultural use. It also concluded there is no forest land in Ontario, and therefore the project would not result in conversion of forest land to non-forest use (SEIR p. 5.2-14). TOP

envision a natural transition of these lands to suburban and urban uses over time based on market forces and the desires of property owners. TOP EIR indicated there were no forest resources in the City, so development of planned land uses, including the light industrial uses of the project site, would not result in any cumulative impacts related to loss of forest land.

Implementation of the project would not result in changes to the existing environment other than those previously addressed in TOP EIR. While conversion of farmland increases the potential for adjacent areas to also be converted from farmland to urban uses, there are no agricultural uses occurring onsite or in the vicinity and the project will not directly or indirectly result in conversion of farmland. No new cumulative impacts beyond those identified in TOP EIR would result from project implementation. As a result, the project will not result in loss of farmland to non-agricultural use.

Additionally, there is currently no land in the City that qualifies as forest land as defined in Public Resources Code Section 12220(g). Neither TOP nor the City's Zoning Code provide designations for forest land.

Based on available data, the proposed project would not result in changes to the existing environment that would affect forest land. There will be no impacts and no mitigation is required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**3. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

**a. Conflict with or obstruct implementation of the applicable air quality plan?**

Discussion of Effects: Section VI.A of the CCC SP EIR addressed air quality but did not refer to any air quality management plan in place at that time (1981). In addition, the EIR did not make a specific conclusion regarding the significance of project-related air pollutant emissions compared to any significance thresholds from any air quality planning document.

The project site was analyzed in the current (2022) and previous (2010) TOP EIR as industrial land uses surrounded on the north, east, and south by industrial uses and on the west by the OIA. TOP EIR concluded future land uses, including the proposed project, may conflict with or obstruct implementation of the applicable 2016 Air Quality Management Plan (AQMP) issued by the South Coast Air Quality Management District (SCAQMD). TOP EIR concluded that future development and the cumulative air pollutant emissions would exceed the SCAQMD daily thresholds. As noted in the previous TOP EIR (Section 5.3) from 2010, pollutant levels in the City already exceeded Federal and State standards at that time. To reduce pollutant levels, the City is actively participating in efforts to enhance air quality by implementing Control Measures in the AQMP for local jurisdictions within the South Coast Air Basin (SCAB).

TOP EIR in 2022 evaluated the development of 87,620 residential units, 40,356,075 square feet of mixed-use development, 34,934,684 square feet of retail/service uses, 22,116,283 square feet of business park use, 159,998,711 square feet of industrial use, and 257,405,754 square feet of other uses within the area bounded by the current proposed project.

The proposed project is consistent with TOP land use designations upon which the AQMP is based. Furthermore, the project is consistent with the City's participation in the AQMP and will not conflict with or obstruct implementation of the plan. The project will be required to implement TOP EIR Mitigation Measures AQ 3-1, 3-2, and 3-3 which include fugitive dust control measures pursuant to SCAQMD's Rule 403, use of Tier 3 construction equipment, proper service and maintenance of construction equipment, limiting nonessential idling of construction equipment, use of Super-Compliant volatile organic compounds (VOC) paints for coating and architectural surfaces, providing non-vehicular access options, and calculate and reduce any significant health risks from future development on nearby sensitive receptors (MM 3-1 through 3-3, respectively). The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

**Mitigation:** No project specific mitigation is required. The following measures from TOP EIR are applicable to the proposed project:

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

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil 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 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufacturers can be found on the South Coast Air Quality Management District's website at: [http://www.aqmd.gov/prdas/brochures/SuperCompliant\\_AIM.pdf](http://www.aqmd.gov/prdas/brochures/SuperCompliant_AIM.pdf). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.

**AQ 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).

**AQ-3-3:** Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD- adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).

- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

**b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

Discussion of Effects: Section VI.A of the CCC SP EIR concluded the overall project would emit a substantial amount of air pollutant emissions over the short- and long-term and considered them as a percentage of regional (basin-wide) emissions. The EIR did not make a specific conclusion regarding the significance of project-related air pollutant emissions compared to any significance thresholds, it simply presented the emissions in pounds/day before any of the recommended mitigation measures were applied. The EIR recommended six (6) mitigation measures to help limit short-term emissions during construction and seven (7) measures to help limit long-term emissions. However, the language of the measures was permissive rather than mandatory and all of them have since been incorporated into regulatory compliance and standard conditions of approval by the City (see Table A for CCCSP EIR Measures 1-6 and 7-13, respectively, in column 1 of the table).

TOP EIR concluded that air pollutant emissions from future development within the City consistent with TOP land uses, including the proposed project, would exceed established SCAQMD thresholds. TOP EIR evaluated the development of 87,620 residential units, 40,356,075 square feet of mixed-use development, 34,934,684 square feet of retail/service uses, 22,116,283 square feet of business park use, 159,998,711 square feet of industrial use, and 257,405,754 square feet of other uses within the area bounded by the current proposed project. Table 6 summarizes the operational air quality emissions that would result from the currently approved land uses on the proposed project site. Table 6 demonstrates that the land uses on the project site under the approved TOP would exceed the SCAQMD regional thresholds of significance for emissions of VOC and NO<sub>x</sub> while TOP EIR indicates emissions of all land uses would exceed SCAQMD regional thresholds and a statement of overriding considerations was required.

**Table 6: Currently Approved Maximum Daily Operation Emissions**

Pollutant Characteristics	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Transportation Sources	29,625	27,829	222,058	582	4,557	4,512
Area Sources	23,781	3,548	46,604	127	7,019	6,757
Maximum Daily Emissions	53,406	31,367	157,662	709	11,576	11,269
SCAQMD Regional Threshold	55.00	55.00	550.00	150.00	150.00	55.00
Threshold Exceeded?	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>

Source: Table 1, Urban Crossroads, March 2022

Mitigation Measures AQ 3-1, 3-2, and 3-3 as outlined in Section 3.a have already been adopted by the City that would facilitate continued City cooperation with the SCAQMD and Southern California Association of Governments (SCAG) to reduce short-term construction emissions, help promote regional air quality improvement goals and energy conservation design and development techniques, encourage alternative modes of transportation, and implement transportation demand strategies. However, TOP EIR



concluded that air pollutant impacts would be significant even with implementation of the recommended mitigation measures (MM AQ 3-1 through 3-3).

A detailed air quality assessment (*AQ Study*) of the proposed project was conducted by Urban Crossroads in February 2022, to identify project-specific air pollutant impacts and recommend additional mitigation if necessary (i.e., other than those applicable measures already identified in TOP EIR). The *AQ Study* (Appendix A) determined the project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under an applicable federal or state ambient air quality because the project is consistent with the existing Industrial designation in the CCC SP.

**Construction.** Table 7 shows the air pollutants estimated in the *AQ Study* for construction of the proposed project. Table 7 shows that the proposed project’s construction-related activity would not exceed the applicable regional significance thresholds and a less than significant impact would occur. No mitigation beyond that identified in TOP EIR would be required.

**Table 7: Project Regional Construction Emissions**

Pollutant Characteristics	Emissions (pounds per day)					
	VOC	NOx	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	36.40	84.48	189.09	0.64	56.07	16.50
SCAQMD Regional Threshold	75.00	100.00	550.00	150.00	150.00	55.00
Threshold Exceeded?	No	No	No	No	No	No

Source: Table 2, Urban Crossroads, Feb 2022

**Operation.** Operational emissions associated with the proposed project are summarized in Table 8 which indicates Project emissions would exceed the SCAQMD regional thresholds of significance for emissions of VOC and NOx. However, the VOC and NOx exceedances that would occur as a result of the proposed project have already been estimated and considered in TOP EIR (see below).

**Table 8: Project Regional Operation Emissions**

Pollutant Characteristics	Emissions (pounds per day)					
	VOC	NOx	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Transportation Sources	28.65	200.90	324.75	1.47	104.22	29.84
Area Sources	100.05	23.79	22.55	0.12	1.33	1.29
Maximum Daily Emissions	128.70	224.69	337.30	1.59	105.55	31.13
SCAQMD Regional Threshold	55.00	55.00	550.00	150.00	150.00	55.00
Threshold Exceeded?	<b>YES</b>	<b>YES</b>	No	No	No	No

Source: Table 6, Urban Crossroads, Feb 2022

The project will comply with Mitigation Measures AQ 3-1 through 3-3 outlined in TOP FEIR as recommended by the SCAQMD, resulting in project level impacts that are less than significant with mitigation though the overall impact would remain, as discussion in the TOP EIR, significant and unavoidable. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

**Mitigation:** Implement Mitigation Measures AQ 3-1, 3-2, and 3-3 as described in Section 3.a above, otherwise, no project specific mitigation is required.

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

**Discussion of Effects:** Section VI.A of the CCC SP EIR examined potential carbon monoxide hot spots but did not evaluate impacts of any more current localized air pollutants like toxic air contaminants



(TACs) or dust during construction because those requirements and methodologies were not in place at the time that EIR was certified (1981).

TOP EIR concluded that development and operation of new land uses accommodated under TOP 2050 proposed land use plan could generate new sources of localized criteria air pollutant and TACs in the City from area/stationary sources and mobile sources.

The subject site was previously analyzed by TOP EIR as an industrial use and is surrounded on the north, west, and south by industrial uses and on the east by the Interstate 15 Freeway. As discussed in Section 5.3 of TOP EIR, the proposed project is within a non-attainment region of the SCAB. The *AQ Study* included an assessment of potential health risks from the project on nearby sensitive receptors.

**Sensitive Receptors.** Certain land uses contain persons especially susceptible to air pollutants (children, the elderly, sick persons, etc.). These types of “sensitive” land uses include residences, day care centers, hospitals, etc. and are referred to as sensitive receptors. The *AQ Study* evaluated localized air quality impacts at sensitive receptors nearest the project site. All distances were measured from the project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the project site. The selection of receptor locations was based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by the California Department of Transportation (Caltrans) and the Federal Transit Administration (FTA). The locations of the eleven (11) sensitive receptor sites and distances to the various project building sites are shown in **Figure 5**, Sensitive Receptor Locations, and are described below (shortest distance to project building shown in parenthesis):

**R1:** Location R1 represents the existing residence at 3141 Inland Empire Boulevard. Since there are no private outdoor living areas (backyards) facing the project site, receptor R4 is placed at the residential building façade (3,962 feet).

**R2:** Location R2 represents the Embassy Suites by Hilton Ontario Airport hotel at 3663 East Guasti Road. Receptor R2 is placed at the building façade (1,421 feet).

**R3:** Location R3 represents the Rodeway Inn Ontario Mills Mall hotel. Receptor R3 is placed at the building façade (3,272 feet).

**R4:** Location R4 represents the Ontario Airport Car Rental facility located at Rental Car Road. Receptor R4 is placed at the building façade (195 feet).

**R5:** Location R5 represents the Biagi Brothers Transportation facility at 3655 East Airport Drive. Receptor R5 is placed at the building façade (172 feet).

**R6:** Location R6 represents the westernmost building of the Timberland distribution center at 3950 East Airport Drive. Receptor R6 is placed at the building façade (126 feet).

**R7:** Location R7 represents the easternmost building of the Timberland distribution center at 3950 East Airport Drive. Receptor R7 is placed at the building façade (70 feet).

**R8:** Location R8 represents the Cubework coworking space building located at 1001 Doubleday Avenue. Receptor R8 is placed at the building façade (104 feet).

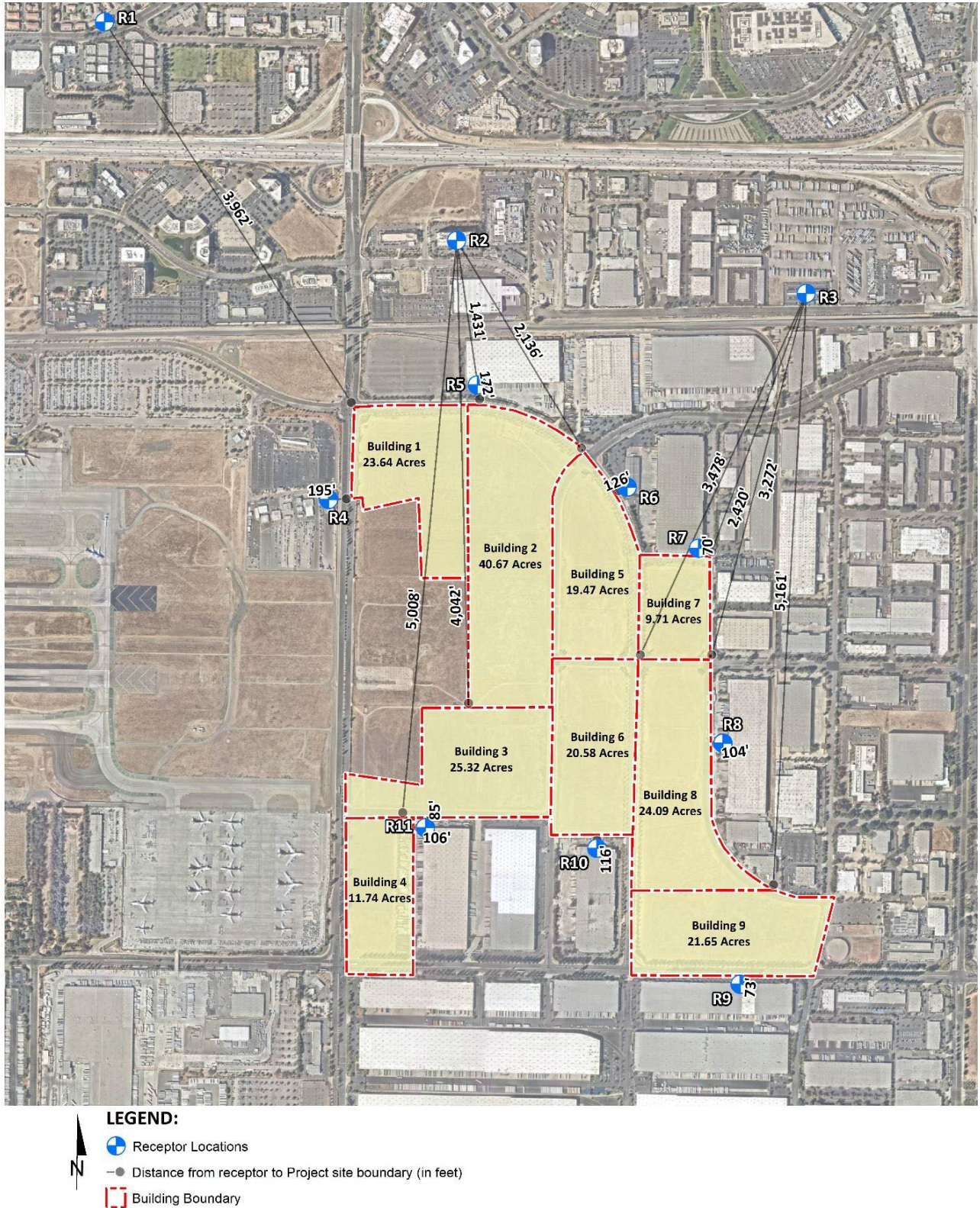
**R9:** Location R9 represents the EaZy BrandZ store located at 4060 East Jurupa Street. Receptor R9 is placed at the building façade (73 feet).

**R10:** Location R10 represents the Haliburton International Foods, Inc. food products supplier facility located at 3855 East Jurupa Street. Receptor R10 is placed at the building façade (116 feet).

**R11:** Location R11 represents the Pacific Coast Warehouse facility located at 3601 East Jurupa Street. Receptor R11 is placed at the building façade (85 feet).

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the project's potential to cause an individual or cumulatively significant impact. The nearest land use to the project site where an individual could remain for 24 hours (R2) has been used to determine the worst case localized construction and operational air quality impacts for large and small particulate matter emissions (PM<sub>10</sub> and PM<sub>2.5</sub>, respectively) since their thresholds are based on a 24-hour averaging time. The LST analysis evaluated potential impacts from construction of each of the proposed warehouse buildings on the various sensitive receptors around the Project site, considering the location of the closest sensitive receptor to each of the building sites (see Figure 5).

**Figure 5: SENSITIVE RECEPTOR LOCATIONS**





**Local Significance Thresholds (LSTs) for Construction.** The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as an indicator of significance in its air quality impact analyses. For analytical purposes, emissions associated with peak site preparation and grading activities are considered for purposes of LSTs since these phases represent the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein. The SCAMQD’s LST Methodology is used to determine localized construction and operational air impacts for emissions of oxides of nitrogen (NOx) and carbon monoxide (CO) because the averaging periods for these pollutants are shorter (8 hours or less) so it is reasonable to assume that an individual could be present adjacent to these sites and be exposed to these pollutants for periods of one to eight hours.

**Table 9: LST Construction Impacts**

Phase/ Building	Compliance Activity	Emissions (pounds per day)			
		NOx	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Site Preparation</b>					
1	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	7.97 317 No	3.48 3,376 No	2.99 322 No	1.22 170 No
2	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	13.71 306 No	5.99 3,376 No	514 283 No	2.10 143 No
3	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	8.54 279 No	3.73 2,224 No	3.20 322 No	1.30 170 No
4	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	3.96 279 No	1.73 2,413 No	1.48 322 No	0.61 170 No
5	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	6.57 287 No	2.87 2,601 No	2.46 322 No	1.00 170 No
6	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	6.94 283 No	3.03 2,507 No	2.60 52 No	1.06 137 No
7	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	3.27 270 No	1.43 2,193 No	1.23 322 No	0.50 170 No
8	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	8.12 279 No	3.55 2,413 No	3.04 322 No	1.24 170 No
9	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	7.30 270 No	3.19 2,193 No	2.74 322 No	1.12 170 No
<b>Grading</b>					
1	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	8.22 317 No	5.35 3,376 No	2.14 322 No	0.75 170 No
2	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	14.14 306 No	9.20 3,376 No	3.68 283 No	1.29 143 No
3	Maximum Daily Emissions SCAQMD Localized Threshold Threshold Exceeded?	8.80 271 No	5.73 2,224 No	2.29 322 No	0.80 170 No
4	Maximum Daily Emissions SCAQMD Localized Threshold	4.08 279	2.66 2,413	1.06 322	0.37 170



Phase/ Building	Compliance Activity	Emissions (pounds per day)			
		NOx	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
	Threshold Exceeded?	No	No	No	No
5	Maximum Daily Emissions	6.77	4.40	1.76	0.62
	SCAQMD Localized Threshold	287	2,601	322	170
	Threshold Exceeded?	No	No	No	No
6	Maximum Daily Emissions	7.15	4.65	1.86	0.65
	SCAQMD Localized Threshold	283	2,507	52	137
	Threshold Exceeded?	No	No	No	No
7	Maximum Daily Emissions	3.37	2.19	0.88	0.31
	SCAQMD Localized Threshold	270	2,193	322	170
	Threshold Exceeded?	No	No	No	No
8	Maximum Daily Emissions	8.37	5.45	2.18	0.76
	SCAQMD Localized Threshold	279	2,413	322	170
	Threshold Exceeded?	No	No	No	No
9	Maximum Daily Emissions	7.52	4.89	1.95	0.68
	SCAQMD Localized Threshold	270	2,193	322No	170
	Threshold Exceeded?	No	No		No

Source: Table 5, Urban Crossroads, February 2022

**Table 9** demonstrates that the proposed project's construction-related activity would not exceed the applicable regional significance thresholds and a less than significant impact would occur. No mitigation beyond that identified in TOP EIR would be required of the project (see AQ 3-1).

**LSTs for Operations.** Localized operational emissions associated with the proposed project are summarized on **Table 10**, which concludes the proposed project's localized operational-related activity would not exceed the applicable regional significance thresholds and a less than significant impact would occur. No mitigation beyond the required mitigation from TOP EIR would be required (see AQ-2 and AQ-3).

**Table 10: LST Operation Impacts**

Building	Compliance Activity	Emissions (pounds per day)			
		NOx	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
1	Maximum Daily Emissions	4.06	4.60	0.79	0.33
	SCAQMD Localized Threshold	317	3,376	78	41
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	6.99	7.91	1.35	0.57
	SCAQMD Localized Threshold	306	3,066	69	35
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	4.35	4.92	0.84	0.36
	SCAQMD Localized Threshold	271	2,224	78	41
	Threshold Exceeded?	No	No	No	No
4	Maximum Daily Emissions	2.02	2.28	0.39	0.17
	SCAQMD Localized Threshold	279	2,413	78	41
	Threshold Exceeded?	No	No	No	No
5	Maximum Daily Emissions	3.35	3.79	0.65	0.27
	SCAQMD Localized Threshold	287	2,601	78	41
	Threshold Exceeded?	No	No	No	No
6	Maximum Daily Emissions	3.54	4.00	0.68	0.29
	SCAQMD Localized Threshold	283	2,507	78	41
	Threshold Exceeded?	No	No	No	No
7	Maximum Daily Emissions	1.67	1.89	0.32	0.14
	SCAQMD Localized Threshold	270	2,193	78	41
	Threshold Exceeded?	No	No	No	No
8	Maximum Daily Emissions	4.14	4.69	0.80	0.34
	SCAQMD Localized Threshold	279	2,413	78	41
	Threshold Exceeded?	No	No	No	No
9	Maximum Daily Emissions	3.72	4.21	0.72	0.31
	SCAQMD Localized Threshold	270	2,193	71	36



Building	Compliance Activity	Emissions (pounds per day)			
		NOx	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
	Threshold Exceeded?	No	No	No	No

Source: Table 7, Urban Crossroads, February 2022

TOP EIR Mitigation Measure AQ 3-3 requires new development to provide its own air quality studies consistent with SCAQMD and other applicable guidelines to determine specific air quality impacts of a proposed project on a specific site. Future development may be required to implement all feasible mitigation measures such as distance buffers or the installation of high efficiency Minimum Efficiency Reporting Value (MERV) filters, as appropriate, to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources. As shown in Tables 9 and 10, the AQ Study determined the proposed project would not result in any new impacts beyond those identified in TOP EIR and no project specific mitigation was required for sensitive receptors. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.A of the CCC SP EIR addressed air quality but did not evaluate the potential for other emissions or odors to affect humans in the project area. No conclusions were made regarding these impacts and no mitigation was recommended in this regard.

TOP EIR concluded TOP would have a less than significant direct, indirect, and cumulative impacts relating to other emissions, such as those leading to odors (SEIR p. 5.3-47). The subject site was previously analyzed by TOP EIR as an industrial use and is surrounded on the north, east, and south by industrial uses and on the west by the OIA. The warehouse-related uses proposed on the project site will not create objectionable odors. Further, the project shall comply with the policies of the Ontario Municipal Code and TOP regarding solid waste storage and disposal which will prevent potential odor impacts. Therefore, no adverse impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**4. BIOLOGICAL RESOURCES.** Would the project:

**a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Discussion of Effects: The CCC SP EIR indicated the site was vacant and did not support any listed or otherwise sensitive species of plants or animals at the time the EIR was prepared in 1981. The EIR did not make a firm conclusion that the project would have a significant impact on any biological resources but it did recommend three (3) “permissive” mitigation measures (i.e., actions suggested but not required), which are outlined in Table A.

TOP The EIR concluded that “no sensitive plant species have been observed in Ontario, and the only such species that are considered potentially present in the City have a low potential due to lack of suitable habitat. Therefore, implementation of TOP 2050 would not have substantial adverse impacts on sensitive plant species” (SEIR p. 5.4-30). The project site was previously analyzed by TOP EIR as an industrial use.

According to TOP EIR, the project site is located within an area that has been identified as having the potential to contain species identified as a candidate, sensitive, or special status species in local or



regional plans, policies or regulations or by the CDFW or USFWS. These species include: the DSFLF, coast horned lizard, burrowing owl, and various species of nesting birds protected under the Migratory Bird Treaty Act. The proposed project is consistent with TOP land use designation and zoning classification for the site (industrial warehousing). However, there is a potential for burrowing owl and nesting birds to be on the project site. Based on governmental database information, TOP EIR did not identify a potential for any listed or otherwise sensitive species to be present on the project site.

The following biological studies/surveys, all of which are included in Appendix B of this report, were prepared for the proposed project site:

- *Burrowing Owls at Ontario International Airport, Biology, Status, Regulatory Setting, and Mitigation Options*. Prepared by Helix Environmental/Kidd Biological, Inc. (HE/KB) dated 2020.
- *California Logistics Center, Pre-Construction Clearance Survey for Burrowing Owl and Other Nesting Bird Species*. Prepared by Wood Consulting (WC) dated August 14, 2021.
- *First Year Focused Survey for Delhi Sands Flower-Loving Fly on a 151-Acre OIA Group 1 Properties in Ontario*. Prepared by Osborne Biological Consulting dated October 26, 2019.
- *Second Year Focused Survey for Delhi Sands Flower-Loving Fly on a 151-Acre OIA Group 1 Properties in Ontario*. Prepared by Osborne Biological Consulting (OBC) dated October 7, 2020.
- *Updated Delhi Sands Flower-Loving Fly Survey, Fall 2022*.

The site is currently undeveloped land that is cleared regularly for weed abatement and fire prevention. Due to its vacant condition and surrounding urban land uses, the project site does not contain or support any listed or otherwise sensitive species of plants or animals other than those discussed below. Species of concern that may have the potential to occur on the project site include the Delhi Sands flower-loving fly (DSFLF), Coast Horned Lizard, Burrowing Owl, and various species of nesting birds protected under the Migratory Bird Treaty Act.

Focused onsite surveys were conducted for the DSFLF in 2019-2022. This species is federally listed as endangered and is restricted (endemic) to the Colton Dunes (consisting of Delhi soil series). Delhi soils are fine sandy soils, often wholly or partly sand dunes stabilized by sparse native vegetation. These soils cover approximately 40 square miles in Riverside and San Bernardino Counties, underlying portions of the City and other neighboring cities. By 1997, studies indicated that over 97 percent of the area containing this soil type had been converted to agriculture, developed for urban or commercial uses, or otherwise altered. The DSFLF has never been observed in the City. In the past, this species has been found to inhabit areas with sand dune conditions that are underlain by Delhi Sands soils (NRCS<sup>2</sup> Series DaD2). Onsite surveys conducted over several years (2019-2022) based on the multi-year protocols established by the USFWS have determined the species is “absent from the site” (OBC 2019-2022)(Appendix B).

The Coast horned lizard is found in the surrounding region where physical conditions are present to support it. However, no sand dunes or dune-like conditions are present in this portion of the City or on the project site (per TOP EIR), so this species has a negligible potential to actually occur onsite.

At present the only other significant biological resource identified on the site is the burrowing owl (*Athene cunicularia*). This bird species is very opportunistic and often inhabits disturbed land quickly by taking over existing small mammal burrows. Several biological resource assessments have been prepared for the project site, most focusing on the presence or the extent/distribution of burrowing owl on the site or adjacent land. The Helix report from 2020 indicated the subject owls on the adjacent OIA property along the east side of Haven Avenue are included in the list of 45 documented owl records for the general area. All of these owl locations are surrounded by development and located on small, highly fragmented sites that do not provide long-term conservation value for the owl due to planned future development and predation pressures. The review of occupied owl sites within a few miles of the OIA property does not indicate any known conserved sites managed for owls that appear to provide any long-term conservation value for the species. Some owl pairs and individuals are known to occupy sites nearby, but these sites are also

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<sup>2</sup> Natural Resources Conservation Service (NRCS) formerly the Soil Conservation Service (SCS)

surrounded by development and will not provide meaningful long-term contribution to the status of burrowing owls in this region (HE/KB 2020).

Burrowing owl stay close to their burrows and generally close to the ground for foraging or escaping predators. As a result, burrowing owls are seldom struck by aircraft and certainly not at high rates like geese, red-tailed hawks and vultures. Owls utilize burrows previously constructed by small mammals (e.g., squirrels and rabbits) in the vicinity of the airfields. However, populations of burrowing owl do attract other avian predators such as red-shouldered hawks, Cooper's hawks, and turkey vultures. Hawks and vultures are struck by aircraft at the highest rates of avian species and cause the most damage per strike. These species are often involved in aircraft strikes while they are hover hunting or circling over prey species on the ground under approach or departure routes. Bird strikes in these situations (landing and take-off) can lead to catastrophic events and hundreds of bird deaths (HE/KB 2020).

Allowing an owl population to remain within an airport landing and takeoff corridor is ignoring a serious wildlife hazard. Eviction or collapsing burrows in an area to force the owls to move out of the immediate area is a temporary solution that is costly to implement and requires extensive monitoring to ensure burrowing owls do not return to the area. Unfortunately, the owls will move only a short distance away to other open habitats within the airport area and will continue to create bird air strike hazards. Eviction has proven to not be a viable solution, particularly near a major airport. The only viable solutions are active relocation or a direct reduction of the local owl population (HE/KB 2020).

CDFW staff have communicated with burrowing owl researchers and made it very clear not to encourage burrowing owl to reside at or adjacent to commercial or military airfields. Consequences of bird air strikes are too severe and should be avoided. Given the severity of bird air strike incidents, active relocation is the most appropriate technique to conserve breeding pairs (HE/KB 2020).

Based on the presence of the owl in 2019 and 2020 reports, a breeding study starting in March 2022 is being conducted to confirm the continued presence of the species and to determine the number of owls/owl pairs that need to be relocated according to CDFW protocols. Consistent with the TOP 2050 SEIR, the project will comply with existing regulations and TOP 2050 policies through implementation of a Burrowing Owl Relocation Program (BRP), which is based on the most recent site-specific technical studies. Accordingly, compliance with existing plans, laws and regulations will ensure potential impacts to burrowing owl will be less than significant and no mitigation is required.

a Burrowing Owl Relocation Program (BRP) which is based on the most recent site-specific technical studies. With implementation of the BRP, potential impacts to burrowing owl will be less than significant and no mitigation is required.

In addition, implementation of the BRP for burrowing owl will also help reduce potential impacts to nesting birds on the project site due to tree removal. The removal of burrowing owl from the site and preclusion of additional tall trees on or adjacent to the site will help reduce predation by raptors, which utilize these resources, on other nesting birds onsite.

In addition to the four cited biological studies, Mead & Hunt prepared a report on airport safety (M&H 2022, Appendix E) that expressed concern over the mature pine and sycamore trees located adjacent to the site in the public right-of-way. Those trees would likely be removed during project construction. The study indicated these types of trees are known to attract birds of prey (e.g., Red-tailed hawks) for perching while hunting the burrowing owl that reside in and around the OIA. Since these mid-sized raptors increase the potential for a bird-strike incident, the report strongly recommended that only small tree varieties be located onsite that do not provide suitable perching opportunities for hawks.

The TOP 2050 SEIR concluded that, with regulatory compliance and compliance with TOP 2050's policies, there would be no impacts to biological resources, and specifically with regard to burrowing owls. Relative to the discussion of burrowing owl impacts of the Project, it is important to note that TOP Policies ER5-1 and ER5-2 from the Environmental Resources Element state the following:

**Goal ER-5:** Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.

**Policy ER-5.1:** Habitat Conservation Areas. We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.

**Policy ER-5.2:** Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.

To comply with these policies, the Project applicant will prepare and process a Burrowing Owl Relocation Plan through CDFW and conduct a Nesting Bird Survey prior to grading. These actions will adequately protect burrowing owl and nesting birds from impacts of developing the Project site, as well as protecting owls from ongoing impacts from OIA operations as well as provide them with a long-term safe and viable relocation/habitation site pursuant to state and federal protection species regulations. With regulatory compliance, TOP EIR concluded that future development in the City would not have significant impacts on listed or sensitive species and no mitigation was recommended.

Compliance with existing plans, laws, and regulations, via Implementation of the recommended BRP and nesting bird survey consistent with TOP Policies ER5-1 and ER5-2, will ensure that the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Discussion of Effects: The CCC SP EIR found no riparian or wetland resources on the site so it identified no impacts and did not recommend any mitigation.

TOP EIR indicated development “of new, previously undeveloped areas of the City even though it would result in an increase in land use intensity. Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation” (SEIR p. 5.4-31). The EIR concluded TOP would have a less than significant direct, indirect, and cumulative impacts relating to riparian habitat or sensitive natural community. In TOP EIR, the project site was previously analyzed as an industrial use. TOP EIR does not identify any natural drainage features in this portion of the City due to its urbanized condition. With regulatory compliance, the EIR did not recommend any specific mitigation for future development relative to jurisdictional features.

Based on a review of aerial photographs and onsite surveys listed species, the site does not contain any riparian habitat or other sensitive natural community identified by CDFW or USFWS (GoogleEarth, HE/KB 2020). Therefore, no adverse environmental impacts are anticipated. In addition, the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Discussion of Effects: The CCC SP EIR and TOP EIR did not identify any wetland habitat or resources on the project site or in the immediate surrounding area due to its urban condition. The EIR stated TOP “would have a less than significant direct, indirect, and cumulative impacts relating to state or federally protected wetlands. Accordingly, no changes or alterations to the [TOP 2050] were required to avoid or substantially lessen any significant environmental impacts under those thresholds” (SEIR p. 5.4-33).

According to aerial photographs, the site is vacant and no drainage areas or wetland habitat are present on the project site (GoogleEarth). Therefore, project implementation would have no impact on these resources. In addition, the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Discussion of Effects: The CCC SP EIR and TOP EIR did not identify any drainages or wetland habitat that could support fish on the project site, and the site is not located within an identified wildlife movement corridor due to its physical condition and development of the surrounding area.

TOP EIR found that no regional wildlife movement corridors have been identified in the City so it did not result in substantial adverse effects to wildlife movement (SEIR p. 5.4-33).

According to aerial photographs, the site is vacant with no drainages or native vegetation present (GoogleEarth). As a result, there are no wildlife corridors connecting this site to other areas. The project site and area may support nesting birds so in order to comply with existing laws, plans, and regulations, the project will conduct a nesting bird survey. With this compliance, a Nesting Bird Survey is recommended and will be conducted to help assure there will be no impacts to migratory birds. With implementation of the nesting bird survey and regulatory compliance, the project will not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: The CCC SP EIR did not identify any local policies or ordinances relative to biological resources and the project site, so there were no conclusions about impacts, or any mitigation recommended.

TOP EIR indicates the City includes the Ontario Recovery Unit for the DSFLF with 21.7 square miles mainly in the eastern and southwestern portions of the City (i.e., not on or adjacent to the project site), The EIR concluded TOP would not conflict with the requirements of the DSFLF Ontario Recovery Unit (SEIR p. 5.4-34). It should also be noted the project will prepare a BRP and nesting bird survey to comply with the previously cited Policies ER5-1 and ER5-2 from the Environmental Resources Element of TOP 2050.

The City's Development Code requires replacement of trees removed. The species of tree selected for planting must be relatively short at maturity to be consistent with FAA restrictions and so as to not attract raptors to the site which could represent a bird strike hazard to the airport operational areas (i.e., takeoffs and landings).

The project will also conduct a nesting bird survey prior to removal of onsite or site-adjacent trees related to project construction. With implementation of the BRP, nesting bird survey, and limits on future tree plantings, no adverse environmental impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: The CCC SP EIR does not mention any HCPs or NCCPs that apply to the City as none existed at that time. TOP EIR only acknowledges a small portion of the City that contains an HCP for DSFLF but this plan does not apply to the proposed Project, and there are no HCPs or NCCPs to protect biological resources that affect the proposed Project site.

The site is not part of an adopted HCP, NCCP or other approved habitat conservation plan. As a result, no adverse environmental impacts are anticipated. The project will not result in any new, increased



or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation required.

**5. CULTURAL RESOURCES.** Would the project:

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

Discussion of Effects: Section VI. C of the CCC SP EIR indicated the region had been inhabited for hundreds of years but a cultural survey of the site found no resources on the site. The CCC SP EIR found no historic resources on the project site but recommended generalized MMs that have since been superseded by standard City conditions of approval as explained in Table A (see CCCSP EIR Measure 17 in column 1 of the table).

TOP EIR concluded that buildout of TOP could result in significant impacts to historical resources or paleontological resources, but Mitigation Measure 5-1 would reduce impacts to less than significant levels (SEIR p. 5.5-23). The project site was previously analyzed by TOP EIR as an industrial use.

The project site is vacant and does not contain any buildings or structures constructed more than 50 years ago and cannot be considered for eligibility for listing in the California Register of Historic Resources. Two cultural resource assessments (CRAs), which are included in Appendix C to this report, were conducted on the project site by Helix Environmental Planning (HEP 2019a, 2019b). According to the CRAs, a Cultural Resources Records Search was conducted on March 7, 2019, at the California Historic Resource Inventory System at the South Central Coastal Information Center (CHRIS-SCCIC). The records search indicated that there are no cultural resources (prehistoric, historic, or built environments) recorded within the project boundaries. A pedestrian survey of the site was conducted by Helix archaeological staff in March 2019.

The records search results identified seven previously recorded cultural resources within one mile of the project area, none of which are located within the project site (**Table 11, Local Cultural Resources**). Two of the resources within the search limits, the Guasti (Brookside) Winery and the Church of San Secondo D’Asti, are listed as California Points of Historical Interest (CPHI), and one resource, the Hofer Ranch, is listed on the National Register of Historic Places (NRHP). The Guasti (Brookside) Winery and the Church of San Secondo D’Asti, are located to the northwest of the project area, north of the railroad. The Hofer Ranch is located to the southwest. The pedestrian survey found a possible historic-period well comprised of a metal pipe with no markings in the northwest portion of the survey area. Although the age of the well is unknown, it was observed on the historic aerial photographs of the project area, which was cultivated for agriculture in the early 1900’s.

**Table 11: Local Cultural Resources**

Resource Number (P-36-#)	Resource Number (CA-SBR-#)	Age and Resources Present <sup>1</sup>	Description	Recorder, Date
001963	1963H	Historic Site	Remnants of a homestead/ranch, possibly associated with the Collins family who owned the property in the late 1800s	McKenna, 1987
001964	1964H	Historic Structure	Small shed containing modern pumping equipment	McKenna, 1987
015469	--	Historic Site	Guasti (Brookside) Winery (CPHI # 84)	Hansberger, 1975
015471	--	Historic Site	San Secondo D’Asti Catholic Church (CPHI # 76)	Hansberger, 1975
015990	--	Historic Structures/ Historic District	Guasti Historic District; consists of 51 resources (buildings, houses, etc.) constructed between 1900 and 1946	Warner and Solie, 1985
016249	--	Historic Site	Hofer Ranch (NR #93000596), also known as Ballou Ranch & Ben Haven; farm complex consisting of 15	Hofer and Warner, 1985; Marvin and Goodwin, 2004

			resources (buildings and structures) constructed between 1905 and 1985	
016279	--	Historic Building	Guasti Mansion; constructed in the Italian-Villa architectural style in 1922	Warner and Solie, 1985

Source: Cultural Resources Survey for the Potential Development of Parcel Group 1, Helix Environmental Planning, April 15, 2019.

<sup>1</sup> Previously recorded resources within one mile of the Project site

The CRAs indicate that the presence of a possible historic-age well onsite does not constitute a significant historic resource under CEQA as they are prevalent throughout Southern California and do not convey any historic information about the project area.

The CRA nevertheless recommended the project adequately document the existing well/pipe using the appropriate Department of Parks and Recreation (DPR) 523 forms. This Wellsite Documentation will be completed prior to grading of the project site as outlined previously in TOP Implementation Action CUL-1.

With implementation of the Wellsite Documentation, the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI. C of the CCC SP EIR indicated the region had been inhabited by Native American tribes but a cultural survey of the site found no archaeological or other cultural resources on the site. Although it is permissive rather than mandatory, one (1) mitigation measure was recommended to reduce impacts as outlined in Table A (see CCCSP EIR Measure 17 in column 1 of the table).

TOP EIR (Section 5.5) indicates no archeological sites or resources have been recorded in the City with the Archeological Information Center at San Bernardino County Museum. The CRAs prepared for the project site included a pedestrian survey, a record search, a Sacred Lands File (SLF) search, and a review of existing documentation for the project site and surrounding area. The Native American Heritage Commission (NAHC) was contacted for a SLF search on April 1, 2019, and a response was received on April 15, 2019, indicating the project site contained no identified archaeological or tribal resources.

The CHRIS-SCCIC records search conducted for the CRA did not identify prehistoric resources within or adjacent to the project boundaries. The NAHC SLF search also did not indicate any archaeological resources or artifacts associated with Tribal Cultural Resources (TCRs) were located within the project site. Table 11 above demonstrates the seven cultural resources found in the surrounding area were historical and not archaeological in nature. The project site has been highly disturbed by modern human activities including agricultural use from the 1940's through the 1960's that could have displaced potential surface and subsurface archaeological resources. Therefore, it is not anticipated the proposed project will impact archaeological or identified TCRs.

While no adverse impacts to archeological resources are anticipated at this site due to its disturbed nature, the project will implement TOP MM CUL 5-2 to ensure that, in the event of unanticipated archeological discoveries, construction activities will not continue or will be moved to other parts of the project site and a qualified archaeologist shall be contacted to determine significance of these resources. If the find is discovered to be historical or unique archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required. The following mitigation measure from TOP EIR is applicable to the project:

**MM CUL 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 resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- 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.

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

Discussion of Effects: The CCC SP EIR did not address the issue of human remains but Section VI. C did discuss past habitation by Native American tribes. A cultural survey found no archaeological or other cultural artifacts on the site and did not recommend any mitigation.

TOP EIR states there are known Native American gravesites and cemeteries in the City, but none on or adjacent to the project site. Future development and grading of sensitive areas may disturb human remains, including those outside of formal cemeteries (SEIR p. 5.5-20).

The proposed project is in a general area that has been previously disturbed by human activity. No known religious or sacred sites exist within the project area. Thus, human remains are not expected to be encountered during any construction activities. However, in the unlikely event that human remains are discovered, existing regulations, including Public Resources Code Section 5097.98, would afford protection for human remains discovered during development activities. Per state law, in the event unanticipated discoveries of human remains are identified during excavation, the area shall not be disturbed until any required investigation is completed by the County Coroner and/or Native American consultation has been completed, if deemed applicable.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required. The Project shall implement TOP EIR Mitigation Measure 5-2 as outlined above.

**6. ENERGY** Would the project:

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

Discussion of Effects: Section VI.F of the CCC SP EIR evaluated energy "conservation" but just estimated the amount of energy that would be used, in terms of electricity, natural gas, and vehicular fuels, during construction and operation of the project. The EIR did recommend seven (7) mitigation measures to help reduce energy use on the site. Those measures are addressed in Table A (see CCCSP EIR Measures 19, 21-25, and 80 in column 1 of the table). The EIR did not make a specific conclusion as to whether the project would result in significant impacts to energy resources.

Energy was analyzed at a programmatic level in TOP EIR based on the 2019 revisions to the CEQA Guidelines. TOP EIR concluded TOP would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction or result in new or a substantial increase in magnitude of impacts (SEIR p. 5.6-13).

Implementation of the project would increase the demand for electricity and natural gas at the project site and gasoline consumption in the region during construction and operation. A detailed discussion is provided below.

### ***Electricity***

***Construction.*** Temporary electric power would be required for lighting and electronic equipment (e.g., computers) located in trailers used by the construction crew. However, the electricity used for such activities would be temporary and would have a negligible contribution to the project's overall energy consumption. An Energy Assessment (EA) prepared for the project by Urban Crossroads in March 2022, a copy of which is included in Appendix A -1 to this report, indicated that construction of warehousing, both cold storage and fulfilment center uses, plus parking, landscaping, and other asphalt surfaces would consume 6,276,680 kilowatt-hours (kWh) of electricity (Table 10, UC 2022).

***Operational.*** The proposed project entails the construction of nine new warehouse buildings, which are consistent with TOP and CCC SP land uses designated for the property. These warehouse uses will be similar in design and operation to existing and planned uses in the surrounding area, and will have similar energy use during operation to existing warehouses in the City. Operation of the project would require electricity for multiple purposes, such as: building heating and cooling, lighting, appliances, and electronics. The EA estimated the operation of stationary equipment as part of the project buildings would consume 34,405,914 kWh per year of electricity and 40,546,270 thousand British thermal units (kBtu) per year (Table 15, UC 2022).

The project will be required to comply with the CALGreen Building Code (CBC) requirements in effect at the time of development. Moreover, the project will implement the GHG Reduction Measures Screening Table 2 for Commercial and Industrial Development (see Appendix A-2 to this report). The project will be responsible for implementing the indicated measures as required by the City's development review process. The Screening Table included energy efficient development measures, indoor space efficiency measures, building efficiency measures, renewable energy measures, and water conservation measures. PDF that would reduce electricity consumption include but are not limited to: greatly enhanced window insulation over CBC limits, an enhanced cool-roof, an improved efficiency heating, ventilation, and air conditioning (HVAC) system, enhanced duct insulation, Energy Star commercial appliances, water efficient landscaping and irrigation systems, and water-efficient toilets and faucets. Although electricity consumption would increase at the site with implementation of the project, the building envelope, HVAC, lighting, and other systems, would be designed to maximize energy performance. With implementation of these various measures, the electricity that would be consumed by the project is not considered to be inefficient or wasteful, and impacts would be less than significant.

### ***Natural Gas***

***Construction.*** Natural gas consumption is not anticipated during construction of the project. Fuels used for construction would generally consist of diesel and gasoline, which are discussed in the next subsection. The EA concludes that any amounts of natural gas that may be consumed during project construction would be nominal and would have a negligible contribution to the project's overall energy consumption.

***Operational.*** The proposed project is consistent with TOP and CCC SP. Warehouse uses will be similar in size and appearance to existing and planned uses in the surrounding area and will have similar natural gas use during operation. During operation, the project would require natural gas consumption for various purposes, such as building heating and cooling. The EA estimated the operation of stationary equipment as part of the project buildings would consume 40,546,270 thousand British thermal units (kBtu) per year (Table 15, UC 2022).

All future structure developed on the site would be built to the 2016 Title 24 CALGreen efficiency requirements or the code in effect at the time of development. In addition, measures will be applied based on the information contained in the City's GHG checklist (see Appendix A-2). These measures include, but are not limited to: enhanced wall, attic, and window insulation; high efficiency water heater, and optimized building orientation. Although natural gas consumption would increase at the site under implementation of the project, the building envelope, HVAC, lighting, and other systems, would be designed to maximize energy performance. The project would be subject to statewide mandatory energy requirements as outlined in the CALGreen Code. For these reasons, the natural gas that would be consumed by the project is not



considered to be inefficient or wasteful, and impacts would be less than significant.

### ***Diesel and Gasoline Fuel***

**Construction.** Diesel and gasoline fuels, also referred to as petroleum in this subsection, would be consumed throughout construction of the project. Fuel consumed by construction equipment would be the primary energy resource consumed over the course of construction, and vehicle miles traveled (VMT) associated with the transportation of construction materials (e.g., deliveries to the site) and worker trips to and from the site would also result in petroleum consumption. Whereas on-site, heavy-duty construction equipment and delivery trucks would predominantly use diesel fuel, construction workers would generally rely on gasoline-powered vehicles. The EA estimated that project construction would consume 335,494 gallons of diesel fuel for offroad vehicles and equipment, 932,311 gallons of gasoline over approximately a four-year period for worker travel to and from the site, and 496,539 gallons of gasoline for vendor trips and hauling (Tables 11-13, UC 2022).

The project will be required to comply with the California Air Resources Board (CARB) Airborne Toxic Control Measures, which restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary and required to conduct development activities, it would not be wasteful or inefficient, and impacts would be less than significant.

**Operational.** Fuel consumption associated with the project's operational phase would primarily be attributable to workers commuting to and from the project and the operation of large, diesel-powered trucks (e.g., semi-trucks) needed to transport goods. Over the lifetime of the project, the fuel efficiency of the vehicles being used by the employees is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation is anticipated to decrease over time. The EA estimated project-generated traffic would consume a total of 3,107,417 gallons of fuel for all types of vehicles and generate a total of 46,037,767 VMT each year (Table 14, UC 2022, Appendix A-1).

There are numerous regulations in place that require and encourage fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and zero emission vehicles (ZEVs) in California. In addition, CARB adopted a regional goal for the SCAG region of reducing per-capita GHG emissions from 2005 levels by 8% in 2020 and 19% in 2035 for light-duty passenger vehicles. Accordingly, operation of the project is expected to decrease the amount of petroleum it consumes in the future due to improvements in state-wide fuel economy over time. Although the project would increase petroleum use in the region during construction and operation, the use would be a small incremental fraction of the statewide use and, due to efficiency increases, would diminish over time. As such, petroleum consumption associated with the project would not be considered to be inefficient or wasteful so its energy-related impacts would be less than significant.

The project will comply with Title 24 and other applicable state energy conservation regulations as recommended in TOP EIR. In November 2014, the City adopted the most current version of the Community Climate Action Plan (CCAP) which includes energy conservation that results from implementation of the recommended GHG reduction measures. To comply with TOP EIR, the project will implement the items outlined in the GHG Reduction Measures Screening Table (see GHG Study, Appendix A). As shown therein, the project garners a total of 103 points, so it is consistent with the City's CCAP, including energy conservation. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project-specific mitigation is required.

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

Discussion of Effects: Section VI.F of the CCC SP EIR evaluated energy "conservation," but just estimated the amount of energy that would be used, in terms of electricity, natural gas, and vehicular fuels, during construction and operation of the project. The EIR did recommend seven (7) mitigation measures to help reduce energy use on the site. Those measures are outlined in Table A (see CCCSP EIR Measures 19, 21-25, and 80 in column 1 of the table). The EIR did not make a specific conclusion as to whether the project would result in significant impacts to energy resources or if it was consistent with energy conservation plans or regulations.

Energy was analyzed at a programmatic level in TOP EIR based on the 2019 revisions to the CEQA Guidelines. The EIR determined TOP would have a less than significant direct, indirect, and cumulative impacts relating to conflict with or obstruction of a state or local plan for renewable energy or energy efficiency (SEIR p. 5.6-14).

The project would not conflict with or obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. The California Title 24 energy efficiency standards for non-residential buildings address electricity and natural gas efficiency in lighting, water, heating, and air conditioning, as well as the effects of the building envelope (e.g., windows, doors, walls and roofs, etc.) on energy consumption. As described above, the project would be required to comply with the Title 24 CALGreen standards current at that time and would implement additional measures as identified in the City's CCAP screening table checklist for industrial projects (Appendix A). Since each new building will comply with applicable State standards and adhere to the City's CCAP, which includes energy reductions measures, the project would not conflict with nor obstruct a state or local plan for renewable energy or energy efficiency.

This impact would be less than significant, and the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary

Mitigation: No project specific mitigation is required.

**7. GEOLOGY & SOILS.** Would the project:

**a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**

**i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Discussion of Effects: Section VI.J of the CCC SP EIR does not identify any active faults on or in the vicinity of the project site, although it does discuss regional faults. The EIR concluded the site would be subject to strong groundshaking and recommended three (3) mitigation measures, which are now required as regulatory compliance in Table A (see CCCSP EIR Measures 45-47 in column 1 of the table).

According to TOP EIR, there are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). TOP EIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. The EIR determined TOP would have a less than significant direct, indirect, and cumulative impacts relating to seismic-related hazards (SEIR p. 5.7-19).

Given that the closest fault zone is located more than eight miles from the project site, fault rupture within the project area is not likely. All development will comply with the CBC seismic design standards to reduce geologic hazard susceptibility. Therefore, no adverse impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**ii. Strong seismic ground shaking?**

Discussion of Effects: Section VI.J of the CCC SP EIR indicates the site would be subject to strong groundshaking and recommended three (3) mitigation measures, which are now required as regulatory compliance in Table A (see CCCSP EIR Measures 45-47 in column 1 of the table).

TOP EIR indicates there are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). TOP EIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. The closest fault zone is located more than eight miles from the Project site.

The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. All construction will be in compliance with the CBC, the City Municipal Code (CMC), TOP and all other ordinances adopted by the City related to construction and safety. Therefore, no adverse impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**iii. Seismic-related ground failure, including liquefaction?**

Discussion of Effects: Section VI.K of the CCC SP EIR addresses geology and soils but does not identify any specific soil constraints on the site. The EIR made no conclusions regarding ground failure or liquefaction and did not recommend any mitigation measures.

As identified in TOP EIR (Section 5.7), groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility. TOP EIR indicates that depths to groundwater in the project site vicinity during the winter months is estimated to be over 200 feet below ground surface. Therefore, the liquefaction potential within the project area is minimal. Implementation of TOP strategies in the Safety Element regarding seismic building design, the CBC and the CMC would reduce impacts to a less than significant level.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**iv. Landslides?**

Discussion of Effects: Section VI.K of the CCC SP EIR addresses geology and soils but does not identify any specific constraints regarding landslides. The site and surrounding areas are relatively flat and no major slopes are present.

TOP EIR did not identify any significant slopes in the City or the project area, so there were no impacts related to landslides and no mitigation is needed.

The project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving landslides because the relatively flat topography of the project site (less than two percent slope) and the proposed grading plan indicate the chances of landslides onsite would be remote. The project proposes nine new buildings on the site consistent with TOP and CCC SP land use designations.

Therefore, the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.K of the CCC SP EIR addresses geology and soils but does not identify any specific erosion impacts. However, it does recommend one (1) permissive mitigation measure requiring an erosion control plan as part of development. That measure is addressed in Table A (see CCCSP EIR Measure 51 in column 1 of the table).

TOP EIR concluded that TOP policies and state regulations would ensure that potential impacts from erosion or the loss of topsoil would be less than significant (SEIR p. 5.7-20).

The project site will not result in significant soil erosion or loss of topsoil because of the previously disturbed nature of the project site, the covering over of the site by mainly impervious surfaces, and implementation of the project-specific Water Quality Management Plan (WQMP), included in Appendix F of this report, for water quality control (including erosion). Grading increases the potential for erosion by

removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the CBC and review of grading plans by the City Engineer will ensure no significant impacts will occur. In addition, the City requires an erosion/dust control plan for projects located within this area. Implementation of a Water Quality Management Plan (WQMP) and Best Management Practices (BMPs), consistent with the federal water quality permitting requirements of the National Pollution Discharge Elimination Program (NPDES) program, the Environmental Resource Element of TOP Policy Plan strategies, the CBC, and the CMC, would reduce potential impacts to a less than significant level.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

Discussion of Effects: Section VI.K of the CCC SP EIR addresses geology and soils but does not identify the potential for any of these specific constraints. The CCC SP EIR concluded the project would not have any impacts relative to soils or geology but recommended three (3) mitigation measures for these impacts. However, these measures have since been superseded by regulatory compliance and standard conditions of approval by the City as shown in Table A (see CCCSP EIR Measures 49-51 in column 1 of the table).

TOP EIR (Section 5.7) indicates that subsidence is generally associated with large decreases or withdrawals of water from an aquifer. The project would use domestic water supplies and would not withdraw water from the existing aquifer. The EIR states that future projects under TOP could expose structures or persons to potentially significant hazards from lateral spreading, ground subsidence, liquefaction, and compressible soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur (SEIR p. 5.7-21). The City is relatively flat, including the project site, so the risk of landslides is negligible.

The new light industrial buildings would not result in the location of development on a geologic unit or soil that is unstable, or that would become unstable because as previously discussed, the potential for liquefaction and landslides associated with the project is less than significant. Further, implementation of TOP strategies, the CBC and the CMC would reduce impacts to a less than significant level. Therefore, the project would not create greater landslide potential impacts than were identified in TOP EIR.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Discussion of Effects: The CCC SP EIR did not identify any specific soil constraints, including expansive soils, on the project site, so the EIR concluded there were no impacts and no mitigation was required with regulatory compliance (i.e., CBC).

TOP EIR identified limited soil stability impacts of future development if expansive or other soil constraints were present beneath structures. TOP EIR recommended compliance with the CBC and CMC to assure impacts will be less than significant (SEIR p. 5.7-21).

The majority of Ontario, including the project site, is located on alluvial, and in some areas, aeolian (i.e., sandy) soil deposits. These types of soils are not considered to be expansive. In addition, specific soil conditions beneath each proposed building will be verified and addressed by specific foundation design to be confirmed by City Engineering. Therefore, no adverse impacts will occur.

Through the City's development and design review process, the project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.



Mitigation: No project specific mitigation is required.

**e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Discussion of Effects: Section VI.N of the CCC SP EIR addresses wastewater and provide information about local sewers but does not mention septic or alternative systems. Two (2) mitigation measures are recommended to have a complete onsite sewer that meets all regulatory requirements as shown in Table A (see CCCSP EIR Measure 74-75 in column 1 of the table) .

TOP EIR states that TOP policies and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant. Wastewater from Ontario is treated at wastewater treatment facilities owned and operated by the Inland Empire Utilities Agency (IEUA). Use of septic tanks would be limited to existing septic tanks, and new septic tanks would be constricted to areas not in practical proximity to existing sewer mains, dependent on approval by the Santa Ana Regional Water Quality Control Board (RWQCB) on a case-by-case basis (SEIR p. 5.7-22).

The area is served by the local sewer system and the use of alternative systems is not necessary. Future sewer service is based on planned land uses and sizing of pipes and treatment facilities to accommodate planned growth. Since the project is consistent with TOP land use and zoning designations on the site, there will be no significant impacts to the sewage system.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: The CCC SP EIR did not evaluate potential impacts to paleontological resources and no mitigation was recommended.

TOP EIR indicates the City is underlain by deposits of Quaternary and Upper-Pleistocene sediments deposited during the Pliocene and early Pleistocene time, Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are, therefore, considered to have high sensitivity at depths of 10 feet or more below ground surface. In addition, TOP EIR (Section 5.5) indicates that only one paleontological resource has been discovered in the City. The project site has surficial sediments composed of younger Quaternary Alluvium, derived as alluvial fan deposits from the San Gabriel Mountains to the north or as dune sands. These deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, but they may be underlain by older sedimentary materials at estimated depths greater than 10 feet which could contain paleontological resources.

Project grading may exceed 10 feet in depth in some areas so the project will implement TOP EIR Mitigation Measure 5-2, as outlined previously in Section 5, Cultural Resources, as this measure addresses paleontological resources. The measure requires that, in the event unanticipated paleontological resources are identified during excavation, construction activities will not continue or will be moved to other parts of the project site and a qualified paleontologist shall be contacted to determine the significance of these resources. If the find is determined to be significant, avoidance or other appropriate resource protection actions will be taken.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: The project will be required to implement TOP EIR Mitigation Measure 5-2. No project specific mitigation is required.

**8. GREENHOUSE GAS EMISSIONS.** Would the project:

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

Discussion of Effects: In 1981 the State CEQA Checklist (CEQA Guidelines Appendix G) did not require an examination of impacts related to greenhouse gas (GHG) emissions, therefore, that topic was not addressed in the CCC SP EIR.

TOP EIR determined TOP would have a significant direct, indirect, and cumulative impacts relating to the generation of GHG emissions (SEIR p. 5.7-26).

The subject site was previously analyzed by TOP EIR as an industrial use. The impact of buildout of the TOP on the environment due to the emission of GHGs was analyzed in the EIR for the Policy Plan of TOP. According to TOP EIR, this impact would be significant and unavoidable and a statement of overriding considerations was adopted for TOP's significant and unavoidable impacts, including that concerning the emission of GHGs. Developing the site with planned industrial uses on the site will not create significantly greater impacts than were identified in TOP EIR. The project will implement PDF to reduce GHG emissions as outlined in the City's GHG Reduction Measures Screening Threshold Table (see GHG Study, Appendix A-2 dated 12/14/21). This Screening Table provides guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The analysis, methodology, and significance determination (thresholds) are based upon the City's CCAP, which includes GHG emission inventories (2008 and 2020 forecasts), a year 2020 emission reduction target, the goals and policies to reach the target, together with TOP EIR Addendum prepared for the CCAP.

The Screening Table assigns points for each option incorporated into a project as mitigation or a PDF (collectively referred to as "feature"). The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. The point levels are based upon improvements compared to 2008 emission levels of efficiency. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CCAP. As such, those projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions. Consistent with the City CEQA Guidelines, and development review process, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. As shown in the project GHG Reduction Measures Screening Table (see GHG Study, Appendix A), the project will implement actions to achieve a total of 103 points and thus is consistent with the reduction quantities anticipated in the City's CCAP. Therefore, quantification of project-specific GHG emissions is not required.

Additionally, pursuant to Public Resources Code Section 21083.3, this impact need not be analyzed further, because (1) the proposed project would result in an impact that was previously analyzed in TOP EIR, which was certified by the City; (2) the proposed project would not result in any GHG impacts that were not addressed in TOP EIR; (3) the proposed project is consistent with TOP. The proposed impacts of the project were already analyzed in TOP EIR and the project will be built to current energy efficient standards. Potential impacts of project implementation will be less than significant by compliance with current Title 24 energy efficiency standards of the California Code of Regulations. No changes or additions to TOP EIR analyses are necessary.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary. The PDF outlined above, consistent with the GHG Reduction Measures Screening Threshold Table (see Appendix A-2) adequately address any GHG impacts and there is no need for any project specific mitigation measures.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: In 1981, the State CEQA Checklist (CEQA Guidelines Appendix G) did not require an examination of impacts related to GHG emissions, therefore, that topic was not addressed in the CCC SP EIR.

The EIR determined TOP was consistent with statewide strategies adopted for the purpose of reducing GHG emissions including CARB's Scoping Plan and SCAG's Connect SoCal (SEIR p. 5.8-27). The subject site was previously analyzed by TOP EIR as an industrial use. By implementing TOP EIR Mitigation Measures AQ 3-1 through 3-3 regarding air pollutant emissions, the proposed project is

consistent with TOP Goal ER 4 of improving air quality by, among other things, implementation of Policy ER 4-3, regarding the reduction of GHG emissions in accordance with regional, state and federal regulations. In addition, the proposed project is consistent with the policies outlined in Section 5.6.4 of the EIR for TOP, which aims to reduce the City's contribution of GHG emissions at build-out by implementing energy efficient design, energy efficient irrigation systems, electric vehicle charging stations, and compliance with Title 24 of the California Code of Regulations. Since it achieves at least 100 points using the Screening Table (see GHG Study, Appendix A-2), the project is consistent with the City's CCAP. Therefore, the proposed project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: Project will implement TOP EIR Mitigation Measures AQ 3-1 through 3-3 but no project specific mitigation is required.

**9. HAZARDS & HAZARDOUS MATERIALS.** Would the project:

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

Discussion of Effects: The CCC SP EIR concluded the project would have no impacts regarding hazards or hazardous materials and did not recommend any mitigation measures.

TOP EIR determined that implementation of the policies in the Safety Element, in addition to existing regulations, would ensure less than significant impacts from transport, use, and/or disposal of hazardous materials. It further concluded TOP would have a less than significant direct, indirect, and cumulative impacts relating to transport, use, and disposal of hazardous materials, release of hazardous materials, and emission and handling of hazardous materials, substances, or waste (SEIR p. 5.9-37).

The subject site was previously analyzed by TOP EIR as a light industrial use. The project will not involve the transport, use or disposal of hazardous materials during either construction or project implementation based on the land use restrictions for industrial uses in TOP. Therefore, no adverse impacts are anticipated. However, in the unlikely event of an accident, implementation of the strategies included in TOP regarding emergency services such as police and fire will decrease the potential for health and safety risks from hazardous materials to less than significant levels.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Discussion of Effects: The CCC SP limits the use of flammable, explosive, or other hazardous materials by onsite light industrial uses. In addition, hazardous materials are regulated by a variety of federal and state agencies. Therefore, the CCC SP EIR did not anticipate any significant impacts related to hazardous materials with regulatory compliance, and no mitigation was recommended.

TOP EIR concluded that implementation of the policies in the Safety Element, in addition to existing regulations, would ensure that development under TOP would not exacerbate hazards associated with existing hazardous materials sites (SEIR p. 5.9-39).

The subject site was previously analyzed by TOP EIR as an industrial use. Under the CCC SP, the proposed project would not involve the use of hazardous materials or volatile fuels. In addition, there are no known stationary commercial or industrial land uses within close proximity to the subject site, which use/store hazardous materials to the extent that they would pose a significant hazard to visitors/occupants to the subject site. Therefore, upset conditions resulting in the release of hazardous materials are not anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP FEIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?**

Discussion of Effects: The CCC SP EIR did not evaluate potential impacts of the project from hazardous materials and nearby schools, most likely because there are no schools within a quarter mile of the project site.

TOP EIR concluded that a number of hazardous material facilities were within a quarter mile of various schools in the City and impacts were potentially significant, such that mitigation was recommended. However, the project site is not within a quarter mile of any school sites so there will be no impacts and no mitigation is required relative to TOP EIR analysis.

Under the CCC SP, the project cannot involve the use, emissions or handling of hazardous or acutely hazardous materials, substances or waste. Therefore, no impacts are anticipated. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Discussion of Effects: This list was not in place when the CCC SP EIR was prepared in 1981. However, there are no Cortese sites on or in the immediate vicinity of the project site (i.e., a quarter-mile radius around the site).

TOP EIR identified that implementation of the policies in the Safety Element in addition to existing regulations ensured that development of TOP would not exacerbate existing hazards associated with existing hazardous materials sites. The EIR concluded TOP would have a less than significant direct, indirect, and cumulative impacts relating to location on a site which is included on a list of hazard materials. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-39)

The project site is not listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create a hazard to the public or the environment and no impact is anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.B of the CCC SP EIR examined potential issues related to hazards from the OIA ("airport expansion") and recommended three (3) mitigation measures, mainly regarding noise, as outlined in Table A (see CCCSP EIR Measures 14-16 in column 1 of the table).

Sections 5.9 (Hazards and Hazardous Materials) and 5.11 (Land Use and Planning) of TOP EIR indicated that with proper land-use planning, aircraft safety risks could be reduced, primarily by avoiding incompatible land uses. The FAA and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes.



The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City and submitted to ONT-IAC and found that TOP 2050 is consistent with ALUCP for ONT (ONT-IAC 2022). Similar to the proposed project, TOP 2050 is consistent with the ALUCP for ONT because the general land use designations within the airport influence area are the same.

The EIR concluded TOP would have a less than significant impact associated with consistency with the OIA ALUCP (SEIR p. 5.9-41). The project site is not within the planning area of the Chino Airport.

The proposed project is located within the Airport Influence Area of OIA. The site is located within Airport Safety Zones 1, 2 and 3, and within three Noise Impact Zones of the airport. As a result, an airport safety report was prepared by Mead & Hunt in January 2022 (Appendix E).

Just west of the project site is an airport “clear zone,” which is part of its aircraft landing approach zones for Runways 26R and 26L (Aircraft Safety Zone 2). As shown in the previous Figure 4, the OIA and the CCC SP designate the central portion of the Project site as a “low employee intensity area” approximately 1,700 feet wide (850 feet on both sides of Santa Ana Street) to protect the OIA clear zone and landing aircraft.

The basic function of the ALUCP is to promote compatibility between OIA and the land uses that surround it in order to avoid future compatibility conflicts. The ALUCP policies address four types of airport land use concerns:

- Noise – Locations exposed to potentially disruptive levels of aircraft noise.
- Overflights – Locations where aircraft overflights can be intrusive and annoying to many people.
- Safety – Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground.
- Airspace Protection – Places where height and certain other land use characteristics need to be restricted to protect the safe and efficient use of navigable airspace.

**Noise.** The purpose of noise compatibility policies is to avoid the establishment of noise-sensitive land uses in areas exposed to significant levels of aircraft noise. As shown in **Figure 6, Noise Impacts**, the project site falls within three ALUCP Noise Impact Zones: 65-70 dB Community Noise Equivalent Level (CNEL); 70-75 dB CNEL; and 75-80 dB CNEL. The ALUCP noise criteria indicate that office uses are considered normally incompatible in areas exposed to CNEL 75 dB or greater unless extensive mitigation techniques are applied to make the indoor environment (with windows closed) acceptable for performance of expected activities (i.e., maximum of 50 dB CNEL). In the lower Noise Impact Zones, office spaces are deemed to be conditionally compatible if a maximum interior noise level of CNEL 50 dB is achieved through incorporation of proper sound attenuation design. The requirement also applies to Light Industrial Uses in the 70-80 dB CNEL Noise Impact Zones. Warehousing is deemed to be a compatible use in all three zones.

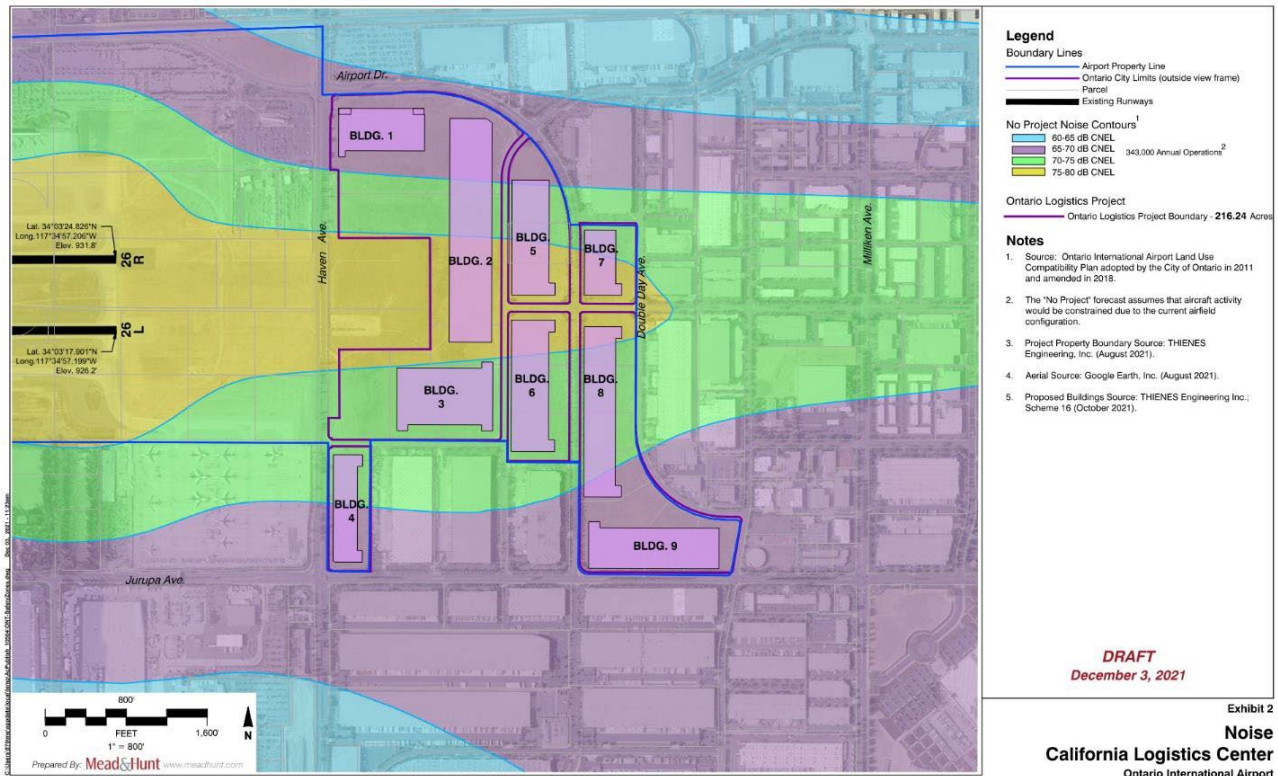
TOP EIR contains Mitigation Measure 12-1 to address noise impacts from future development projects:

**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).

To comply with this requirement, the developer retained Mead and Hunt to prepare an airport hazards assessment of the proposed project, including airport-related noise (see Appendix E). The recommended TOP Implementation Actions for noise are tiered off of and directly implement the requirements of TOP EIR Mitigation Measure 12-1 regarding airport noise.

With implementation of TOP Mitigation Measure 12-1 and the two TOP Implementation Actions for noise recommended by the Mead & Hunt study, the project will have less than significant noise impacts on surrounding land uses, consistent with the analysis and conclusions of TOP EIR and supporting project-related studies.

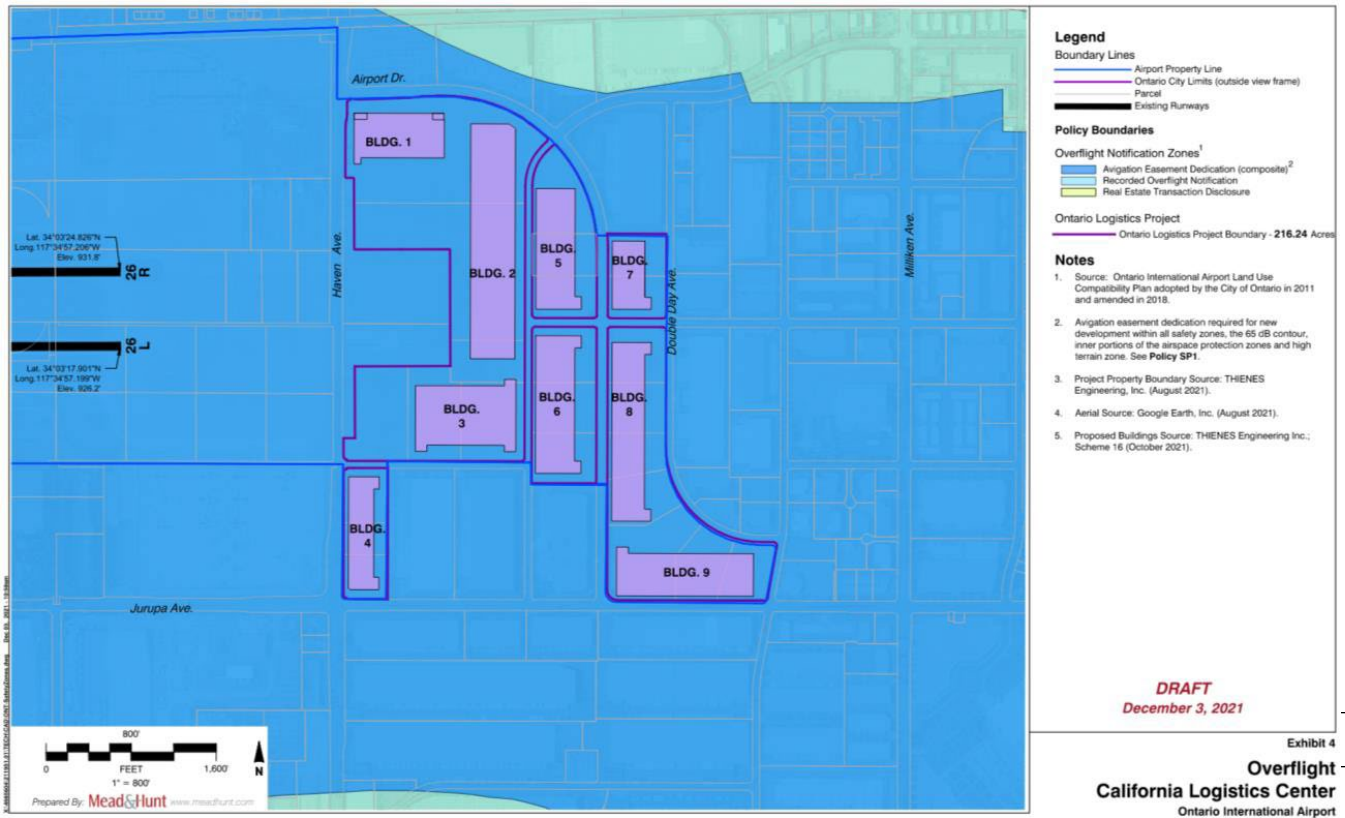
**Figure 6: NOISE IMPACTS**



Source: Exh bit 2, M&H 2022

**Overflights.** Noise from individual aircraft operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the noise impact zones. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected area. As shown in **Figure 7, Overflight Impacts**, the project falls entirely with the Overflight Notification Zone - Avigation Easement Dedication. The ALUCP requires dedication of an avigation easement to the OIA owner/operator prior to commencement of construction as a COA of new development. This requirement is codified in the recommended PDF/COA included in the Mead & Hunt study (Appendix E).

**Figure 7: OVERFLIGHT IMPACTS**



Source: Exhibit 4, M&H 2022

**Safety Zones.** The intent of the safety compatibility policies is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events when they occur. For most nonresidential development, risk is measured in terms of the usage intensity—the number of people per acre on the site. Local development standards (e.g., floor area ratios, parking requirements) and building code occupancies can be used to calculate nonresidential usage intensities. The ALUCP safety criteria for light industrial, warehouse, and office uses are presented in **Figure 8, ALUCP Safety Criteria**. As shown in **Figure 9, Safety Zones**, the Project site spans the following Safety Zones: Safety Zone 1, RPZ; Safety Zone 2, Inner Approach/Departure Zone; and Safety Zone 3, Inner Turning Zone. Although 14.56 acres of the Project site fall within Safety Zone 1, which encompasses the RPZs for Runways 26L and 26R, the proposed site plan keeps this zone clear of future structures and parking lots. As such, no compatibility conflicts exist in Safety Zone 1, which is the most restrictive of all the safety zones. For Safety Zones 2 and 3, the individual proposed building sites are subject to the ALUCP usage intensity (people per acre) limits for each zone. In accordance with ALUCP Policy S2, any site that is split by safety zone boundaries is treated as if it were multiple parcels divided at the safety zone boundary.

The “maximum allowable occupancy” is the primary criterion by which to evaluate the compatibility of each lessee’s proposed specific use or combination of uses within each building (see previous Table 2). The City controls the ultimate determination of compliance with the ALUCP usage criteria, and those determinations will occur when a potential tenant(s) is identified for each building and a specific land use is proposed. The CCC SP includes a mix of light industrial or warehouse uses with ancillary office space. In addition to maximum allowable occupancy, each building has a “theoretical occupancy” which is the calculated total intensity of each building assuming that the building is developed as either a light industrial/office use or warehouse/office use (see previous Table 3). The previous Tables 2 and 3 demonstrate that high-intensity light industrial uses would likely exceed the maximum allowable occupancy limits for Zone 2. Buildings located in Zone 2 are therefore better suited for low intensity light industrial and

warehouse uses. Those limits are codified in the recommended TOP Implementation Actions for noise included in the Mead & Hunt study (Appendix E).

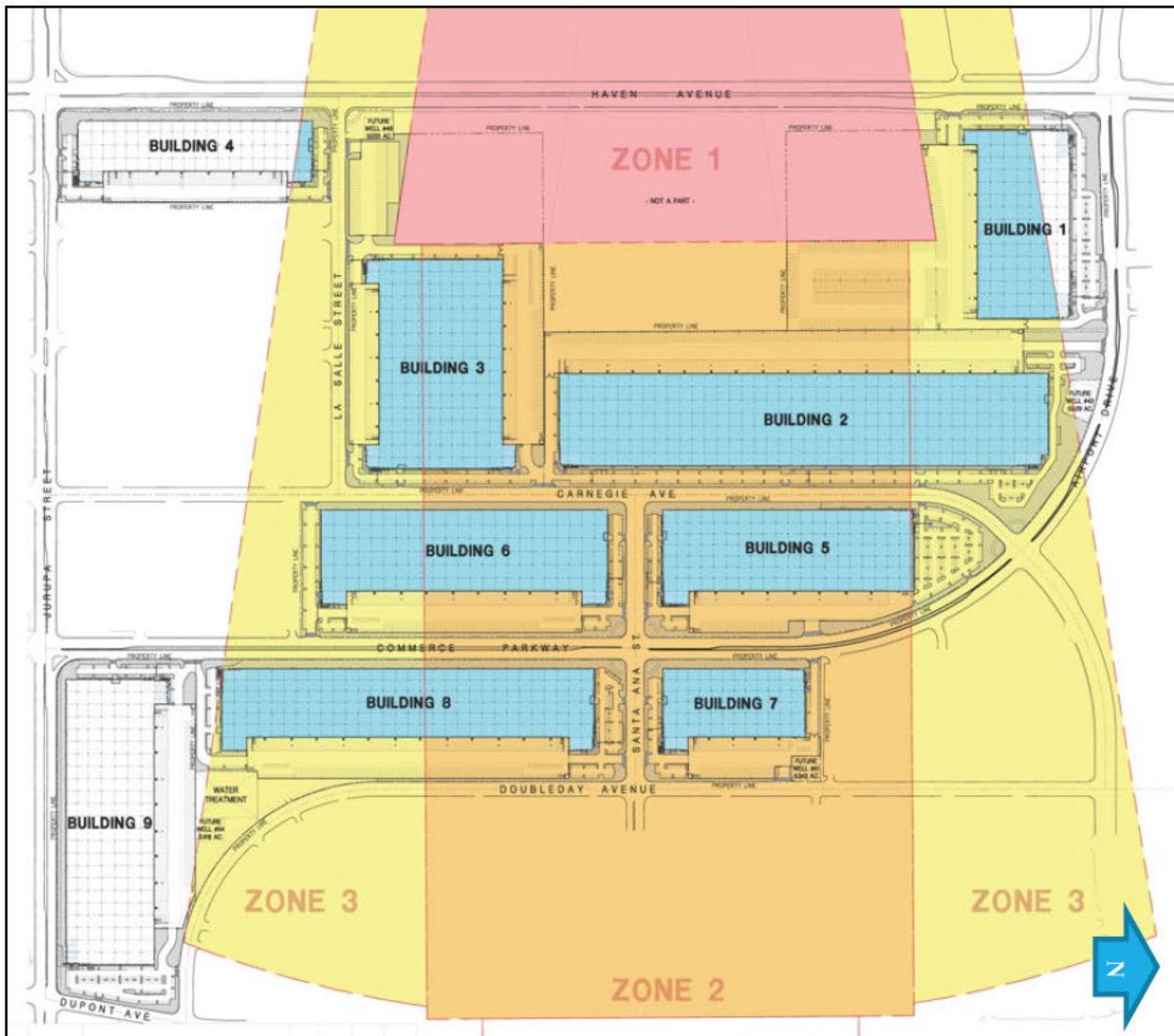
**Figure 8: ALUCP SAFETY CRITERIA**

Safety Criteria						
Legend: Land Use Compatibility (A detailed explanation of each land use acceptability category is provided on pg. 2-46 of this table)						
Normally Compatible Land Use	Conditional Land Use (FAR)				Incompatible Land Use	
<ul style="list-style-type: none"> <li>A yellow cell indicates a use that is conditionally compatible provided it satisfies the maximum intensity limits and/or other listed conditions.</li> <li>Numbers in yellow cells indicate the Floor Area Ratio (FAR) limit for the use. The FAR limit is based on the common occupancy load factor [approx. number of square feet per person] indicated for that use. The FAR and/or the common occupancy load factors can be used to calculate the intensity (number of people per acre) of the proposed development (see Policy S2c). Up to 10% of the total FAR of a building may be devoted to an ancillary use and excluded from the single-acre intensity calculations, but not the average sitewide intensity limits.</li> </ul>						
Land Use Category <sup>1</sup> <i>Note: Multiple land use categories and compatibility criteria may apply to a project</i>	Safety Zone <sup>2</sup>					Criteria for Conditional Uses <i>Note: The numbers below indicate zone in which condition applies.</i>
	1	2	3	4	5	
Max Sitewide Average Intensity (people/acre)	10	60	100	160	160	<ul style="list-style-type: none"> <li>Nonresidential development must satisfy both forms of intensity limits.</li> <li>Maximum intensity criteria apply to Normally Compatible as well as Conditional land uses</li> </ul>
Max Single-Acre Intensity (people/acre) <i>applicable to all nonresidential development</i>	20	120	250	400	400	
<b>Industrial, Manufacturing, and Storage Uses</b>						
Hazardous Materials Production: oil refineries, chemical plants (≥ 6,000 gallons)						
Heavy Industrial						3, 4: Avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, High Intensity: food products preparation, electronic equipment <span style="background-color: #FFFF00;">[approx. 200 s.f./person]</span>		0.28	0.46	0.74		2-4: FAR limits as indicated; avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, Low Intensity: machine shops, wood products, auto repair <span style="background-color: #FFFF00;">[approx. 350 s.f./person]</span>		0.48	0.80	1.29		2-4: FAR limits as indicated 5: Single story only; max. 10% in mezzanine 2-5: Avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Research & Development <span style="background-color: #FFFF00;">[approx. 300 s.f./person]</span>			0.69	1.10		3, 4: FAR limits as indicated; avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses <span style="background-color: #FFFF00;">[approx. 1,000 s.f./person]</span>						2: Single story only; max. 10% in mezzanine

Source: Exhibit 6, M&H 2022



**Figure 9: SAFETY ZONES**



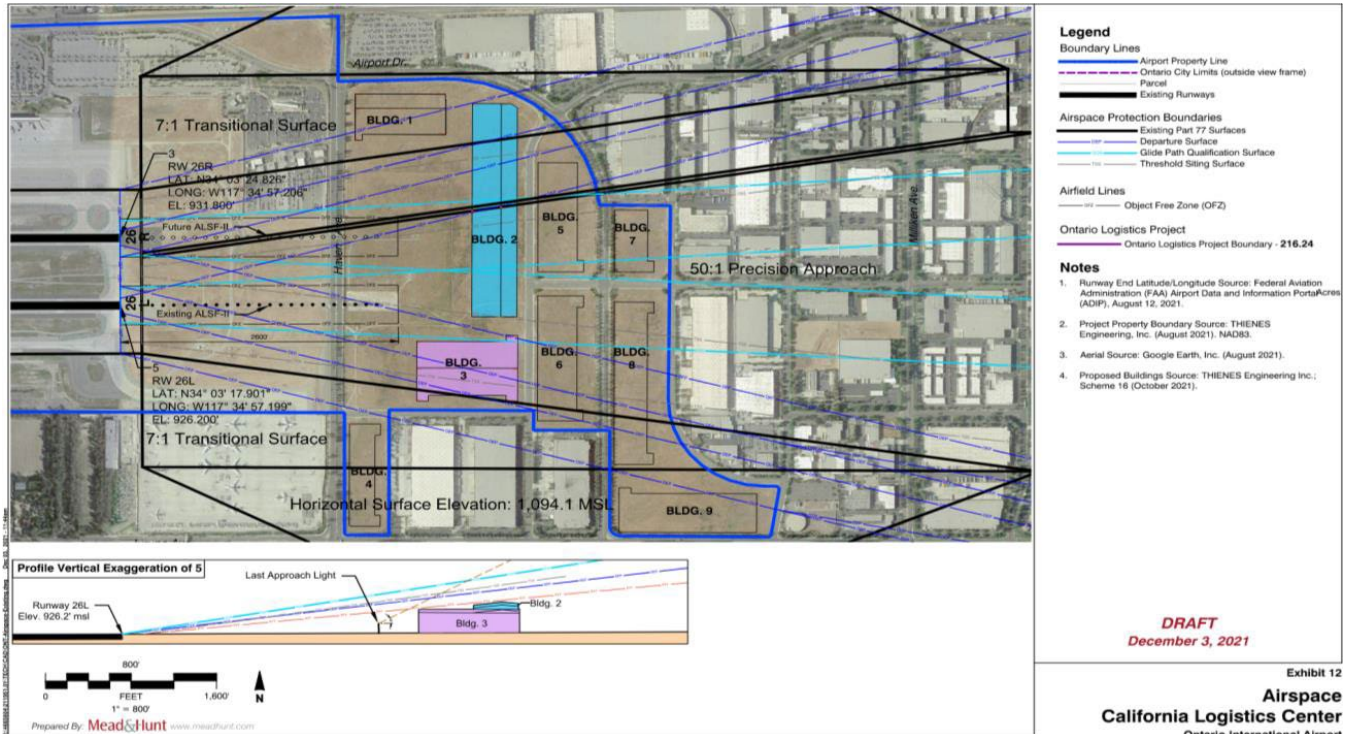
**Airspace Protection.** Airspace protection compatibility policies seek to prevent the creation of land use features that can pose hazards to the airspace required by aircraft in flight and have the potential for causing an aircraft accident. Categories of hazards to airspace include: physical hazards such as tall structures that may intrude upon protected airspace and land use; and features that have the potential to attract birds or other potentially hazardous wildlife to the airport area. Title 14 of the Code of Federal Regulations (CFR) Part 77 establishes height limits to provide a margin of safety for normal aircraft operations. Objects that exceed the Part 77 height limits constitute airspace obstructions. However, the standards are not absolute and deviation from the CFR Part 77 standards requires the offending objects to be evaluated by the FAA and may be considered for marking or lighting application if appropriate.

**Figure 10, Airspace Impacts,** shows the layout of the proposed buildings at the project site. The heights of the buildings are required to be reported to the FAA by a completed Form 7460-1, *Notice of Proposed Construction or Alteration*. The building elevations are reported as the roof height with 10 feet added to account for building appurtenances such as, but not limited to, parapets and heating ventilation equipment, pursuant to the TOP Implementation Actions for airport hazards outlined in the Mead & Hunt report (Appendix E).

The Mead & Hunt Report (Appendix E) concluded the project has been conceptually designed to keep all future structures below the Part 77 obstruction surfaces and the other FAA clear areas noted in

Figure 10. Additionally, FAA Form 7460-1 has been submitted to the FAA for an aeronautical study for all nine buildings. FAA airspace determinations would have to be received and incorporated as necessary into the project design prior to commencement of construction.

**Figure 10: AIRSPACE IMPACTS**



Source: Exhibit 12, M&H 2022

To be consistent with TOP and its EIR, it must be demonstrated and assured the proposed project does not conflict with the ALUCP and related safety issues involving OIA. The project must comply with TOP EIR restriction that which states...“before any structure is placed within these areas, a permit is required to ensure that structures do not become a hazard to air navigation and that development is consistent with Part 77” (TOP EIR p. 5.8-27). This compliance requires the project to implement the various TOP Implementation Actions outlined in the project description of this document as part of the City’s development review and approval process and ALUCP consistency determination.

The project was evaluated and found to be consistent with the policies and criteria of the ALUCP for OIA which in turn would ensure the project is consistent with TOP and its EIR with implementation of 10 specific actions (see TOP Implementation Actions/Regulatory Compliance in the Project Description). The Mead & Hunt study (Appendix E) recommended the following actions to reduce potential hazard-related impacts of OIA on the project which will be implemented by the project:

1. Regarding overflights, an aviation easement shall be filed with the OIA Authority prior to obtaining a Certificate of Occupancy;
2. Regarding safety, it shall be demonstrated to the OIA Authority and the City that each building meets the ALUCP intensity requirements prior to issuance of a building permit.
3. Regarding airspace, a ground lease agreement will be entered into between the applicant and the City contingent upon a “no airspace hazard determination” by the FAA.
4. Regarding wildlife hazards, buildings shall be designed to eliminate trees and other physical supports for raptors and other large birds.
5. Also regarding wildlife hazards, landscaping plans shall use short tree varieties.
6. Regarding outdoor lighting, the project shall have no lighting directed toward the airport property.

7. Regarding glare, the project shall not utilize any glare-producing materials on buildings within the airport safety zone.
8. Also regarding glare, a glare analysis should be prepared for any rooftop solar systems consistent with FAA glare limitations.
9. Regarding temporary equipment heights, the construction schedule must be coordinated with the OIA Authority to preclude impacts to airport operations by the height/location of cranes.
10. The Mead & Hunt airport safety report made recommendations about onsite surface detention basins. However, only underground retention/detention facilities are proposed as part of this project so there will be no impacts in this regard.

The project site lies outside the boundaries of the Chino Airport Influence Area (i.e., the next closest airport). Therefore, any impacts regarding airport safety and compatibility of that facility will be less than significant. The following TOP Implementation Actions are based on the recommendations of the M&H airport safety report to comply with the recommendations of TOP EIR Section 5.9, Impact 5.9-3. They are described fully in the Project Description portion of this document and summarized by title below:

**1: Avigation Easements**

**2: Building Intensity**

**3: Part 77 Height Limits**

**4: Architectural Design**

**5: Landscaping**

**6: Lighting Fixtures**

**7: Glare Control**

**8: Glare Analysis**

**9: Construction Coordination**

The M&H report concluded the project was consistent with the most current 2018 ALUCP, therefore, potential safety impacts from its proximity to the OIA will be less than significant with implantation of the recommended TOP Implementation Actions outlined in the Project Description. With implementation of the recommended TOP Implementation Actions relative to airport safety, the project will be consistent with the requirements of TOP EIR and will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to the TOP EIR analyses are necessary.

It should be noted the CCC SP EIR concluded the project would have no impacts regarding hazards or noise but did recommend two (2) mitigation measures to address noise impacts from airport operations as shown in Table A (see CCCSP EIR Measures 15 and 16 in column 1 of the table). However, these measures have since been superseded by the City's internal noise standards incorporated into TOP Noise Element.

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

Discussion of Effects: When the CCC SP EIR was prepared in 1981, the following wildfire-related issues were not part of the State CEQA Checklist so emergency response planning or evacuation routes were not addressed in the CCC SP EIR.

TOPEIR concluded TOP would not interfere with an emergency evacuation plan. According to the Vulnerability Analysis conducted as part of TOP, the threat of flood is the City's greatest hazard as large portions of the City are within the flood zone (i.e., the project site is within the 500-year flood zone). Figure S-10 of TOP indicates that Haven Avenue to the west, Airport Drive to the north, and Jurupa Street to the south are designated evacuation routes in the City. The City's Safety Element, as contained within TOP, includes policies and procedures to be administered in the event of a disaster. TOP seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from every day and disaster emergencies. The EIR concluded TOP would have a less than significant direct, indirect, and cumulative impacts relating to impairment of or interference with adopted emergency response plans or emergency evacuation plans (SEIR p. 5.9-41).



The project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the project is required to comply with all applicable City codes, any impacts would be reduced to less than significant levels.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: When the CCC SP EIR was prepared in 1981, wildfire was not a specific issue of the State CEQA Checklist, so emergency response planning or evacuation routes were not addressed in the CCC SP EIR. However, the site is not located in a state responsibility area or lands classified as a very high fire hazard severity zone.

TOP EIR indicates the City would result in less than significant risks from wildfire hazards. The City is outside of the state responsibility area, and California Department of Forestry and Fire Protection (CAL FIRE) has determined that the City contains no areas subject to very high wildfire risk. The EIR concluded TOP would have a less than significant direct, indirect, and cumulative impacts relating to wildland fires (SEIR p. 5.9-42). Figure S-04 from TOP indicates the project site is not within any designated wildfire area. Therefore, no impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**10. HYDROLOGY & WATER QUALITY.** Would the project:

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

Discussion of Effects: Section VI.G of the CCC SP EIR evaluated hydrology and water-related impacts of the project. A project hydrology study was prepared, but the EIR did not present quantified data or analysis of impacts from that report. EIR Exhibit 20 did show the runoff input and output through the proposed storm drain master plan for the project.

Section VI.O of the CCC SP EIR addresses water supply and quality. The EIR evaluates overall water consumption compared to the Water Master Plan Report (EIR was prepared before requirements for Urban Water Management Plans). The discussion about water quality focused on the potable water supply and ways onsite equipment could contaminate drinking water, not regional water quality permitting requirements. The EIR recommended four (4) mitigation measures regarding water and sewer systems not contaminating drinking water supplies (i.e., not control of runoff water quality) as shown in Table A (see CCCSP EIR Measures 50-51 and 74-75 in column 1 of the table).

TOP EIR concluded there would be less than significant impacts related to water quality from development activities associated with future development under TOP. Nearly the entire City is developed, and implementation of TOP would not substantially alter the amount of developed land in the City. TOP EIR would have a less than significant direct, indirect, and cumulative impacts relating to surface or groundwater quality (SEIR p. 5.10-21).

The project site is served by City water and sewer service and will not affect water quality standards or waste discharge requirements. Discharge of storm water pollutants from areas of materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing, waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work) areas could result in a temporary increase in the amount of suspended solids, trash and debris, oil and grease, organic compounds, pesticides, nutrients, heavy metals and bacteria pathogens in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide National Pollutant Discharge Elimination System (NPDES) General Industrial Activities



Stormwater Permit, the San Bernardino County Area-Wide Urban Runoff Permit (MS4 permit) and the City Municipal Code (CMC) Title 6, Chapter 6 (Stormwater Drainage System). This compliance would reduce any impacts to below a level of significance.

A Preliminary Water Quality Management Plan (PWQMP) was prepared for the project by Thienes Engineering in December 2021 (TE 2022)(Appendix F), which identifies how the site will comply with storm water discharge and water quality management requirements of the City and the Regional Water Quality Control Board. 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 infiltration, biotreatment and evapotranspiration. The PWQMP would include the use of underground stormwater infiltration systems for each of the nine building development sites. There will also be gravity separator devices for pretreatment of sediment, trash/litter, and oil and grease. Any overflow drainage from future development will be conveyed to the public street by way of parkway culverts. The Water Quality Site Map in the PWQMP demonstrates the project will retain/detain a volume of water equal or greater than the design capture volume (DCV) for the entire property (905,754 v. 904,127 cubic feet, respectively) (TE 2022).

The airport safety report (Appendix E) prepared by Mead & Hunt stated that onsite surface stormwater drainage facilities (e.g., bioretention ponds) on the project site need to be designed to provide a 48-hour drawdown following a design storm event (i.e., 24-hour storm). The PWQMP indicates all retention/detention facilities will be underground, which will therefore preclude potential wildlife hazards that could result from surface water features.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.G of the CCC SP EIR evaluated hydrology and water-related impacts of the project, but did not address groundwater recharge. A project hydrology study was prepared, but the EIR did not present quantified data or analysis of impacts from that report.

Section VI.O of the CCC SP EIR includes one (1) mitigation measure to help protect local groundwater (MM 78 – install recharge/retention basin) as outlined in Table A (see CCCSP EIR Measure 32 in column 1 of the table).

TOP EIR identified less than significant impacts related to groundwater recharge and supply for TOP. At buildout, TOP is forecast to increase residential units by 25,399 and increase nonresidential square footage by 1,092,508 square feet; future development would increase the amount of impermeable surfaces in the City and reduce the amount of permeable surfaces available for groundwater recharge. TOP would have a less than significant direct, indirect, and cumulative impacts relating to impediment of sustainable groundwater management of the basin (SEIR p. 5.10-23).

The subject site was previously analyzed by TOP EIR as an industrial use. No increases in the current amount of water flow to the project site are anticipated, and the proposed project will not deplete groundwater supplies, nor will it interfere with recharge. The water use associated with the proposed use of the property was included in TOP EIR analysis. For development of the site, grading and excavation is expected to be less than 25 feet and would not reach a depth that could affect the existing aquifer, estimated to be over 200 feet below the ground surface. No adverse impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

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

Discussion of Effects: Section VI.G of the CCC SP EIR evaluated hydrology and water-related impacts of the project but did not address erosion. A project hydrology study was prepared but the EIR but did not present quantified data or analysis of impacts from that report. In addition, Section VI.K of the CCC SP EIR addresses geology and soils. but does not identify any specific erosion impacts. However, it does recommend one (1) mitigation measure requiring an erosion control plan as part of development (see CCCSP EIR Measure 51 in column 1 of Table A)

TOP EIR concluded that implementation of BMPs outlined in SWPPPs, erosion and sediment control plans, WQMPs, and TOP policies would address anticipated erosion and siltation impacts. Therefore, development would not result in substantial erosion or siltation on- or off-site (SEIR p. 5.10-24).

The project Hydro Report and PWQMP (Appendix F) demonstrate that the project will not alter the drainage pattern of the site or area, in a manner that would result in erosion, siltation or flooding on-or-off site, nor will the proposed Project increase the erosion of the subject site or surrounding areas. The existing drainage pattern of the site will not be altered, and it will have no significant impact on downstream hydrology. Stormwater generated by the project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan (SWPPP) developed in compliance with the General Construction Activities Permit requirements, the BMPs included in the SWPPP, and a stormwater monitoring program, the project's potential impact would be reduced to below a level of significance. No streams or streambeds are present on the site. No changes in erosion off-site are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.G of the CCC SP EIR evaluated hydrology and water-related impacts of the project, but did not specifically address flooding other than storm drain concerns. A project hydrology study was prepared, but the EIR did not present quantified data or analysis of impacts from that report.

TOP EIR states that the current Flood Insurance Rate Map (FIRM) for the City only shows small portions of the City adjacent to flood control channels, detention basins, and creeks are within the 100-year floodplain. In addition to TOP policies, the CMC, Chapter 13, Flood Damage Prevention Program, requires that a development permit be obtained prior to development in a special flood hazard area to ensure that the site is reasonably safe from flooding and flood hazards. The City requires that all new structures in a special flood hazard area have elevations above the base flood elevation. Therefore, with implementation of existing policies, the potential to impede or redirect flood flows was considered less than significant (SEIR p. 5.10-25).

The Hydro Study concludes the proposed project will not increase the flow velocity or volume of storm water runoff to cause environmental harm from the site and will not create a burden on existing infrastructure. Furthermore, with the implementation of an approved Water Quality Management Plan developed for the site, in compliance with the San Bernardino County MS4 Permit requirements, stormwater runoff volume shall be reduced to below a level of significance.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**

Discussion of Effects: Section VI.G of the CCC SP EIR evaluated hydrology and water-related impacts of the project. A project hydrology study was prepared, but the EIR did not present quantified data or analysis of impacts from that report. EIR Exhibit 20 did show the runoff input and output through the proposed storm drain master plan for the project. The EIR recommended four (4) mitigation measures all addressing drainage/storm drain impacts (see CCCSP EIR Measures 31-34 in column 1 of Table A).

TOP EIR indicates there are three major regional drainage channels that convey stormwater runoff from the City’s storm drain system—San Antonio Channel, Cucamonga Channel, and Day Creek Channel. There are also several flood retentions and spreading basins in the City that are used to retain flood flows and recharge the Chino Groundwater Basin. Projects considered for approval under TOP would be required to prepare project-specific hydrology and hydraulic studies. The methodology for these studies is provided in the San Bernardino County Hydrology Manual, which describes the approach for estimating stormwater runoff and peak flow rates, for the 100-year storm event (SEIR 5.10-26). In addition, TOP EIR stated TOP would have a less than significant direct, indirect, and cumulative impacts relating to risk of release of pollutants due to project inundation (SEIR p. 5.10-27).

The Hydro Report (Appendix F) demonstrates the project will not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or create or contribute stormwater runoff pollutants during construction and/or post-construction activity. The stormwater flows will enter existing storm pipes in Jurupa Street and other adjacent improved streets. Pursuant to the requirements of TOP, the City’s Development Code, and the San Bernardino County MS4 Permit, individual developments must provide site drainage and PWQMP plans according to guidelines established by the City’s Engineering Department. As shown in **Table 12**, Project Runoff Volumes, the project will retain/detain a volume of water equal or greater than the DCV for the entire 196.8-acre property (906,544 v. 1,008,774 cubic feet, respectively) (TE 2022).

**Table 12: Project Runoff Volumes**

Building/ Drainage Area	SiteArea (Acres)	Design Capture Volume (DCV) (cubic feet/second)	Retention/Detention Volume Provided (cubic feet/second)
1	23.59	113,360	113,818
2	40.64	247,903	248,234
3	25.37	69,399	69,445
4	11.74	48,362	48,540
5	19.47	86,568	86,816
6	20.58	90,195	90,530
7	9.71	42,559	42,723
8	24.08	112,442	112,574
9	21.65	95,757	96,094
<b>Total</b>	<b>196.83</b>	<b>906,544</b>	<b>1,008,774</b>

Source: Hydrology Study and Preliminary Water Quality Management Plan (PWQMP), Thienes Engineering, October 2022a, b

The Hydro Study stated that if master drainage facilities are not in place at the time of project development, then standard engineering practices for controlling post-development runoff may be required, which could include the construction of on-site storm water detention and/or retention/infiltration facilities. This is a temporary engineering contingency if a property were to develop prior to completion of all planned area-wide drainage facilities. However, the area-wide master plan of drainage facilities has already been installed. Therefore, any impacts would be less than significant.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**ii. Impede or redirect flood flows?**

Discussion of Effects: Section VI.G of the CCC SP EIR evaluated hydrology and water-related impacts of the project, but did not specifically address flooding other than storm drain concerns. A project

hydrology study was prepared, but the EIR did not present quantified data or analysis of impacts from that report.

TOP EIR states that the current FIRM for the City only shows small portions of the City adjacent to flood control channels, detention basins, and creeks are within the 100-year floodplain. In addition to TOP policies, the CMC, Chapter 13, Flood Damage Prevention Program, requires that a development permit be obtained prior to development in a special flood hazard area to ensure that the site is reasonably safe from flooding and flood hazards. However, Figure S-03 of TOP indicates most of the project site is within the 500-year or 100-year flood plains, so there will be no flooding impacts relative to the 100-year flood zone. Impacts will be less than significant.

Urbanization in the areas surrounding the project site have resulted in increased responsiveness of the basin to rainfall. The increase in impervious surfaces such as roofs, roads, and parking lots has resulted in a decrease in groundwater infiltration and larger storm surges. The project site currently slopes southeast, and the existing drainage pattern is characterized by sheet flows that follow the slope to the northwest. The project site is not impacted by offsite flows. The project site is not located in a Federal Emergency Management Agency (FEMA) Firm Panel designated Flood Zone Risk, and according to the USFWS National Wetlands Inventory (NWI) no wetlands or other ponding features exist on the property. The project will lead to the conversion of permeable surfaces to impermeable surfaces such as parking areas and building foundation areas. The project site would discharge onsite flows into a combination of onsite infiltrations basins and an existing storm drain facility. As such, the proposed project would not impede or redirect flood flows. With adherence to existing federal, state, and local regulation, no changes to the existing flood flows would occur.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.G of the CCC SP EIR evaluated hydrology and water-related impacts of the project, but did not specifically address pollutant release. A project hydrology study was prepared, but the EIR did not present quantified data or analysis of impacts from that report.

Figure S-04 of TOP indicates the project site is not within the inundation zones of either the San Antonio Dam to the northwest or overflow of debris basins to the north. Due to its location and surrounding conditions, TOP EIR identified less than significant impacts related to flood hazards, tsunamis, seiches, or dam inundation (SEIR p. 5.10-27).

Impacts associated with flooding are primarily related to the construction or placement of structures in areas prone to flooding including within an unprotected 100-year flood zone, and in areas susceptible to high tides, tsunamis, seiches, mudflows or sea level rise. Specifically, structures placed in flood prone areas, if flooded, would be damaged, and could subject people to injury or death. The National Flood Insurance Act of 1968 requires the identification of floodplain areas and establishment of flood-risk zones within those areas. FEMA administers the programs and coordinates with communities to establish effective floodplain management standards. According to FEMA, the project is not located in a known floodplain as shown in Figure S-04 of TOP. Furthermore, this area is not known to flood and is not typically subjected to flooding. The project site is vacant and regularly maintained for weed abatement so it does not contain any vegetation associated with riparian features. No wetlands have been mapped on the project site according to the NWI. According to the FEMA, the project is not located in an area that is subject to flood hazard, tsunami, or seiche zones. The project site is located over 60 miles east of the Pacific Ocean and is not located in a mapped tsunami zone. Therefore, the project would not have a significant risk of flood hazard, tsunami, seiche zones, release of pollutants due to project inundation.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.



Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.G of the CCC SP EIR evaluated hydrology and water-related impacts of the project, but did not specifically address water quality, permitting, or groundwater management. A project hydrology study was prepared, but the EIR presented no information on water quality or groundwater.

Section VI.O of the CCC SP EIR addresses water supply but does not discuss groundwater conditions or impacts. However, it does recommend two (2) mitigation measures to help protect local groundwater (see CCCSP EIR Measures 32 and 78 in column 1 of Table A).

TOP EIR identified less than significant impacts related to water quality or groundwater issues. The City's groundwater supplies are from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan. TOP EIR concluded TOP would have less than significant direct, indirect, and cumulative impacts relating to a conflict with or obstruction of a water quality control plan or sustainable groundwater management plan (SEIR p. 5-10-27).

The Regional Water Quality Control Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs to protect all waters in the region. The project would be required to adhere to requirements of the water quality control plan, including all existing regulation and permitting requirements. This would include the incorporation of BMPs to protect water quality during construction and operational periods. The project would be subject to all existing water quality regulations and programs, including all applicable construction permits. Existing TOP policies related to water quality would also be applicable to the project. Implementation of these policies, in conjunction with compliance with existing regulatory programs, would ensure that water quality impacts related to the project would be less than significant.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

It should be noted the CCC SP EIR concluded the project would have impacts regarding hydrology and recommended four (4) mitigation measures most of which have since been superseded by regulatory compliance and standard City conditions of approval (see CCCSP EIR Measures 31-34 in column 1 of Table A).

**11. LAND USE & PLANNING.** Would the project:

**a. Physically divide an established community?**

Discussion of Effects: Section VI.H of the CCC SP EIR examined land use impacts, but focused on compatibility with the General Plan, surrounding land uses, and noise compatibility with airport operations to the west. The EIR recommended eight (8) mitigation measures mainly related to airport noise impacts on the project rather than on project-related noise impacts on surrounding land uses (see CCCSP EIR Measures 37-44 in column 1 of Table A).

TOP EIR concluded TOP policies would prevent conflicting land uses and would not divide any established communities. TOP would have less than significant direct, indirect, and cumulative impacts relating to physical division of an established community (SEIR p. 5.11-2).

The project site is located in an area that is currently developed with urban land uses to the north, east, and south, including large warehouses and commercial uses. This project will be of similar design and size to surrounding development. No adverse impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP FEIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Discussion of Effects: Sections VI.A through VI.S in the CCC SP EIR evaluate the project relative to a number of land use planning documents and regulations, including the City General Plan (Land Use Compatibility, Section VI.H) and air quality management planning (Section VI.A). The EIR identified no significant impacts and no mitigation was recommended. However, the EIR also evaluated the project relative to the OIA and recommended three (3) mitigation measures all related to noise impacts from the airport (see CCCSP EIR Measures 38, 39, and 43 in column 1 of Table A).

TOP EIR found that buildout of TOP would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect, including SCAG regional plans and policies and the land use compatibility plans for the OIA and the Chino Airport. The project site is just east of the OIA and within its safety and noise impact zones (SEIR p. 5.11-6).

TOP Figure LU-01 (Land Use Plan) indicates that industrial uses have a maximum FAR of 0.55 so the 196.9-acre site would be allowed up to 4,717,330 square feet of industrial uses under TOP. It should be noted the project proposes 9.2% less square footage than the maximum allowed under TOP (i.e., project is 90.8% of TOP maximum). The most recent amendment to the CCC SP was City Council Resolution No.018-126 which was adopted August 21, 2018 and changed the land use designations for the following eight (8) parcels 0211-222-55, 0211-232-45, 0211-232-46, 0211-232-16, 0211-232-17, 0211-232-18, 0211-232-19, and 0211-232-20 on the project site from Commercial and Office to Light Industrial. The previous Table 1 shows the specific sizes of the nine proposed building on the proposed project site. The current Project plan is consistent with the land use designations for the site under the 2022 TOP.

TOP and existing laws and regulations will protect listed and otherwise sensitive biological species including the burrowing owl.

The proposed project does not interfere with any policies or plans established for environmental protection with implementation of a Burrowing Owl Relocation Program (BRP) for the relocation of burrowing owl consistent with CDFW protocols and a nesting bird survey to protect nesting birds per TOP Policies ER5-1 and ER5-2. With implementation of these actions, impacts are less than significant.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**12. MINERAL RESOURCES.** Would the project:

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

Discussion of Effects: The CCC SP EIR did not examine potential impacts to mineral resources from the project, although it may be because the City's General Plan at that time did not identify any significant mineral resources in the vicinity of the project site.

TOP EIR indicates there are two areas in Ontario that are designated Mineral Resource Zone 2 (MRZ-2) where significant mineral resources are known or are likely. The remainder of the City is designated Mineral Resource Zone 3 (MRZ-3), where the significance of mineral deposits is unknown. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's Production-

Consumption maps (SEIR p. 5.12-6). The project site is not within the portions of the City designated as MRZ-2.

The project site is located within a developed area surrounded by urban land uses to the north, east, and south with OIA safety zones to the west. There are no known mineral resources in the area and the site is largely surrounded by developed urban uses. Therefore, no impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP FEIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

Discussion of Effects: The CCC SP EIR did not examine potential impacts to mineral resources from the project, although it may be because the City's General Plan at that time did not identify any significant mineral resources in the vicinity of the project site.

TOP EIR indicates there are two areas in Ontario that are designated Mineral Resource Zone 2 (MRZ-2) where significant mineral resources are known or are likely. The remainder of the City is designated Mineral Resource Zone 3 (MRZ-3), where the significance of mineral deposits is unknown. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's Production-Consumption maps (SEIR p. 5.12-6). The project site is not within the portions of the City designated as MRZ-2. There are no known mineral resources in the area. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**13. NOISE.** Would the project result in:

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

Discussion of Effects: Section VI.B of the CCC SP EIR concluded future workers of the project would be impacted by airport noise including potential future expansion of OIA. The EIR did not make a specific conclusion regarding the significance of airport noise impacts but recommended three (3) mitigation measures to help limit impacts. However, the language of the measures was permissive rather than mandatory and all of them have since been incorporated into regulatory compliance and standard conditions of approval by the City (see Table A for CCCSP EIR Measures 38, 39, and 43 in column 1).

TOP EIR found stationary and transportation noise impacts of future development under TOP to be less than significant with implementation of Safety Element Policy S-4.1, Noise Mitigation, which utilizes the City's Noise Ordinance, building codes, and subdivision and development code regulations to reduce noise from future development projects (SEIR p. 5.13-32).

The project site was previously analyzed by TOP EIR as supporting industrial uses and the project will not expose people to or generate noise levels in excess of the standards established in TOP EIR (Section 5.12). The project site is surrounded on the north, east, and south sides by industrial or commercial/office uses, and to the west by the OIA. The I-10 is just north of the site, the I-15 is just east of the site, and the site is within the OIA's Safety Zones. The issue of the project's consistency with the ALUCP is addressed in Section 9, *Hazards and Hazardous Materials* (airport-related hazards) and potential noise impacts are addressed in detail in Section 9.3e. As discussed therein various TOP Implementation Actions for noise which are recommended by the Mead & Hunt airport study (Appendix E) will be implemented by the project.

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

Discussion of Effects: The CCC SP EIR did not evaluate potential impacts related to vibration in relation to the CCC SP project.

The project proposes industrial uses consistent with TOP Policy Plan and the CCC SP at approximately 10 percent less intensity than the maximum allowed under TOP. The site was previously analyzed by the TOP EIR as supporting industrial/warehouse uses. TOP EIR indicates these types of uses do not normally induce significant groundborne vibrations because they do not typically involve equipment or activities which result in large vibrations (e.g., blasting, impact compaction, handling of large boulders, etc.). Therefore, less than significant impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**c. For a project located within the vicinity of a private airstrip or the noise impact zones of the airport land use compatibility plan for ONT and Chino Airports, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: The CCC SP EIR identified noise impacts and recommended four (4) mitigation measures mainly related to onsite architectural design to reduce impacts from airport noise on future project workers. These measures have been superseded by regulatory compliance and standard conditions of approval (see CCCSP EIR Measures 38, 39, 41, and 43 in column 1 of Table A).

The Land Use Element of TOP states that all new developments surrounding OIA should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the OIA was prepared by the City and OIA found TOP to be consistent with the ALUCP. Therefore, TOP is consistent with the ALUCP because the general land use designations within the airport influence area are the same (SEIR p. 5.9-41) in both documents. The City's OIA Liaison Planner has stated OIA has reviewed the proposed Development Plan and found the project to be consistent with the OIA ALUCP. Therefore, the project is also consistent with the ALUCP because it is consistent with TOP land use designation for the site.

As discussed in Section 9.e above, the project will implement the TOP Implementation Actions for airport noise recommended in the Mead & Hunt Study (Appendix E). The project site lies outside the boundaries of the Chino Airport Influence Area. Therefore, less than significant impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP FEIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**14. POPULATION & HOUSING.** Would the project:

**a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?**

Discussion of Effects: Section VI.R of the CCC SP EIR addresses socio-economic factors including population and housing. The EIR did not identify any significant impacts or recommend any mitigation for these issues.

TOP EIR identified less than significant impacts associated with population and housing increases. TOP allows the City to accommodate population growth through land use designations, goals, and policies that provide a vision and guide growth in the City (SEIR p. 5.14-11). The project site was previously analyzed by TOP EIR as industrial uses and the proposed project is consistent with the Industrial TOP designation and CCC SP land use plan.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.



Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.R of the CCC SP EIR addresses socio-economic factors including population and housing. The EIR did not identify any significant impacts or recommend any mitigation for these issues.

The purpose of TOP is to adequately plan and accommodate future growth through the distribution, location, balance, and extent of land uses. Implementation of TOP 2050 would accommodate population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. The EIR concluded TOP would have less than significant direct, indirect, and cumulative impacts relating to displacement of people and housing (SEIR p. 5.14-12). The project site does not contain existing housing, nor is it designated or zoned for residential uses.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**15. PUBLIC SERVICES.** Would the project:

**c. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**i. Fire protection?**

Discussion of Effects: Section VI.Q of the CCC SP EIR addresses public services. The EIR indicates the project will increase the demand for fire protection, but there are a number of City and other fire stations in the area that can provide adequate service. Three (3) mitigation measures were recommended (see CCCSP EIR Measures 84-86 in column 1 of Table A).

TOP EIR determined TOP would result in an increase in development and population, which would result in increased demand on fire protection services. The EIR indicated that existing facilities and services would not be adequate to meet increased demand from growth under TOP. Therefore, the Fire Department was planning on adding facilities and/or services as demand increases. With implementation of TOP policies and Fire Department review of new development, impacts will be less than significant (SEIR p. 5.15-3).

The project site is in a developed area currently served by the Ontario Fire Department. The Project is consistent with TOP land use designations, and TOP EIR states the City will not require the construction of any new fire protection facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities in this portion of the City. Therefore, no impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**ii. Police protection?**

Discussion of Effects: Section VI.Q of the CCC SP EIR addresses public services. The EIR indicates the project will increase the demand for police service, and two (2) mitigation measures were recommended (see CCCSP EIR Measures 87-88 in column 1 of Table A).

TOP EIR determined TOP would result in an increase in development and population, which would result in increased demand on police protection services. The EIR indicated that existing staffing would not be adequate to meet increased demand from growth under TOP. Therefore, the Police

Department is planning on adding facilities and/or services as demand increases. With implementation of TOP policies and Police Department review of new development, impacts will be less than significant (SEIR p. 5.15-7).

The site is in a developed area currently served by the Ontario Police Department. The project will contribute to the incremental need for construction of any new police facilities or alteration of any existing facilities

or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No site specific mitigation is required.

### iii. **Schools?**

Discussion of Effects: Section VI.Q of the CCC SP EIR addresses public services but did not address schools.

TOP EIR identified impacts to school facilities and services as less than significant upon payment of SB 50 school impact fees (SEIR p. 5.15-14).

The project proposes industrial land uses which are non-residential and do not generate school-aged students that require educational facilities or services. The project will be required to pay school fees as prescribed by state law prior to the issuance of building permits, which is considered adequate mitigation under CEQA. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

### iv. **Parks?**

Discussion of Effects: Section VI.Q of the CCC SP EIR addresses public services but did not address parks.

TOP would generate additional residents, increasing the use of existing park and recreational facilities. However, TOP EIR concluded this would not result in a significant impact as long as development of park facilities keeps pace with the anticipated increase in population from buildout (SEIR p. 5-15-14).

The site is in a developed area currently served by the City. The project is industrial and not residential in nature so it will not require the construction of any new park facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

### v. **Other public facilities?**

Discussion of Effects: Section VI.Q of the 1981 CCC SP EIR identified impacts to public services, but did not specifically address other public facilities.

TOP would generate additional residents, increasing the use of existing public facilities (e.g., libraries). TOP EIR identified less than significant impacts to library services and facilities (SEIR p. 5-15-18).

The site is in a developed area currently served by the City. Typically, new public facilities are needed to serve additional population generated by new housing. The project will not generate any new

housing so it will not require the construction of any new public facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**16. RECREATION.** Would the project:

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

Discussion of Effects: Section VI.Q of the 1981 CCC SP EIR identified impacts to public services, but did not specifically address parks or recreation.

TOP would generate additional residents, increasing the use of existing park and recreational facilities. However, TOP EIR concluded this would not result in a significant impact as long as development of park facilities keeps pace with the anticipated increase in population from buildout (SEIR p. 5-16-14).

This project is not proposing any new housing that would cause a significant increase in the use of neighborhood parks or other recreational facilities. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.Q of the 1981 CCC SP EIR identified impacts to public services but did not specifically address parks or recreation.

TOP would generate additional residents, increasing the use of existing park and recreational facilities. However, TOP EIR concluded this would not result in a significant impact as long as development of park facilities keeps pace with the anticipated increase in population from buildout (SEIR p. 5-16-14).

This project is not proposing any new housing that would require the construction of new or expanded neighborhood parks or other recreational facilities. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**17. TRANSPORTATION.** Would the project:

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

Discussion of Effects: Section VI.L of the CCC SP EIR identified traffic impacts and recommended sixteen (16) mitigation measures, however, the analysis focused on Level of Service (LOS) or road/intersection congestion. The CCC SP EIR stated the project could generate almost 30,000 new employees in the City and the project could generate approximately 157,100 daily vehicle trips with impacts at 14 local intersections. The EIR recommended mitigation measures mainly included improvements at various local intersections and roadways to lessen vehicular congestion.

TOP EIR found that the recommended TOP circulation plan would comply with adopted policies, plans, and programs for alternative transportation, including SCAG's Connect SoCal (SEIR p. 5.17-23) so impacts would be less than significant.

The subject site was previously analyzed by TOP EIR as supporting industrial uses and is surrounded on the north, east, and south by industrial uses and on the west by the OIA. The project is in an area that is mostly developed with all street improvements existing. A complete Traffic Impact Assessment (TIA) was prepared for the project by Urban Crossroads in January 2022. The TIA was based on 642,368 square feet of high-cube cold storage warehouse use (15%) and 3,640,082 square feet of high-cube fulfillment center warehouse use (85%) with a total building area of 4,282,450 square feet. The TIA indicated the project would generate a total of 7,980 vehicle trips per day with 613 AM peak hour trips and 644 PM peak hour trips, as shown in Table 13, Project Trip Generation. The TIA also estimated Passenger Car Equivalent (PCE) traffic based on the various trucks that would serve the project. The PCE trip generation of the project (9,646 trips) is also shown in Table 13.

**Table 13: Project Trip Generation**

Trip Characteristic	AM Peak Hour			PM Peak Hour			Total Trips
	In	Out	Total	In	Out	Total	
Actual Vehicles	463	102	613	250	394	644	7,980
Passenger Car Equivalents (PCE)	527	230	756	301	441	742	9,646

Source: Tables 4-2 & 4-3, UC 2022. ITE Land Use Code 155 (high cube warehousing) ITE Trip Generation Manual (11<sup>th</sup> edition, 2021)

The project proposes 8.2% less overall square footage than could be built under TOP and the CCC SP. The project would thus generate approximately 8.2% less traffic compared to what would be allowed under TOP. Therefore, the project would not have any greater traffic-related impacts on streets and intersections than were already analyzed in TOP EIR.

**Transit.** The project area and the City are served by Omnitrans, a public transit agency serving various jurisdictions in San Bernardino County. Omnitrans currently operates Route 81 adjacent to the site on Haven Avenue. There are existing bus stops located near Haven Avenue at Airport Drive and Jurupa Street, near Milliken Avenue at Santa Ana Street, Lowell Street, and Jurupa Street. Omnitrans regularly reviews and periodically changes routes, stops, etc. to address ridership and community demand needs as well as budget limitations. As part of the City’s development review process, the project developer will coordinate with Omnitrans regarding expanded or additional bus service in the project area as needed.

**Bicycles.** The project site and surrounding area support mainly industrial with some commercial uses, and none of the adjacent streets, regardless of width, currently contain any bicycle lanes. The City’s TOP 2050 Trails and Bikeway Systems Map (Figure M-02) shows Haven Avenue west of the site, Airport Drive north of the site, and Jurupa Street south of the site designated as needing study for possible future bike lanes. However, no bicycle lanes are currently planned in the surrounding area due to its anticipated industrial nature.

**Sidewalks/Trails.** The project site is vacant and the internal streets have no sidewalks at present, although there are sidewalks on both sides of S. Commerce Parkway and E. Jurupa Street. Eventually, as project sites develop, sidewalks will be installed according to the City’s adopted cross street section requirements. The City’s TOP 2050 Trails and Bikeway Systems Map shows no trails or other pedestrian-oriented improvements are planned on the project site or in the surrounding area (i.e., half a mile radius).

The project will be developed consistent with the City’s adopted plans for non-vehicular improvements as indicated in TOP. The project will install sidewalks on perimeter streets as indicated in the standard City street cross sections, and will install bus stop infrastructure if so directed by Omnitrans during the development review process. The project area is not planned for bicycle lanes or trails due to its industrial nature. Therefore, the project will not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts will be less than significant.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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



Discussion of Effects: In 1981, when the CCC SP EIR was prepared VMT was not identified as an environmental issue under CEQA so the CCC SP EIR did not evaluate VMT.

TOP EIR concludes TOP would result in a significant transportation impact related to VMT mainly due to the increase in population accommodated by TOP. TOP includes goals and policies to offset VMT impacts by creating greater access to transit and enhanced alternative transportation modes. In addition, projects that are calculated to exceed City-wide VMT levels must develop mitigation plans.

The City uses the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, which allows users to select an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the City Guidelines. A project-specific VMT analysis was prepared for the project by Urban Crossroads in December of 2021 based on the adopted City Guidelines (Appendix D-1).

The City Guidelines state that certain projects that meet the following VMT screening criteria may be presumed to result in a less than significant transportation impact:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project needs to meet only one of these screening criteria to have a less than significant impact.

**TPA Screening.** Projects located within a TPA (i.e., within a half-mile of an existing "major transit stop"<sup>3</sup> or an existing stop along a "high-quality transit corridor"<sup>4</sup> may be presumed to have a less than significant VMT impact. The Screening Tool indicates the project site is not located within a half-mile of an existing major transit stop or along a high-quality transit corridor. Therefore, the TPA screening criteria is not met.

**Low VMT Area Screening.** As noted in the Technical Advisory, "Residential and office projects that locate in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT." The City Guidelines state that projects may be presumed to have a less than significant VMT impact if located in an already low VMT generating traffic analysis zones (TAZs) that generates a VMT per service population (SP) that is 15% below County of San Bernardino Baseline VMT per SP. The Screening Tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual TAZ's within the region. The Project's physical location based on parcel number is selected in the Screening Tool to determine the TAZ in which the Project will reside. The Project's TAZs VMT per service population was compared to 15% below County of San Bernardino Baseline VMT per SP. The Screening Tool was run for production-attraction (PA) VMT per service population and it was determined that, the project is not located within a low VMT generating zone. Therefore, the low VMT area screening criteria is not met.

**Project Type Screening.** The City Guidelines indicate that local-serving retail less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The project does not contain any local serving uses. Additionally, the City Guidelines state that small projects generating fewer than 110 daily vehicle trips or less may be presumed to have a less than significant impact, subject to discretionary approval by the City. The Project TIA estimated vehicle trips generated by the project's proposed land uses based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. According to the TIA, the project will generate 7,980 daily vehicle trip-ends per day. Therefore, the project generates daily vehicle trips exceeding the 110 daily vehicle trip threshold and the project type screening threshold is not met.

Based on this analysis, the project is not eligible for screening and a detailed VMT analysis has been performed.

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<sup>3</sup> Pub. Resources Code, § 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.").

<sup>4</sup> Pub. Resources Code, § 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.").

**VMT Modeling.** The City Guidelines identify SBTAM as the appropriate tool for conducting VMT analysis for land use projects in the City, as it considers interaction between different land uses based on socio-economic data, such as population, households, and employment. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle. SBTAM is also consistent with the model used to develop the City’s VMT impact thresholds listed by the City Guidelines. Therefore, the vehicle trips and average daily trip length for project-related vehicle trips are model derived from SBTAM.

**City VMT Threshold.** The City Guidelines require the use of the VMT per Service Population metric as the appropriate measure in a VMT analysis. The City Guidelines state that “a significant impact would occur if the project VMT per Service Population exceeds the Citywide average for Service Population under General Plan Buildout Conditions.” The SBCTA provides VMT calculations for each of its member agencies, including the City’s average for Service Population under General Plan Buildout Conditions. Urban Crossroads has obtained this published data from SBCTA, which for the City’s General Plan Buildout is 36.2 VMT per SP.

**Project Modeling.** In order to evaluate project VMT, standard land use information must first be converted into a SBTAM compatible dataset. The SBTAM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) instead of land use information for the purposes of vehicle trip estimation. Project land use information such as building square footage must first be converted to SED for input into SBTAM. Adjustments in SED have been made to the appropriate TAZ within the SBTAM model to reflect the Project’s proposed land uses (i.e., warehouse). The project would have approximately 3,585 employees at buildout based on the employment density factors identified in the SCAG Employment Density Study (Table II-B, SCAG October 2001).

**Project Impacts.** Adjustments to employment for the project’s TAZ were made to both the SBTAM baseline year (2016) and cumulative year (2040) traffic models. The ability to capture all trips by all trip purposes can be achieved with the SBTAM model by using the Origin-Destination (OD) trip matrices. Using these OD trip matrices, the project generated total VMT was calculated utilizing straight-line interpolation for the baseline (2021) conditions. The total VMT for all scenarios is then normalized by dividing by the project’s service population (SP) (e.g., employees). As shown in Table 14, Project VMT Impacts, the project Baseline VMT per SP is 32.96 and the project Cumulative VMT per SP is 33.60.

**Table 14: Project VMT Impacts**

VMT Value	Base Year (2016)	Cumulative Year (2040)	Baseline (2021)
Employment <sup>1</sup>	3,585	3,585	3,585
VMT	117,069	120,453	118,156
VMT / SP	32.66	33.60	32.96
Impact Threshold		36.2	36.2
Percent Change		-7.18%	-8.95%
Potentially Significant? (i.e., Project Exceeds Threshold)		No	No

Source: Tables 2 and 3, Urban Crossroads, December 2021

<sup>1</sup> Since the Project does not have a residential component, the service population consists entirely of employment.

Table 14 compares project-generated VMT per SP in the Baseline and Cumulative Conditions to the City’s future Buildout VMT per SP. Table 14 demonstrates that the project would not exceed the City’s threshold for either the Baseline or Cumulative project conditions.<sup>5</sup> Therefore, project VMT impacts with respect to CEQA Guidelines Section 15064.3(b) are less than significant.

<sup>5</sup> The City Guidelines state that cumulative impacts on VMT “... metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential

Moreover, the project is consistent with TOP's underlying land use assumptions and the project is also considered to have a less than significant cumulative impact as well.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.L of the CCC SP EIR identified traffic impacts and recommended 28 mitigation measures. At that time, the analysis focused on LOS or road/intersection congestion, but some of the measures addressed unsafe operating conditions mainly due to anticipated intersection congestion from project traffic and transit-related issues. These measures are addressed in CCCSP EIR Measures 7-13, 26-30, and 52-67 in column 1 of Table A.

TOP EIR found that circulation improvements under the recommended TOP circulation plan would be designed to adequately address potential hazardous conditions and potential conflicting uses (SEIR p. 5.17-26) so impacts would be less than significant.

The project is largely surrounded by existing industrial and commercial development and the area is fully improved where adjacent to existing developed uses. All internal streets will be improved with project construction. Most of the roads on or adjacent to the site are or will be linear or curvilinear according to the City's Circulation Element master plan of streets in terms of alignment and cross section. Therefore, the project will not create a substantial increase in hazards due to a design feature. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.L of the CCC SP EIR identified traffic impacts and recommended sixteen (16) mitigation measures, however, the analysis did not address emergency access.

TOP EIR found that circulation improvements under the recommended TOP circulation plan would be designed to adequately address emergency access (SEIR p. 5.17-26) so impacts would be less than significant.

As shown in Exhibit 2, the project will have standard street alignments and cross sections, which can provide access for all emergency vehicles and will therefore not result in inadequate emergency access. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**18. TRIBAL CULTURAL RESOURCES.** Would the project cause a substantial adverse change in the significance of a TCR, 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:

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and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for GHG emissions, air quality impacts, and impact that utilize plan compliance as a threshold of significance.”

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

Discussion of Effects: At the time the CCC SP EIR was prepared, the State CEQA Guidelines did not require an evaluation of TCRs. However, Section VI. C of the CCC SP EIR indicated the region had long been inhabited by Native American tribes. A cultural survey of the site found no archaeological or other cultural resources. One (1) mitigation measure was recommended to reduce impacts to archaeological resources (see CCCSP EIR Measure 17 in column 1 of Table A).

The subject site was previously analyzed by TOP EIR as supporting industrial uses and is not listed in the California Register of Historic Resources or local register of historical resources. TOP EIR concluded that with recommended mitigation potential impacts to TCRs were reduced to less than significant levels.

Developing warehouses consistent with TOP and current zoning will not create greater impacts than were identified in TOP EIR. In addition, the SLF Search (commissioned through the NAHC) failed to indicate known TCRs within the project boundaries or within a one-mile radius of the project area.

The project site has been previously disturbed by human activities including agricultural use from the 1940's through the 1960's. The surrounding area is largely developed and supports infrastructure that would have displaced surface and subsurface archaeological resources. Therefore, it is not anticipated the proposed project will impact TCRs or Native American artifacts relating to TCRs. However, to err on the side of caution, the City will apply its standard conditions of approval for inadvertent discovery of archaeological resources and require the developer enter into monitoring agreements with interested tribal groups. With this regulatory compliance, no significant impacts will occur.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No additional project specific mitigation is required. Mitigation Measure CUL 5-2 from TOP EIR shall be implemented.

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

Discussion of Effects: At the time the CCC SP EIR was prepared, the State CEQA Guidelines did not require an evaluation of TCRs. However, Section VI. C of the CCC SP EIR indicated the region had long been inhabited by Native American tribes. A cultural survey of the site found no archaeological or other cultural resources on the site. One (1) mitigation measure was recommended to reduce impacts to archaeological resources (see Table A for CCCSP EIR Measure 17 in column 1 of the table).

TOP EIR (Section 5.5) indicates no archeological sites or resources have been recorded in the City with the Archeological Information Center at San Bernardino County Museum so there were no significant impacts. The CRAs prepared for the project site included a pedestrian survey, a record search, a SLF search, and a review of existing documentation for the project site and surrounding area. The NAHC was contacted for a SLF search on April 1, 2019, and a response was received on April 15, 2019, indicating the project site contained no identified archaeological or tribal resources.

While no adverse impacts to archeological resources are anticipated at this site due to its disturbed nature, the project will implement the TOP Implementation Actions for cultural resources outlined in the Project Description of this document to help assure there will be no impacts to any unknown TCRs which may be present onsite.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required. The project will implement TOP Mitigation Measure CUL 502.

**19. UTILITIES AND SERVICE SYSTEMS.** Would the project:



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

Discussion of Effects: Section VI.N of the CCC SP EIR addresses wastewater and provides information about local sewers. Two (2) mitigation measures are recommended (see CCCSP EIR Measures 74-75 in column 1 of Table A).

Section VI.P of the CCC SP EIR addresses public utilities including electricity, natural gas, telephone, and solid waste disposal. The EIR discusses connection plans but did not evaluate impacts from incremental increased use of the utilities. The EIR recommended five (5) mitigation measures (see CCCSP EIR Measures 74-78 in column 1 of Table A).

TOP EIR stated TOP would result in an overall increase in the number of residential dwelling units and non-residential square footage. To accommodate needed infrastructure expansion and improvements, the City has prepared a Water Master Plan (WMP) and Capital Improvement Program (CIP). The City also requires development impact fees and has construction requirements based on a completed evaluation of existing and projected water demands. The City and the Inland Empire Utility Authority (IEUA) have made plans for infrastructure expansion and improvement. TOP EIR concluded TOP would have less than significant direct, indirect, and cumulative impacts relating to water supply and delivery systems (SEIR p. 5.19-31).

The project is consistent with the land use designation and zoning for the site, and the project is thus consistent with the WMP. In addition, a Water Supply Assessment (WSA) was prepared for the project consistent with SB 600 which concluded there were adequate water supplies, including under drought conditions, to serve buildout of the project. Therefore, the City has sufficient water supplies to serve the project over the 20-year life of the WMP and WSA, including during multiple dry-year scenarios.

The proposed project is served by the City water system and has existing water lines available for connection in Jurupa Street and adequate water supply for the project. The proposed project is served by the City sewer system, which has existing sewer lines available for connection off Jurupa Street. The project's waste will be treated by the IEUA at the RP-1 treatment plant. RP-1 is not at capacity and future development of this project site will not cause RP-1 to exceed capacity. TOP EIR indicates increases in RP capacity in the future will be based on designated TOP land uses, and the Project is consistent with those designations. The project will therefore not require the construction of new unanticipated water or wastewater treatment facilities, or the expansion of existing facilities other than that already identified in TOP and TOP EIR. It should be noted the City does not provide will serve letters as it is both the land use authority and the water purveyor. Water and sewer service for development projects typically require the owner to complete requirements it specifies to provide adequate utility services. As the project goes through the City's development review process, the City will issue conditions of approval that will specify the developer's obligations in order to receive water and sewer service from the City. Less than significant impacts are anticipated.

TOP EIR stated TOP has the potential to increase sewer flows by 2.55 million gallons per day (mgd) within the City and by 166 mgd in the City's growth areas. TOP EIR concluded TOP would generate additional wastewater which would be adequately treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements (SEIR p. 5.19-11).

The proposed project is served by the City with existing storm drains located in Jurupa Street and other adjacent streets depending on the specific future building. The project is required to meet the requirements of the Ontario Engineering Department regarding the size, location, and connectivity of storm drain facilities. Less than significant impacts are anticipated.

As discussed in Section 6 above, the project will have less than significant impacts with regard to electric power and natural gas. In addition, telecommunication providers increase service and facilities as necessary as area population and land uses expand. Therefore, the project will not have a significant impact on telecommunications facilities.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).**

Discussion of Effects: Section VI.O of the CCC SP EIR addresses water supply. The EIR evaluates overall water consumption compared to the Water Master Plan Report. The EIR recommended four (4) mitigation measures regarding water and sewer systems not contaminating drinking water supplies (see CCCSP EIR Measures 74-78 in column 1 of Table A).

TOP EIR stated TOP would result in an overall increase in the number of residential dwelling units and non-residential square footage. To accommodate needed infrastructure expansion and improvements, the City has prepared a WMP and CIP. The City also requires development impact fees and has construction requirements based on a completed evaluation of existing and projected water demands. The City and the IEUA have made plans for infrastructure expansion and improvement. TOP EIR concluded TOP would have less than significant direct, indirect, and cumulative impacts relating to water supply and delivery systems (SEIR p. 5.19-31).

The project is consistent with the land use designation and zoning for site, and the project is thus consistent with the WMP. In addition, a Water Supply Assessment (WSA) was prepared for the project consistent with SB 600 which concluded there were adequate water supplies, including under drought conditions, to serve buildout of the project. Therefore, the City has sufficient water supplies to serve the project over the 20-year life of the WMP and the WSA, including during multiple dry-year scenarios.

The project site is served by the City water system. It is estimated the project will generate between 3,585 and 4,597 employees<sup>6</sup> who would consume between 537,750 and 689,550 gallons of water<sup>7</sup> per day (maximum 772 acre-feet per year) based on 150 gallons per person per day. Since the project site land uses are consistent with the TOP, there is currently a sufficient water supply available to the City to serve this project as per the findings of the TOP EIR. Less than significant impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.N of the CCC SP EIR addresses wastewater and provides information about the local sewer system. One (1) mitigation measure is recommended to have a complete onsite sewer that meets all regulatory requirements (see CCCSP EIR Measure 74 in column 1 of Table A).

TOP EIR stated TOP has the potential to increase sewer flows by 2.55 million gallons per day (mgd) within the City and by 166 mgd in the City's growth areas. TOP EIR concluded TOP would generate additional wastewater which would be adequately treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements (SEIR p. 5.19-11).

It is estimated the project will generate between 3,585 and 4,597 employees<sup>8</sup> who would generate between 268,875 and 344,775 gallons of wastewater<sup>9</sup> per day (maximum 0.34 million gallons per day or MGD) based on 75 gallons per person per day. The project site is served by the City sewer system, which

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<sup>6</sup> SCAG employee density data indicates the Project could generate 3,585 employees while the Airport Land Use Consistency Plan data indicates the Project could generate up to 4,597 employees.

<sup>7</sup> 3,585 employees X 150 gallons/day = 537,750 gallons per day and 4,597 employees X 150 gallons/day = 689,550 gallons

<sup>8</sup> SCAG employee density data indicates the Project could generate 3,585 employees while the Airport Land Use Consistency Plan data indicates the Project could generate up to 4,597 employees.

<sup>9</sup> 3,585 employees X 75 gallons/day = 268,875 gallons per day and 4,597 employees X 75 gallons/day = 344,775 gallons

has waste treated by the IEUA at the RP-1 treatment plant. RP-1 is not at capacity and future development of this project site will not cause RP-1 to exceed capacity. In addition, the project site land uses are consistent with TOP and its EIR. Therefore, less than significant impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section VI.P of the CCC SP EIR addresses utilities including solid waste disposal. The capacity of Milliken Landfill is described, but no information on solid waste regulations or an estimate of additional solid waste generated by the project was provided. No mitigation was proposed.

TOP EIR indicated the City disposes of its solid waste in the Badlands Sanitary Landfill or the El Sobrante Landfill. These landfills currently have a combined excess daily capacity of 7,046 tons/day and have a remaining landfill capacity of 15,750,000 cubic yards for Badlands Sanitary Landfill and 144,000,000 cubic yards for El Sobrante Landfill. Both landfills have closure dates beyond 2050. In addition, state and local regulations and ordinances regarding the recycling of construction debris and organic wastes will further reduce the amount of solid waste transported to these landfills in the future. Therefore, TOP EIR concluded that potential impacts were less than significant with continued compliance with applicable regulations (SEIR p. 5.19-14).

It is estimated the project will generate between 3,585 and 4,597 employees<sup>7</sup> who would generate between 12,189 and 15,630 pounds of waste<sup>10</sup> per day (maximum 7.8 tons per day) based on 3.4 pounds per person per day. Currently, the City contracts with a waste disposal company that transports trash to a landfill with sufficient capacity to handle the City's solid waste disposal. No impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation required.

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

Discussion of Effects: The CCC SP EIR identified generalized impacts to utilities including solid waste but did not recommend any specific mitigation measures (see CCCSP EIR Measure 83 in column 1 of Table A).

TOP EIR indicated that potential impacts related to solid waste reduction would be less than significant based on compliance with state and local regulations and ordinances regarding the recycling of construction debris and organic wastes will reduce the amount of solid waste transported to the two landfills serving the City in the future. Therefore, continued compliance with the applicable regulations, would ensure future development under TOP would have less than significant impacts (SEIR p. 5.19-16).

City development review regulations will require this project comply with federal, state, and local statutes and regulations regarding solid waste. Therefore, no impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

**a. Substantially impair an adopted emergency response plan or emergency evacuation plan?**

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<sup>10</sup> 3,585 employees X 3.4 pounds/day = 12,189 pounds per day and 4,597 employees X 3.4 pounds/day = 15,630 pounds/day

Discussion of Effects: When the CCC SP EIR was prepared in 1981, wildfire-related issues were not part of the State CEQA Checklist so the issue was not addressed in the CCC SP EIR.

TOP EIR found that improvements under the recommended TOP circulation plan would be designed to adequately address emergency access. In addition, emergency access is included as part of the City's Design Review process for new development. According to the City's 2018 Local Hazard Mitigation Plan (LHMP), interstate highways would serve as major emergency response and evacuation routes. Additionally, the Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Figure S-10 of the TOP indicates that Haven Avenue to the west, Airport Drive to the north, and Jurupa Street to the south are designated evacuation routes in the City. The EIR concluded TOP would have a less than significant direct, indirect, and cumulative impacts relating to impairment of an adopted emergency response plan or emergency evacuation plan (SEIR p. 5.20-15 and p. 5.17-26).

The project site is not located in or near a state responsibility area, nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Discussion of Effects: When the CCC SP EIR was prepared in 1981, the following wildfire-related issues were not part of the State CEQA Checklist so the issue was not addressed in the CCC SP EIR.

TOP EIR indicated the City is outside of the State Responsibility Area, and contains no areas subject to very high wildfire risk. Therefore, the EIR concluded TOP would result in less-than-significant risks from wildfire hazards (SEIR p. 5.20-16).

The Project site is not located in or near a State Responsibility Area, nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Discussion of Effects: When the CCC SP EIR was prepared in 1981, wildfire-related issues were not part of the State CEQA Checklist so the issue was not addressed in the CCC SP EIR.

TOP EIR indicated the City is outside of the State Responsibility Area, and CAL FIRE and contains no areas subject to very high wildfire risk. Therefore, the EIR concluded TOP would result in less-than-significant risks from wildfire hazards (SEIR p. 5.20-16). In addition, the project is in an urbanized area surrounded by developed industrial buildings so no improvements for preventing wildfires are needed either on or adjacent to the site.

The project site is not located in or near a State Responsibility Area nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.



**d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Discussion of Effects: The CCC SP EIR did not evaluate wildfire risks because at that time it was not identified as a specific environmental issue in the State CEQA Checklist.

TOP EIR indicated the City is outside of the State Responsibility Area, and CAL FIRE and contains no areas subject to very high wildfire risk. Therefore, the EIR concluded TOP would result in less-than-significant risks from wildfire hazards (SEIR p. 5.20-16). In addition, the project site and surrounding area are flat so there is little risk from flooding or landslides.

The project site is not located in or near a State Responsibility Area, nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

**21. MANDATORY FINDINGS OF SIGNIFICANCE.**

**a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat or a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Discussion of Effects: The CCC SP EIR did examine potential impacts to biological resources (Section VI.D) and cultural resources (Section VI.C). The EIR indicated the site was vacant and did not support any listed or otherwise sensitive species of plants or animals at the time it was prepared in 1981. The EIR did not make a firm conclusion if the project would have significant impact on any biological resources, but it did recommend three (3) "permissive" mitigation measures (i.e., actions suggested but not required) which are outlined in Table A. Section VI. C of the CCC SP EIR indicated the region had been inhabited by Native American tribes, but a cultural survey of the site found no archaeological or other cultural resources on the site. One (1) mitigation measure was recommended to reduce impacts.

TOP EIR evaluated the potential impacts of future development under TOP and determined impacts related to biological or cultural resources could be reduced to less than significant levels by implementing a number of mitigation measures on sites that contain such resources.

The proposed project does not have the potential to reduce wildlife habitat and threaten a wildlife species with implementation of the recommended Burrowing Owl Relocation Program (BRP) to protect burrowing owl and a nesting bird survey to protect nesting birds to comply with TOP Policies ER5-1 and ER5-2. It will also not threaten any important examples of the major periods of California history or prehistory. In addition, the project will document removal of the historic age well onsite. Therefore, no impacts are anticipated.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project-specific mitigation is required. The project shall implement a Burrowing Owl Relocation Program and a nesting bird survey, as well as documentation of the onsite historic age well.

**b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?**

Discussion of Effects: Section VII of the CCC SP EIR addresses this issue and outlines the potential impacts of the project relative to various environmental issues as outlined in the State CEQA Guidelines at that time. Each analysis section (VI.A through VI.S) also identifies potential short- or long-term impacts but does not address achieving either short- or long-term environmental goals.

The analysis in TOP EIR, as outlined in Sections 1 through 20 of this document, indicate TOP is intended to achieve both the short- and long-term goals of the City in terms of the environment.

The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals with implementation of the recommended burrowing owl relocation program and the nesting bird survey to comply with TOP Policies ER5-1 and ER5-2.

The project will not result in any new, increased or substantially different impacts other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

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

Discussion of Effects: Section IX of the CCC SP EIR addresses potential cumulative impacts of the project. The EIR concluded the project would have cumulative air quality impacts, and all other impacts were either less than significant or could be reduced to less than significant levels by the implementation of the recommended mitigation measures.

TOP EIR concluded that all impacts of TOP could be reduced to less than significant levels with implementation of the recommended mitigation measures except for air quality, historical resources, noise, and transportation. The EIR further concluded TOP would not make a significant contribution to any cumulatively considerable impacts with the recommended mitigation except for air quality.

The project does not have impacts that are cumulatively considerable other than operational VOC and NOx emissions because those impacts exceed the SCAQMD daily thresholds even with mitigation. However, TOP EIR already examined this impact and adopted a Statement of Overriding Considerations for the cumulative air quality impacts of future development under TOP. Since the proposed project is consistent with TOP land use designations for the site, the potential air quality impacts of the project have been previously evaluated in TOP EIR and appropriate mitigation applied (i.e., TOP EIR MM AQ 3-1 through 3-3).

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required. The project shall implement TOP EIR Mitigation Measures AW 3-1 through 3-3.

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

Discussion of Effects: Sections VI.A through VI.S of the CCC SP EIR evaluate the various potential impacts of the project, including air quality (VI.A), airport hazards (VI.B), noise (VI.I). The EIR concluded only air quality impacts, in terms of air pollutant emissions and consistency with air quality planning, would remain at significant levels even with the implementation of recommended mitigation.

TOP EIR concluded that all impacts of TOP could be reduced to less than significant levels with implementation of the recommended mitigation measures except for air quality, historical resources, noise, and transportation. The air quality and noise impacts may have direct and/or indirect adverse effects on humans as development occurs in the City under TOP.

With implementation of the recommended TOP Mitigation Measures, compliance with existing laws, plans and regulations, and the various TOP Implementation Actions outlined in the Project Description, the project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary.

Mitigation: No project specific mitigation is required.

### **EARLIER ANALYSES**

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

- a) California Commerce Center Specific Plan EIR No. 81-04. ESA 1981
- b) The Ontario Plan Final EIR 2022
- c) The Ontario Plan 2022
- d) City of Ontario Zoning 2021 as amended
- e) California Commerce Center Specific Plan Amendment (PSPA18-005) and TOP EIR Addendum, Ontario City Council, August 21, 2018
- f) Ontario International Airport Land Use Compatibility Plan 2018
- g) Ontario International Airport Land Use Compatibility Plan Negative Declaration (SCH 2011011081)

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

**Table A: Comparison of Mitigation from CCC SP EIR and TOP EIR relative to The HUB Project (File No. PDEV21-047)**

1981 California Commerce Center Specific Plan (CCCSP) EIR Mitigation Measures (#)	2022 The Ontario Plan (TOP) EIR Mitigation Measures (MMs)	Project Requirements and TOP implementation Actions
<p>(1) Drilling apparatus should be equipped with water or chemical dust control systems.</p>	<p><b>MM AQ 3-1:</b> Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:</p> <ul style="list-style-type: none"> <li>• Require fugitive dust control measures that exceed South Coast Air Quality Management District’s Rule 403, such as:               <ul style="list-style-type: none"> <li>– Requiring use of nontoxic soil stabilizers to reduce wind erosion.</li> <li>– Applying water every four hours to active soil disturbing activities.</li> <li>– Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.</li> </ul> </li> <li>• Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.</li> <li>• Ensuring construction equipment is properly serviced and maintained to the manufacturer’s standards</li> <li>• Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</li> <li>• Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of</li> </ul>	<p>Comply with TOP MM AQ-1 and SCAQMD Rule 403</p>

	<p>Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: <a href="http://www.aqmd.gov/prdas/brochures/SuperCompliantAIM.pdf">http://www.aqmd.gov/prdas/brochures/SuperCompliantAIM.pdf</a></p> <p>These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.</p>	
(2) Land areas to be cleared and exposed should be kept at a minimum until field construction is scheduled to begin.	TOP EIR MM AQ 3-1	Comply with TOP MM AQ-1 and SCAQMD Rule 403
(3) Water sprinkler trucks and chemical dust control should be used on all temporary roads.	TOP EIR MM AQ 3-1	Comply with TOP MM AQ-1 and SCAQMD Rule 403
(4) Vacuum-equipped sandblasting systems should be used.		Comply with SCAQMD Rule 1140
(5) Concrete and asphalt batching operations should be equipped with dust collectors.		Comply with SCAQMD Rules 1108.1 and 1120
(6) Extensive landscaping of the site should be provided.		Comply with City Standard Landscaping Conditions and HAZ-5
(7) Extensive bus service and local transit systems (on a trial basis) should be requested.	<b>MM AQ 3-2:</b> 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).	Implement TOP EIR MM AQ 3-2
(8) Reduced fares or other inducements for off-peak transit patronage should be encouraged.	TOP EIR MM AQ 3-2	Implement TOP EIR MM AQ 3-2
	<b>MM AQ 3-3:</b> Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing	Implement TOP EIR MM AQ 3-3



	<p>air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.</li> <li>• Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.</li> <li>• Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).</li> <li>• Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).</li> <li>• Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).</li> <li>• Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).</li> <li>• Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).</li> </ul>	
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	<ul style="list-style-type: none"> <li>Applicant-provided appliances shall be Energy Star-certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star-certified or equivalent appliances shall be verified by the City during plan check.</li> </ul>	
(9) Provision of facilities for the securing and storage of small vehicles, such as bicycles, motor scooters, and motorcycles should be encouraged.	TOP EIR MM AQ 3-2	Implement TOP EIR MM AQ 3-2
(10) Construction of additional amenities for transit patrons such as bus shelters, public telephones at bus stops, transit schedules at all transit stops, etc. should be encouraged.	TOP EIR MM AQ 3-2	Implement TOP EIR MM AQ 3-2
(11) Major roads should be wide enough to accommodate bicycle lanes.		City Standard Street Design Conditions
(12) Staggered and flexible work hours should be encouraged.	TOP EIR MM AQ 3-3	Implement TOP MM AQ 3-3
(13) Establishment of vanpool services and incentives for carpooling such as special carpool lanes and parking fee reductions should be encouraged.	TOP EIR MM AQ 3-3	Implement TOP MM AQ 3-3
(14) Noise attenuation measures should be implemented in construction of buildings to reduce the impact of noise levels from the existing runway configurations (See also Noise Measures)		<b>HAZ-1: Avigation Easements.</b> Prior to issuance of a Certificate of Occupancy for each building, an avigation easement shall be recorded with the deed to the property. The avigation easement language and conveyances shall be acknowledged in the Ground Lease between the Ontario International Airport Authority (OIAA) and the developer and all future tenant sublease agreements, Project Covenants, Conditions & Restrictions (CCRs), and Conditions of Approval (COA) by the City of Ontario.
(15) The Noise Abatement Policy outlines a time frame within which expansion Phases 111 and IV should occur in order to reduce noise levels in the area to 65 CNELs. The effective date for these regulations if they are to be enacted is January, 1986. The first two phases of project development (1982-1987) will not effect these expansion plans. Phases 3, 4, and 5 will be developed after 1986, at which time expansion plans for the airport should already be resolved. The phasing		<b>HAZ-2: Building Intensity.</b> Prior to issuance of a Certificate of Occupancy, the developer shall demonstrate to both the OIAA and the City of Ontario that the proposed use of each building complies with the most current 2018 Airport Land Use Compatibility Plan (ALUCP) intensity criteria. Additionally, the Ground Lease between the OIAA and the developer and any related COAs with the City shall require a consistency evaluation at the time a specific use (or re-use) is

<p>plans and corresponding time schedules should, therefore, be adhered to.</p>		<p>proposed for each of the nine building sites to ensure long-term compliance with the ALUCP usage intensity criteria. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.</p>
<p>(16) As specific land uses and facilities become more clearly identified, the Los Angeles Department of Airports should be consulted to minimize the impact of project related aircraft operations on the capacity of existing and future airfield operations</p>		<p><b>HAZ-3: Part 77 Height Limits.</b> Prior to issuance of a Certificate of Occupancy, the developer shall enter into a Ground Lease Agreement contingent upon a positive “No Airspace Hazard Determination” determination from the FAA. While the proposed buildings have been confirmed by Mead &amp; Hunt to be designed in compliance with Part 77 height limits, the FAA may find that other aspects of the Project be further evaluated and addressed, such as electrical interference with aircraft communications or navigation. This measure shall be implemented to the satisfaction of the City Planning Department in consultation with the FAA and OIAA concurrence.</p>
		<p><b>HAZ-4: Architectural Design.</b> Prior to issuance of a building permit, the developer shall demonstrate that building plans show structures or architectural features that could provide nesting, shelter, or perching opportunities for raptors and large birds have been designed to reduce the attractiveness of these features through the application of nets, bird spikes, or other deterrents (communication towers, signs, and light standards are examples of structures of this type). This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.</p>
		<p><b>HAZ-5: Landscaping.</b> Prior to issuance of a building permit, the developer shall demonstrate that landscaping plans preclude the planting of new trees that create a dense and contiguous canopy or plant materials that provide food sources such as fruit, nuts, or berries. The plans shall use only short tree species/varieties to ensure that mature trees will not create an airspace obstruction or hazardous wildlife attractant. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.</p>

		<p><b>HAZ-6: Lighting Fixtures.</b> Prior to issuance of a building permit, the developer shall demonstrate that lighting fixtures do not project light directly onto the existing runways or taxiways or into the approach and departure paths for the Airport. Exterior lighting shall incorporate down-shielding to direct light downward and away from the airport approach and departure paths. Lighting shall not imitate airport lighting or impede the ability of pilots to distinguish airport lighting from other lighting (streetlights, signs, etc.), nor create the appearance of oncoming aircraft traffic to pilots landing from or departing toward the east on Runway 26R/L or toward the west on Runways 8R and 8L. Lighting within the airport approach zone shall not be aligned in a linear pattern parallel with the runways (Runway 8R/26L and 8L/26R). This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.</p>
		<p><b>HAZ-7: Glare Control.</b> Prior to issuance of a building permit, the developer shall demonstrate that buildings do not include glare-producing materials, including but not limited to unpainted metal, white paint/rooftop materials, or highly reflective glass (e.g., mirrored glass). No glare-producing materials shall be used on the exterior of structures located within the airport approach and departure paths or on nearby lands where glare could impair a pilot's vision. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.</p>
		<p><b>HAZ-8: Glare Analysis.</b> For any building rooftops on which solar systems are proposed, the developer shall retain a qualified consultant to prepare a glare analysis to alleviate potential visual impacts to OIA operations. The findings of the analysis shall be included in the FAA Form 7460-1 submittal for the solar project. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.</p>
		<p><b>HAZ-9: Construction Coordination.</b> Prior to the issuance of a building permit, the developer shall coordinate with the OIA Authority to develop a Project construction schedule to alleviate any potential impacts</p>

		<p>to airport operations, particularly from cranes (i.e., due to their height and location) as outlined in the Mead &amp; Hunt report (Exhibit 14, M&amp;H 2022). If the Project's schedule is aligned with planned runway closures runway closure timeframes shall be included on the FAA Form 7460-1 submittal for the cranes. This measure shall be implemented to the satisfaction of the City Planning Department with OIAA concurrence.</p>
<p>(17) In the event that cultural resources are encountered during the course of construction, it is recommended that a qualified archaeologist be consulted.</p>	<p><b>MM CUL 5-2:</b> 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:</p> <ul style="list-style-type: none"> <li>a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.</li> <li>b) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.</li> <li>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.</li> </ul>	<p>Implement TOP EIR MM CUL 5-2</p>
	<p><b>MM TCR-1: Tribal Cultural Resources Monitoring.</b> The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of</p>	<p>Implement TOP EIR MM TCR-1</p>



	<p>archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:</p> <ol style="list-style-type: none"> <li>1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;</li> <li>2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);</li> <li>3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</li> </ol> <p>At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <p>Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.</p>	
	<p><b>MM TCR-2: Treatment and Disposition of Cultural Resources.</b> In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc.,</p>	<p>Implement TOP EIR MM TCR-2</p>

	<p>for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"><li>1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process;</li><li>2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:<ol style="list-style-type: none"><li>a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;</li><li>b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;</li><li>c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be</li></ol></li></ol>	
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	<p>curated at the San Bernardino County Museum by default;</p> <p>d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.</p>	
<p>(18) Landscaping of the project area should be encouraged and, once established, well maintained. Landscape species should include naturalized and well adapted plant types. Replacement vegetation should be emphasized where possible and appropriate. This will provide possible food and shelter resources capable of supporting some of the bird, mammal and reptile species currently found in the area.</p>		<p><b>BIO-1: Burrowing Owl Relocation Plan.</b> Prior to the issuance of any grading permit, the developer shall retain a qualified biologist to prepare a Burrowing Owl Relocation Plan for the Project site that consists of the following steps:</p> <p><b>Focused Survey.</b> A subject site area focused survey is currently being conducted according to the 2012 BUOW Staff report during the 2022 breeding season and will identify individual owls and nesting pairs and the burrows they are occupying.</p> <p><b>Identify Receiver Site(s).</b> The project biologist will identify potential receiver sites that can accommodate relocated birds from the Project site and provide long-term habitat for the species. Based on preliminary research, there are two potential options:</p> <p><b>Option 1 – Habitat Mitigation Land.</b> CDFW will allow an applicant to acquire and provide perpetual management of its own habitat mitigation land, or secure an existing conservation easement program in place to provide continued management of relocated</p>

		<p>Burrowing Owls. For this to occur, CDFW must approve the Habitat Mitigation Land as appropriate for the defined conservation goals. Several steps are required to accomplish this prior to relocation:</p> <ul style="list-style-type: none"> <li>• Obtain CDFW written approval of the HM lands before acquisition.</li> <li>• Transfer fee title of the HM lands to CDFW or a CDFW approved entity pursuant to terms approved in writing by CDFW.</li> <li>• If CDFW does not hold fee title to the HM lands, CDFW shall serve as grantee for a Conservation Easement over the property or approve another entity to act as grantee.</li> <li>• Provide a recent title report, Phase I Environmental Assessment, and other necessary documents.</li> <li>• Designate both an interim and long-term land manager approved by CDFW. The interim and long-term managers need not be the same.</li> <li>• Provide for site preparation, including the initial site protection and enhancements.</li> <li>• Provide for the interim management of the HM land which, in the case of burrowing owls, is a minimum of two years.</li> <li>• Ensure that the HM lands are perpetually managed, maintained, and monitored by the long-term manager as described in the long-term management plan.</li> <li>• Provide long-term management funding by establishing a non-wasting endowment or otherwise ensure the perpetual management of the HM lands.</li> <li>• Develop and implement a two-year Habitat Mitigation and Monitoring Plan for preparing the relocation site and for monitoring the BUOW population.</li> <li>• Ensure funding to cover all aspects of the relocation process.</li> </ul>
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		<p><b>Option 2 - Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP).</b> Active burrowing owl relocation is a pre-approved activity within the MSHCP. The Riverside Conservation Authority (RCA) manages conservation lands within Riverside County and accepts relocated owls if consistent with the MSHCP and approved by the wildlife agencies. A proposed relocation plan would have to be submitted to the RCA for review and approval by the Joint Project Review Committee (JPR). Both USFWS and CDFW are members of the JPR. Once the RCA tentatively approves the plan and can identify a receiver site on MSHCP conserved lands, the proposed relocation will be presented to the JPR for a final review and approval. With approval, the owls could be relocated by an authorized biologist according to a CDFW approved relocation plan.</p> <p><b>Option 3 - Inland Empire Resource Conservation District (IERCD) Relocation Site and/or In-Lieu Fee.</b> The IERCD manages habitat lands for various species within Riverside County and may have BUOW habitat land available for relocation of project BUOW. If existing easement sites as proposed under the current relocation plan are found to be unsuitable or not approved by CDFW or USFWS, then the applicant may be able to pay an in-lieu fee to help mitigate BUOW impacts of the proposed project. The applicant will continue discussions with the City and IERCD to determine if or what habitat resources are available or in-lieu fee may be needed adequately mitigate project impacts to BUOW.</p> <p><b>Prepare a Burrowing Owl Relocation Plan.</b> Once a receiver site(s) is chosen, the Project biologist would submit the chosen site(s) to appropriate agencies (e.g., USFWS office, CDFW Headquarters, CDFW Local office, etc.) for review and approval. A site-specific relocation plan can then be prepared for review and approval. Upon plan approval the developer shall establish an escrow account or endowment that</p>
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		<p>guarantees funding for the entire translocation and monitoring effort.</p> <p><b>Release Site Preparation.</b> The authorized biologist shall supervise installation of cages and/or burrows on the release site as necessary. String trimming or minor vegetation modifications may be necessary to effectively install the cages/burrows.</p> <p><b>Onsite Trapping.</b> The authorized biologist shall trap owls on the source site as close to egg laying (Feb-early March) as possible, then released into tracking cages at relocation site. At that time, the owls will be banded for identification and tracking purposes.</p> <p>Occupied burrows on the source site (east of ONT airport) where capture occurred will be excavated to prevent reoccupation. One-way doors may also be installed for 72 hours prior at all other suitable burrows to prevent re-occupation of the source site.</p> <p><b>Relocation Monitoring.</b> The transfer of owls from the Project site to the selected receiver site will be supervised by an authorized biologist holding a valid permit for such activities. Owls will be fed and monitored daily at the release site until a full clutch of eggs is well into incubation. Cages will then be removed from the receiver site. Game cameras shall be installed to assist future monitoring efforts. Monitoring is to assess site for predators, disturbances, and identify actions to be taken to address potential problems that could impact the success of owl relocation. The Project biologist will band young birds and continue to monitor them for success and address any problems related to predators or site disturbance. The release site shall be monitored for 2 years post release of owls on the site to document efficacy of relocation. The biologist shall also conduct habitat modifications and burrow maintenance as needed.</p> <p><b>Reporting.</b> The Project biologist shall prepare monthly reports from the start of Project relocation for at least 24 months and prepare at least two Annual Reports with</p>
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		<p>the second being the final Project Mitigation Report. These monitoring reports shall be sent to the City, USFWS, and CDFW. This measure shall be implemented to the satisfaction of the City Planning Department in consultation with the California Department of Fish and Wildlife and USFWS if necessary.</p>
<p>(19) Low energy, drought tolerant and smog tolerant planting should be used in order to conserve water and energy and to ensure landscaping that will continue to do well on a long-term basis.</p>		<p>City Standard Landscape Conditions</p>
		<p><b>BIO-2: Nesting Bird Surveys.</b> Prior to issuance of a grading permit or if vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) no more than five (5) days prior to the beginning of project-related activities (e.g., excavation, grading and vegetation removal). Surveys shall be conducted in proposed work areas, staging and storage areas, and in soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus Buteo, the survey area shall encompass a 500-foot radius. Surveys shall be conducted by a qualified biologist during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the</p>

		Project Site shall be monitored by a qualified biologist during active construction.
(20) Precautions should be taken during construction to reduce the possibility of new termite infestation. Roots, stumps, vines and other wood debris should be removed prior to construction. Burying of this material could in itself result in infestation. Soil surfaces around buildings should be gently sloped so that surface water will drain away from buildings, preventing moisture build up.		This is not a CEQA requirement but rather a building insurance requirement which will be implemented as required.
(21) Tinted glass, solar reflective glass and insulated glass should be used where appropriate to reduce heating and cooling loads.		Implement Title 24 energy conservation requirements
(22) Thermal insulation that meets the standards established by the State of California and/or the Department of Building and Safety should be used in walls and ceilings where heating or air conditioning of areas is required.		Implement Title 24 energy conservation requirements
(23) Use fluorescent lighting rather than less efficient lighting.		Implement Title 24 energy conservation requirements
(24) Public area lighting, both interior and exterior, should be time-controlled and limited to that necessary for safety and protection.		Implement Title 24 energy conservation and Green Building Code lighting requirements
(25) Use lighting switches and multi-switch provisions for control by occupants and building personnel to permit optimum energy use.		Implement Title 24 energy conservation requirements
(26) Enforce maximum speed limits and minimize entry points for maximum vehicular efficiency.		Comply with City Development Code and State Motor Vehicle Code as appropriate
(27) A sufficient number of public transportation stops should be provided where appropriate to encourage use of public transportation.	TOP EIR MM AQ 3-2	Implement TOP EIR MM AQ 3-2
(28) Carpools should be encouraged.	TOP EIR MM AQ 3-2	Implement TOP EIR MM AQ 3-2
(29) Major streets within the project site should be designed to allow for bicycle lanes to allow for an alternative means of transportation.	TOP EIR MM AQ 3-2	Implement TOP EIR MM AQ 3-2

<p>(30) Reduce trip lengths and ultimate vehicle miles travelled by locating shopping and support facilities within convenient distances from other uses.</p>		<p>Project proposes warehousing so this measure does not apply to current proposed CCC SP Project</p>
<p>(31) Develop a master plan of storm drains for the project area east of Milliken Avenue, west of the Devore Freeway and north of Jurupa Street. This drainage system will be served by an existing box culvert under the Devore Freeway which ultimately drains into the Wineville Basin. Since this culvert was originally designed for this subject tributary land area, and since this culvert is adequate to accommodate the storm drain design flows, no further drainage needs for this specific land area are anticipated.</p>		<p>Through City development review process, Project will make fair share contribution as appropriate to downstream and/or area master storm drain plan improvements</p>
<p>(32) Develop a master plan of storm drains for the project area west of Milliken Avenue. This portion of the project site is severely impacted by the existing and continually expanding San Bernardino County landfill site. As stated previously, the natural drainage patterns and the previously master planned storm drain systems are essentially blocked by the refuse site. To accommodate the drainage needs of this portion of the project, two alternates are proposed as shown in Exhibit 20. The combined recharge/retention/groundwater basin with outlet into Lower Deer Creek is preferred due to the significant diversion of ultimate-developed storm flows away from the already overtaxed Riverside Basin and the benefits of groundwater recharge by the anticipated basin. Coordination with adjacent landowners, City of Ontario, San Bernardino County Flood Control District, Riverside County Flood Control District and the United States Army Corps of Engineers will be required for design, funding and construction of the Lower Deer Creek system.</p>		<p>Through City development review process, Project will make fair share contribution as appropriate to downstream and/or area master storm drain plan improvements</p>
<p>(33) Develop a master plan of storm drains for the project area east of Devore Freeway. This plan will provide for drainage southward into the Wineville Basin.</p>		<p>Through City development review process, Project will make fair share contribution as appropriate to downstream and/or area master storm drain plan improvements</p>
<p>(34) Continue to actively participate in the ongoing efforts of the Day, Etiwanda, San Sevine Drainage Area Study Program to insure the design, funding and</p>		<p>Through City development review process, Project will make fair share contribution as appropriate to</p>

<p>construction of the ultimate Day, Etiwanda, San Sevine Drainage improvements.</p>		<p>downstream and/or area master storm drain plan improvements</p>
<p>(35) See Noise for sound attenuation measures.</p>	<p><b>MM NOI 12-1.</b> 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).</p>	<p>Implement TOP EIR MM NOI 12-1 as appropriate for individual buildings in compliance with state regulations</p>
<p>(36) For visual and aesthetic purposes, any uses other than industrial and rail industrial, that are adjacent to a railroad, freeway or the landfill site should be heavily landscaped and bermed.</p>		<p>Project does not propose any uses adjacent to rail lines or freeway so this measure does not apply.</p>
<p>(37) Streets adjacent to the airport should be heavily landscaped. Although this will not provide significant noise reductions, the Department of Airports feels that shielding a noise source visually can make the noise more acceptable.</p>		<p>Implement CCC SP and City landscaping requirements on Project streets</p>
		<p><b>NOI-1: Noise Limits.</b> Prior to issuance of a building permit for Buildings 2 and 5-8, the developer's architect shall provide written documentation that office space in the CNEL 75-80 dB Noise Impact Zone comply with the ALUCP noise criteria. Project plans shall demonstrate that office spaces in the indicated buildings have been designed to achieve a maximum interior noise limit of CNEL 50 dB. Building plans shall include notes stating an acoustical study must be performed prior to occupancy demonstrating compliance with this requirement (see NOI-2).</p>
		<p><b>NOI-2: Acoustical Study.</b> Prior to issuance of a certificate of occupancy, the developer shall submit an acoustical study to the City Planning Department for review and approval. The study shall document that the</p>



		structure (with windows closed) is built to comply with the CNEL 50 dB maximum interior noise limit in the office spaces for Buildings 2, and 5 through 8.
(38) Site plans submitted to the City for review should have building elevations plotted.		Implement HAZ-1 through HAZ-4
(39) The project sponsor should notify the FAA, in accordance with Regulations Part 77, prior to building construction.		Implement HAZ-2
(40) If taxiway access to the site is feasible in the future, the project sponsor will need to work with the City of Ontario and the Los Angeles Department of Airports to analyze alternatives for crossing Haven Avenue.		This measure does not apply to the proposed CCC SP Project.
(41) Special design treatment should be given to private office uses and, in some cases, general office uses, depending on their specific locations, as indicated by acoustical analysis.		Implement NOI-2
(42) Should the proposed hotel facility be constructed near Haven Avenue and the Southern Pacific Railroad mainline, substantial design features will need to be incorporated to reduce interior noise levels as indicated by acoustical analysis.		CCC SP proposed Project is warehousing and does not include hotel uses so this measure does not apply.
(43) All building plans should be subject to acoustical analysis prior to issuance of a Building Permit.		Implement NOI-2
(44) If residential uses are developed on-site, they must conform to Title 25, Section 1092 of the California Administrative Code and the City of Ontario's Noise Element.		CCC SP proposed Project is warehousing and does not include residential uses so this measure does not apply.
(45) Site specific soils testing should be performed prior to grading and construction to determine the degree of compaction, the potential for settling and the strength of the earth materials.		City development review process requires site specific Geotech/soils constraints assessment for new foundations.
(46) The structural engineering and design of buildings should take into account the possibility of ground shaking		City development review process requires site specific Geotech/soils constraints assessment for new foundations.

CEQA Addendum to The Ontario Plan EIR

Table A: Comparison of Mitigation from CCCSP EIR and TOP EIR relative to The HUB Project

File No. PDEV21-047

(47) Building construction should be in compliance with the Uniform Building Code (1976), Chapter 23 relative to Seismic Shaking and Structural Engineering for California,		City development review process requires site specific Geotech/soils constraints assessment for new foundations.
(48) Vibrations which may result from the close proximity of certain portions the site to the Southern Pacific Railroad mainline should be analyzed prior to the construction of facilities other than industrial.		Project does not propose any uses adjacent to rail lines so this measure does not apply.
(49) On-site grading should take place on an incremental basis.		Project requires mass grading to achieve finished floor elevations consistent with OIA (airport) height limits
(50) Graded areas should be treated as soon as possible following grading.		Comply with TOP MM AQ-1 and SCAQMD Rule 403 (dust and erosion control)
(51) An erosion control plan that includes provisions for interim ground cover or a soil stabilizer should be developed.		City water quality permitting process requires erosion control as part of Storm Water Pollution Prevention Plan during construction
(52-56) These measures deal with onsite road and interaction improvements related to Level of Service (LOS).		City development review process requires LOS analysis and street improvements but CEQA no longer requires LOS so this measure does not apply.
(57) Cul-de-sacs should be provided with a turnaround loop that will accommodate emergency vehicles and trucks.		City development review includes Fire Department to assure adequate equipment access
(58) Bicycle lanes should be provided on major internal streets to separate autos and bicycles and encourage commuting by bicycle.	TOP EIR MM AQ 3-2	Implement TOP EIR MM AQ 3-2
(59) Bus stops and pullouts should be provided in the future as development occurs and transit service introduced. Precise locations cannot yet be determined, but candidate locations are at internal street intersections with Haven and Milliken Avenues, Jurupa Street, and Road A and the intersections of these major arterials.	TOP EIR MM AQ 3-2	Implement TOP EIR MM AQ 3-2
(60) Pedestrian sidewalks should be provided near future bus stops and near restaurants, banks and other businesses likely to generate walk-in traffic from nearby employment sites.	TOP EIR MM AQ 3-2	Implement TOP EIR MM AQ 3-2

<p>(61-63) These measures deal with offsite road, interaction, and freeway-related improvements related to Level of Service (LOS).</p>		<p>Implement TOP EIR MM AQ 3-2</p>
<p>(64) Public Transit: Omnitrans should expand bus service to serve the project area as the project and adjacent land develops.</p>	<p>TOP EIR MM AQ 3-2</p>	<p>Implement TOP EIR MM AQ 3-2</p>
<p>(65) Ride-Sharing Incentives: Carpools, vanpools and subscription bus (commuter club bus) services should be encouraged.</p>	<p>TOP EIR MM AQ 3-2</p>	<p>Implement TOP EIR MM AQ 3-2</p>
<p>(66) Modified Work Hours: Modified work hours may involve flex-time programs (where employees are free to set their own work hours around a specified core period) or staggered work hours (where work hours of different employee groups are staggered by, say, 15 or 30 minute intervals). Both types of programs attempt to reduce the amount of peak period traffic by spreading employee arrivals and departures over a longer period. Daily traffic is unaffected.</p>	<p>TOP EIR MM AQ 3-2</p>	<p>Implement TOP EIR MM AQ 3-2</p>
<p>(67) Actions that could be taken by future employers in the project might include:</p> <ul style="list-style-type: none"> <li>• Distribute ride-sharing matching forms to all new employees and on a regular basis to continuing employees.</li> <li>• Designate a staff member to assist other employees in finding carpool matches.</li> <li>• Advertise and promote to generate interest and awareness of such a program.</li> <li>• Tailor work hours to facilitate ridesharing.</li> <li>• Provide preferentially located or priced parking for carpoolers.</li> <li>• Lease vans, at cost, for employees who carpool.</li> <li>• Provide company fleet cars at nominal cost for carpool commuters.</li> <li>• Subsidize subscription bus services, particularly in the early period of program formation.</li> </ul>	<p>TOP EIR MM AQ 3-2</p>	<p>Implement TOP EIR MM AQ 3-2</p>

(68) Develop an overall landscape concept that will lend coherence and identity to the entire project.		CCC SP Design Guidelines, Landscaping
(69) Develop a landscape palette for roadways that identifies a hierarchy of streets, with implementation as outlined in the Specific Plan.		CCC SP Master Circulation Plan
(70) Provide a unified lighting and signage program throughout the site. Special attention should be given to major entrances.		CCC SP Design Guidelines, Lighting and Signage
(71) Buildings fronting on major streets should have sufficient setbacks from the road to provide room for landscaping.		CCC SP Master Circulation Plan
(72) Parking and loading areas fronting public streets should be bermed and landscaped to screen cars from view.		CCC SP Master Circulation Plan
(73) Buildings along the freeways should be given special architectural and landscaping treatment to avoid long expanses of massive buildings with similar roof lines.		Project does not propose any uses adjacent to freeway so this measure does not apply.
(74) The proposed sewer system should be designed and constructed to meet standard practices and be in compliance with all applicable codes.		CCC SP Master Sewer Plan
(75) All water and sewer construction should be inspected on a regular basis to ensure that normal practices of good construction are used to prevent contamination.		CCC SP Master Sewer Plan
(76) A competent backflow prevention program should be implemented and maintained.		City development review process includes review of plumbing plans by City Engineering Division
(77) The City should provide continued maintenance and monitoring of the water quality from their wells.		New projects in the City must meet water quality requirements of MS4 permit
(78) To reduce the potential of lowering the area's water table, the project plans to utilize a recharge/retention basin to return flood runoff to the water table.		Project will install best management practices (BMPs) for water quality as outlined in the Water Quality Management Plan (WQMP) for each Planning Area
(79) Street and utility improvements should be phased to meet the expanding needs of the project as it develops. Exhibit 37 outlines a phasing program for implementing these improvements.		City development review process will require infrastructure phasing and installation per the CCC SP master utility plans

(80) See Energy Conservation for proposed mitigation measures for electricity.	TOP EIR MM AQ-1 above	Implement Title 24 energy conservation and TOP EIR MM AQ-1 requirements
(81) See Air Quality and Energy Conservation Sections for natural gas mitigation measures.	TOP EIR MM AQ-1 above	Implement Title 24 energy conservation and TOP EIR MM AQ-1
(81) See Air Quality and Energy Conservation for natural gas mitigation measures.		Implement Title 24 energy conservation requirements
(82) No telephone mitigation measures are required.		No action required by this measure.
(83) No mitigation measures are proposed for the disposal of solid wastes.		No action required by this measure.
(84) As higher intensity uses develop, the City of Ontario should investigate the cost/benefit of securing a second 100-foot ladder truck to respond to calls at multi-story buildings.		May require future action by Fire Department but Project proposes warehousing which does not require 100-foot ladder trucks for fire protection.
(85) Paramedic services should be evaluated as the project develops.		No Project-level action required.
(86) As specific site plans are developed and users more clearly identified, the City's Fire Department should be consulted so that their capability in handling chemical and toxic spills can be expanded as necessary.		City development review process requires Fire Department review and each warehouse Planning Area will implement hazmat control measures as required by the Fire Department
(87) The number of police officers should be increased as necessary over the build out time of the project. At the completion of development, one full time mobile patrol unit should be in the vicinity twenty-four hours a day.		City development review process requires Police Department review and each warehouse Planning Area will implement protective design and operational measures as required by the Police Department
(88) The contract agreement with the San Bernardino County Sheriff's Department should be expanded at a later date to include evening surveillance of the project site.		Operational detail not required at this time on this Project. City may consider in the future.
(89) No street cleaning mitigation measures are necessary.		Project will comply with TOP EIR MM AQ-1 through AQ-3.
(90-91) These measures deal with socio-economic and fiscal impacts which are not currently considered environmental issues under CEQA.		No actions required by this measure.





Federal Aviation Administration

June 10, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com

CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com

CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists six cases with their respective coordinates and altitudes.

Description: This 7460 airspace case is for Building 3 of 4 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 3. There are three attachments, one for the overall site layout, one specific to Building 3, and the third for the accuracy of the survey data for the coordinates.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

Your proposal impacts the following National Airspace System (NAS) equipment:

The proposed building is on the approach path of 26R/L to Ontario (ONT) Airport. The building is expected to create reflective surfaces that will add/increase false targets in the area. Persistent false targets can be mitigated with current Mode-S and/or STARS capabilities.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to [9-AJV-SEC- WSA@faa.gov](mailto:9-AJV-SEC-WSA@faa.gov).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on December 10, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316 [lloyd.e.lewis@faa.gov](mailto:lloyd.e.lewis@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-2404-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 530165590-536552405**



Federal Aviation Administration

July 21, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com

CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com

CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists six cases with their respective coordinates and altitudes.

If FDC NOTAMS ARE REQUIRED, the following Airport Operations Contact(s) (AOC) are approved to handle FDC NOTAM coordination.

The AOC must create and/or log into their OE/AAA account and select "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). The NOTAM can be extended or cancelled through the AOC's account. If the AOC is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions.

Table with 3 columns: Name, Email, Phone. Row 1: Dennis Anderson, dennis.anderson@tbiam.aero, (909) 215-5612

Description: This 7460 airspace case is for Building 1 of 4 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 2 of 6 airspace cases for Building 1. There are three attachments, one for the overall site layout, one specific to Building 1, and the third for the accuracy of the survey data for the coordinates.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

Your proposal impacts the following National Airspace System (NAS) equipment:

The proposed building is on the approach path of 26R/L to Ontario (ONT) Airport. The building is expected to create reflective surfaces that will add/increase false targets in the area. Persistent false targets can be mitigated with current Mode-S and/or STARS capabilities.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to [9-AJV-SEC- WSA@faa.gov](mailto:9-AJV-SEC-WSA@faa.gov).

Structure(s) will have an IFR impact on existing operating procedures at the airport. The following impacts have been identified

2022-AWP-2466-NRA

The proposed 999 ft MSL, 2C, permanent building causes a penetration of the Rwy 8L departure surface. It is a low, close-in obstacle 2203 ft from the departure end of the runway and 1004 ft left. FDC NOTAMS ARE REQUIRED. All requests for FDC NOTAM action must be made utilizing the users OE/AAA account. The Sponsor (or Sponsor's representative) is to log into their OE/AAA account and go to "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). If the Sponsor (or Sponsor's representative) is having difficulty using the tool, please contact the OE/AAA support desk at 202- 580-7500 or refer to the online instructions. Request must be initiated a minimum of 5 business days prior to conducting operations/construction to allow for processing and issuance of NOTAMS. The Sponsor (or Sponsor's representative) is responsible to verify NOTAMS are active prior to beginning operations.

For current Advisory Circulars go to [www.oaiaa.faa.gov](http://www.oaiaa.faa.gov)

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on January 21, 2024 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study  
Number 2022-AWP-2466-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 531154535-544310071**





Federal Aviation Administration

July 21, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com

CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com

CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists 10 cases with their respective coordinates and altitudes.

Description: This 7460 airspace case is for Building 2 of 4 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 9 airspace cases for Building 2. There are three attachments, one for the overall site layout, one specific to Building 2, and the third for the accuracy of the survey data for the coordinates.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

For current Advisory Circulars go to [www.oiaa.faa.gov](http://www.oiaa.faa.gov)

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on January 21, 2024 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316 [lloyd.e.lewis@faa.gov](mailto:lloyd.e.lewis@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-2395-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 530159118-544311945**



Federal Aviation Administration

June 23, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com

CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com

CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists five cases with their respective coordinates and altitudes.

Description: This 7460 airspace case is for Building 4 of 4 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 5 airspace cases for Building 4. There are three attachments, one for the overall site layout, one specific to Building 4, and the third for the accuracy of the survey data for the coordinates.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

Your proposal impacts the following National Airspace System (NAS) equipment:

The proposed building is on the approach path of 26R/L to Ontario (ONT) Airport. The building is expected to create reflective surfaces that will add/increase false targets in the area. Persistent false targets can be mitigated with current Mode-S and/or STARS capabilities.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to [9-AJV-SEC- WSA@faa.gov](mailto:9-AJV-SEC-WSA@faa.gov).

For current Advisory Circulars go to [www.oaiaa.faa.gov](http://www.oaiaa.faa.gov)

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on December 23, 2023 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316 [lloyd.e.lewis@faa.gov](mailto:lloyd.e.lewis@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-2410-NRA.

Lloyd E. Lewis  
DivUser  
**Signature Control No: 530170097-539002126**



Federal Aviation Administration

March 11, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com
CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com
CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2022-AWP-85-NRA through 2022-AWP-90-NRA.

Description: This 7460 airspace case is for Building 5 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 5. There are two attachments, one for the overall site layout and the other specific to Building 5.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.



In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-85-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506612859-517303195**



Federal Aviation Administration

March 11, 2022

TO:	CC:	CC:
Ontario Int'l Airport Authority	ONTARIO INTL AIRPORT	Mead & Hunt
Attn: Kevin Keith	AUTHORITY	Attn: Chuck McCormick
1923 E Avion St	1923 EAST AVION STREET	3110 Guasti Road, Suite 330
Ontario, CA 91761	ONTARIO, CA 91761	Ontario, CA 91761
kkeith@flyontario.com	mbrantley@flyontario.com	chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))  
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2022-AWP-91-NRA		ONTARIO,CA	34-03-18.72N	117-34-10.79W	55	973
2022-AWP-92-NRA		ONTARIO,CA	34-03-05.90N	117-34-10.90W	55	973
2022-AWP-93-NRA		ONTARIO,CA	34-03-18.69N	117-34-05.69W	48	967
2022-AWP-94-NRA		ONTARIO,CA	34-03-05.87N	117-34-05.80W	49	968
2022-AWP-95-NRA		ONTARIO,CA	34-03-18.71N	117-34-09.26W	57	976
2022-AWP-96-NRA		ONTARIO,CA	34-03-05.89N	117-34-09.37W	57	976

Description: This 7460 airspace case is for Building 6 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 6. There are two attachments, one for the overall site layout and the other specific to Building 6.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study  
Number 2022-AWP-91-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506757036-517303258**



Federal Aviation Administration

March 11, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com

CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com

CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2022-AWP-97-NRA through 2022-AWP-102-NRA.

Description: This 7460 airspace case is for Building 7 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 7. There are two attachments, one for the overall site layout and the other specific to Building 7.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study  
Number 2022-AWP-97-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506764531-517303500**



Federal Aviation Administration

March 11, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com
CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com
CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2022-AWP-103-NRA through 2022-AWP-108-NRA.

Description: This 7460 airspace case is for Building 8 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 8. There are two attachments, one for the overall site layout and the other specific to Building 8.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.



In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study  
Number 2022-AWP-103-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506768281-517303608**



Federal Aviation Administration

March 11, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com
CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com
CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2022-AWP-109-NRA through 2022-AWP-114-NRA.

Description: This 7460 airspace case is for Building 9 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 9. There are two attachments, one for the overall site layout and the other specific to Building 9.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-109-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506770479-517303772**

HELIX Environmental Planning, Inc.  
16485 Laguna Canyon Road  
Suite 150  
Irvine, CA 92618  
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619.462.0552 fax  
[www.helixepi.com](http://www.helixepi.com)



September 1, 2022

03902.00002.001

Mr. John Pierce, Sr. Vice President  
McDonald Property Group  
1140 North Coast Highway  
Laguna Beach, CA 92651

Subject: 2022 Burrowing Owl (*Athene cunicularia*) Survey Report for the California Logistics Center at Ontario International Airport Project

Dear Mr. John Pierce:

This letter presents the results of the 2022 focused burrowing owl (*Athene cunicularia*; BUOW) survey conducted by HELIX Environmental Planning, Inc. (HELIX) for California Logistics Center at Ontario International Airport Project (project). The survey was conducted in accordance with the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation (formerly California Department of Fish and Game [CDFG] 2012).<sup>1</sup> This letter describes the methods used to perform the survey and the results.

## SURVEY RESULTS SUMMARY

Numerous suitable burrow and burrow surrogates were observed throughout the project site. Two burrows (Nest Nos. 1 and 2) with breeding pairs and juveniles were detected. Six additional burrows (Alternate Burrow [AB] Nos. 1 through 6) were also noted, which were used by BUOWS for cover.

## PROJECT LOCATION

The project site is generally located 0.7 mile to the west of Interstate (I-) 15 and 3 miles to the south of I-10 in the City of Ontario, San Bernardino County, California (Figure 1, *Regional Location*). It is depicted within Section 25 of Township 1 South, Range 7 West of the U.S. Geological Survey 7.5-minute Guasti quadrangle map (Figure 2, *USGS Topography*). Specifically, the project site is located west and east of S Commerce Parkway and north and south of E Santa Ana Street (Figure 3, *Aerial Photograph*).

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<sup>1</sup> California Department of Fish and Game. 2012. Staff Report on Burrowing Owl Mitigation. State of California Natural Resource Agency. March 7.

## PROJECT SITE DESCRIPTION

The approximately 218-acre project site consists of disturbed habitat with primarily non-native annuals and grasses, such as *Hordeum* spp., *Bromus* spp., *Malva* spp., and *Sisymbrium* spp. Native *Amsinckia* spp. was also observed throughout the site. Soils within the project site solely consist of Delhi fine sand.<sup>2</sup> The topography of the project site is mostly flat, with elevations ranging from 900 feet (274 meters) above mean sea level (AMSL) near the southeast corner to 942 feet (287 meters) AMSL near the southwest corner. The project site is bounded by Ontario International Airport to the west, and industrial and commercial properties to the north, east, and south.

Representative photographs of the project site are shown in Attachment A, *Representative Site Photos*.

## METHODS

### Part I: Habitat Assessment and Focused Burrow Survey

Prior to conducting the habitat assessment, HELIX consulted the California Natural Diversity Database (CNDDDB) to determine the nearest BUOW occurrence(s).<sup>3</sup> HELIX biologists John Gardner, Robert Hogenauer, Jessica Lee, and Daniel Torres conducted a habitat assessment on March 3, 2022, to determine whether the project site supports suitable BUOW habitat. A focused burrow survey was conducted concurrently with the habitat assessment. All suitable burrows (i.e., greater than approximately four inches [11 cm] in height and width and greater than approximately 59 inches [50 cm] in depth) and burrow surrogates were recorded using a handheld Global Positioning System (GPS) unit. The habitat assessment and focused burrow survey were conducted concurrently with the first focused survey (see Part II described below). The assessment was conducted on the project site and included an approximately 500-foot (150-m) buffer zone around the periphery of the project site (survey area). Inaccessible areas of the survey area, including private land behind fences, were visually assessed using binoculars. The survey area was slowly walked and assessed for suitable BUOW habitat, including:

- disturbed, low-growing vegetation within grassland and shrublands (less than 30 percent canopy cover);
- gently rolling or level terrain;
- areas with abundant small mammal burrows, especially California ground squirrel (*Otospermophilus beecheyi*) burrows;
- fence posts, rocks, or other low perching locations; and
- artificial structures, such as earthen berms, debris piles, and cement culverts.

---

<sup>2</sup> Natural Resources Conservation Service. 2022. Web Soil Survey. United States Department of Agriculture (USDA). Retrieved from: <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>. Accessed July 14, 2022.

<sup>3</sup> California Department of Fish and Wildlife. 2022. California Natural Diversity Database and Rarefind. California Department of Fish and Wildlife: Sacramento, California. Retrieved from: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed July 14, 2022.

All potential owl burrows were checked for signs of recent owl occupation. Signs of occupation include:

- pellets/casting (regurgitated fur, bones, and/or insect parts);
- white wash (excrement); and/or
- feathers.

## Part II: Focused Burrowing Owl Survey

Because suitable habitat and burrows were observed within the survey area during the habitat assessment, focused BUOW surveys were conducted to determine whether the survey area supports BUOW. The focused surveys consisted of four breeding season surveys performed by Mr. Gardner, Mr. Hogenauer, Ms. Lee, and Mr. Torres, and HELIX Biologists Matthew Dimson and Shawn Carroll between March 3 and July 8, 2022. The surveys were spaced at least three weeks apart, with at least one survey conducted between February 15 and April 15, and the remaining three surveys conducted between April 15 and July 15, with at least one of these surveys occurring after June 15 (Table 1, *Survey Information*).

The biologists walked transects spaced no greater than approximately 65 feet apart (20 meters) to allow for 100 percent visual coverage of all suitable habitat within the survey area. The biologists walked slowly and methodically, closely checking suitable habitat within the survey area for BUOW diagnostic sign (e.g., molted feathers, pellets/castings, or whitewash at or near a burrow entrance) and individual BUOW. If observed, BUOW sign and BUOW observations were recorded with a GPS unit. Inaccessible areas of the survey area were visually assessed using binoculars.

**Table 1**  
**SURVEY INFORMATION**

Survey Visit	Date	Biologist(s)	Time (Start/Stop)	Weather Conditions (Start/Stop)	Results
1 <sup>1</sup>	03/03/22	John Gardner Robert Hogenauer Jessica Lee Daniel Torres	0610/0910	51°F, wind 0-1 mph, 30% clouds 62°F, wind 1-3 mph, 55% clouds	<ul style="list-style-type: none"> <li>• Suitable BUOW habitat and burrows were identified within the survey area.</li> <li>• No BUOWs were observed during this focused survey.</li> </ul>
2	04/21/22	Shawn Carroll Matthew Dimson Jessica Lee Daniel Torres	0630/1000	52°F, wind 0-1 mph, 1% clouds 61°F, wind 3-5 mph, 1% clouds	<ul style="list-style-type: none"> <li>• Two adult BUOWs were observed near Nest No. 1, which is an earthen burrow located on the west side of Carnegie Avenue and approximately 900 feet north of E Santa Ana Street.</li> <li>• One adult BUOW was observed near Nest No. 2, which is an earthen burrow located on the west side of Carnegie Avenue and approximately 630 feet north of E Santa Ana Street.</li> <li>• One adult BUOW was observed near AB No. 1, which is an earthen burrow located on the west side of Carnegie Avenue and approximately 600 feet south of E Santa Ana Street.</li> </ul>



Survey Visit	Date	Biologist(s)	Time (Start/Stop)	Weather Conditions (Start/Stop)	Results
3	05/18/22	Matthew Dimson Shawn Carroll Jessica Lee Daniel Torres	0610/0930	55°F, wind 1-2 mph, 100% clouds 64°F, wind 2-3 mph, 100% clouds	<ul style="list-style-type: none"> <li>Two adult BUOWs and two juvenile BUOWs were observed near Nest No. 1.</li> <li>Two adult BUOWs and four juvenile BUOWs were observed near Nest No. 2</li> <li>One adult BUOW was observed near AB No. 2, which is a vertical corrugated metal pipe storm drain riser located on the east side of Carnegie Avenue and approximately 400 feet north of E Santa Ana Street.</li> </ul>
4	07/08/22	Shawn Carroll Matthew Dimson John Gardner Daniel Torres	0620/0930	64°F, wind 1-2 mph, 10% clouds 73°F, wind 0-1 mph, 1% clouds	<p>Due to the timing of the breeding season and the maturity of the juveniles, only individuals were noted, given juveniles and adults were difficult to differentiate.</p> <ul style="list-style-type: none"> <li>One BUOW individual was observed near AB No. 3, which is an earthen burrow located approximately 650 feet to the southwest of the intersection of E Airport Drive and Carnegie Avenue.</li> <li>Two BUOW individuals were observed near AB No. 4, which is a storm drain riser located on the east side of Carnegie Avenue and approximately 840 feet north of E Santa Ana Street. Individuals from Nest No. 1 are presumably using this burrow as an alternate burrow based on its proximity to the nest location and observation of individuals flushing from the nest to this burrow.<sup>2</sup></li> <li>Two BUOW individuals were observed near AB No. 5, which is a storm drain riser located on the west side of Carnegie Avenue and approximately 660 feet north of E Santa Ana Street. Individuals from Nest No. 2 are presumably using this burrow as an alternate burrow based on its proximity to the nest location and observation of individuals flushing from the nest to this burrow.<sup>2</sup></li> <li>Two BUOW individuals were observed near AB No. 6, which is an earthen burrow located on the west side of Carnegie Avenue and approximately 600 feet south of E Santa Ana Avenue.</li> </ul>

<sup>1</sup> This survey included the habitat assessment and focused burrow survey.

<sup>2</sup> Alternate burrows used by BUOWs associated with Nests No. 1 and 2 are indicated by arrows shown on Figure 5.

## RESULTS

### CNDDB Record Review

There is a CNDDB record (Occurrence No. 1788) of BUOWs within the survey area, which between one and four breeding pairs were recorded between 2007 and 2013.<sup>4</sup> Four additional populations have been recorded on CNDDB within 1.5 miles of the project site. These CNDDB records are described below:

- CNDDB Occurrence No. 561: A BUOW population was documented within and adjacent to the existing Toyota Arena in the City of Ontario, approximately 0.75 mile north of the project site. Multiple breeding pairs and juveniles were documented at this location between 2002 and 2016, including prior to and after the Toyota Arena was constructed in 2007.
- CNDDB Occurrence No. 636: A BUOW population was recorded north of E 4<sup>th</sup> Street, east of Richmond Place, south of Mission Park Drive, and west of Buffalo Avenue in the City of Rancho Cucamonga. This population was recorded approximately 1.5 miles northeast of the project site. Nesting BUOWs were observed in 2003. The population is presumed extirpated since the habitat appears to have been developed sometime between 2015 and 2016 based on aerial imagery.<sup>5</sup>
- CNDDB Occurrence No. 664: A BUOW breeding pair and juveniles were documented in 2003 near the intersection of Vanderbilt Street and S Auto Center Drive in the City of Ontario, approximately 0.9 mile southeast of the project site. Based on the record description, these individuals were evicted outside of the nesting season in 2003. The site was developed sometime in 2003 based on aerial imagery.<sup>6</sup> The remaining suitable habitat appears to be present directly to the northwest and south of the developed site.
- CNDDB Occurrence No. 1044: A BUOW population was recorded east of S Haven Avenue, south of E Francis Street, and west of Dupont Avenue in the City of Ontario. This population was recorded approximately 0.3 mile south of the project site. Seven BUOWs were recorded at this location in 2006. This population is presumed extirpated since the habitat appears to have been developed sometime between 2008 and 2009 based on aerial imagery,<sup>7</sup> although remaining suitable habitat appears to be present directly to the south and southeast of the developed site.

### Survey Results

Suitable BUOW habitat was observed within the survey area during the habitat assessment conducted on March 3, 2022, including low-growing vegetation within the non-native grassland. Several burrows and burrow surrogates, such as vertical corrugated metal pipe storm drain risers, which could

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<sup>4</sup> California Department of Fish and Wildlife. 2022. California Natural Diversity Database and Rarefind. California Department of Fish and Wildlife: Sacramento, California. Retrieved from: <https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data>. Accessed August 1, 2022.

<sup>5</sup> Google Earth. 2022. Aerial imagery of 34.080104°, -117.551433°. Aerial Imagery from February 9, 2016. Retrieved from: <https://earth.google.com/web/>. Accessed August 19, 2022.

<sup>6</sup> Google Earth. 2022. Aerial imagery of 34.046098°, -117.545772°. Aerial Imagery from November 30, 2003. Retrieved from: <https://earth.google.com/web/>. Accessed August 19, 2022.

<sup>7</sup> Google Earth. 2022. Aerial imagery of 34.042164°, -117.571124°. Aerial Imagery from January 31, 2009. Retrieved from: <https://earth.google.com/web/>. Accessed August 19, 2022.

potentially be used by BUOWs, were observed throughout the survey area (Figure 4, *Suitable Burrows*). Suitable foraging habitat was observed within and adjacent to the survey area.

Two burrows (Nest Nos. 1 and 2), with breeding pairs and juveniles, were detected within the project site (Figure 5, *Nests and Alternate Burrows*). Six alternate burrows, (AB Nos. 1 through 6) were also noted throughout the project site (Figure 5), and these burrows were used by BUOWs for cover. A summary of observations is provided below:

- Nest No. 1 is an earthen burrow located on the west side of Carnegie Avenue and approximately 900 feet north of E Santa Ana Street. One adult BUOW pair was observed near the burrow entrance during the first survey. Two adult BUOWs and two juvenile BUOWs were noted during the second survey. No BUOWs were noted at this burrow during the first or fourth surveys.
- Nest No. 2 is an earthen burrow located on the west side of Carnegie Avenue and approximately 630 feet north of E Santa Ana Street. One adult BUOW was observed next to an earthen burrow during the second survey. Two adult BUOWs and four BUOW juveniles were observed during the third survey. No BUOWs were observed during the first or fourth surveys.
- AB No. 1 is an earthen burrow located on the west side of Carnegie Avenue and approximately 600 feet south of E Santa Ana Street. One adult BUOW was observed during the second survey. No BUOWs were observed at this burrow during the first, third, or fourth surveys.
- AB No. 2 is a vertical corrugated metal pipe storm drain riser located on the east side of Carnegie Avenue and approximately 400 feet north of E Santa Ana Street. One adult BUOW was observed near the storm drain riser during the third survey. No BUOWs were observed at this burrow during the first, second, or fourth surveys.
- AB No. 3 is an earthen burrow located approximately 650 feet to the southwest of the intersection of E Airport Drive and Carnegie Avenue. One BUOW individual was observed during the fourth survey. Due to the timing of the breeding season and the maturity of the juveniles, only individuals were noted during the fourth survey, given juveniles and adults were difficult to differentiate. No BUOWs were observed at this burrow during the first, second, or third surveys.
- AB No. 4 is a vertical corrugated metal pipe storm drain riser located on the east side of Carnegie Avenue and approximately 840 feet north of E Santa Ana Street. Two BUOW individuals were observed during the fourth survey. Due to the timing of the breeding season and the maturity of the juveniles, only individuals were noted during the fourth survey, given juveniles and adults were difficult to differentiate. No BUOWs were observed at this burrow during the first, second, or third surveys. BUOWs from Nest No. 1 are presumably using this burrow as an alternate burrow based on its proximity to the nest location and observation of individuals flushing from the nest to this burrow.
- AB No. 5 is a storm drain riser located on the west side of Carnegie Avenue and approximately 660 feet north of E Santa Ana Street. Four individuals were noted during the fourth survey. Due to the timing of the breeding season and the maturity of the juveniles, only individuals were noted during the fourth survey, given juveniles and adults were difficult to differentiate. No BUOWs were observed at this burrow during the first, second, or third surveys. BUOWs from Nest No. 2 are presumably using this burrow as an alternate burrow based on its proximity to the nest location and observation of individuals flushing from the nest to this burrow.

- AB No. 6 is an earthen burrow located on the west side of Carnegie Avenue and approximately 600 feet south of E Santa Ana Avenue. Two BUOW individuals were observed during the fourth survey. Due to the timing of the breeding season and the maturity of the juveniles, only individuals were noted during the fourth survey, given juveniles and adults were difficult to differentiate. No BUOWs were observed at this burrow during the first, second, or third surveys.

## OTHER SITE CONDITIONS

Wildlife photographers were noted in close proximity to Nest No. 1 during the second and third surveys (see Photograph 1 in Attachment A). An unknown person installed a perch consisting of a tree branch outside of Nest Nos. 1 and 2 (see Photographs 1 and 2 in Attachment A). There are numerous suitable raptor perches within and adjacent to the project site, which consists of tall ornamental trees and light poles. Raptors and/or sign of use (e.g., white wash) were observed on multiple suitable perching locations (Figure 6, *Observed Raptor Perches*).

## CONCLUSION

Numerous suitable burrow and burrow surrogates were observed throughout the project site (Figure 4). Two burrows (Nest Nos. 1 and 2) with breeding pairs and juveniles were detected (Figure 5). Six alternate burrows (AB Nos. 1 through 6) were also noted (Figure 5), which were used by BUOWs for cover.

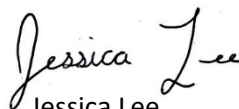
A take avoidance (pre-construction) survey is required within 14 days prior to ground disturbance ground-disturbing activities (i.e., earthwork, clearing, and/or grubbing), in accordance with CDFW Staff Report on BUOW Mitigation. If BUOW(s) are observed during the take avoidance survey, a BUOW Exclusion Plan and Mitigation Management Plan must be prepared and coordinated with CDFW prior to ground disturbance.<sup>8</sup>

If you have any questions regarding the information presented in this letter report, please contact Ezekiel Cooley at [EzekielC@helixepi.com](mailto:EzekielC@helixepi.com).

Sincerely,



Ezekiel Cooley  
Regulatory Specialist/Biology Project Manager



Jessica Lee  
Biologist/Assistant Biology Project Manager



Matthew Dimson  
Biologist



Daniel Torres  
Biologist

<sup>8</sup> California Department of Fish and Game. 2012. Staff Report on Burrowing Owl Mitigation. State of California Natural Resource Agency. March 7.

Letter to Mr. John Pierce  
September 1, 2022

Page 8 of 8

  
John Gardner  
Biologist

  
Shawn Carroll  
Biologist

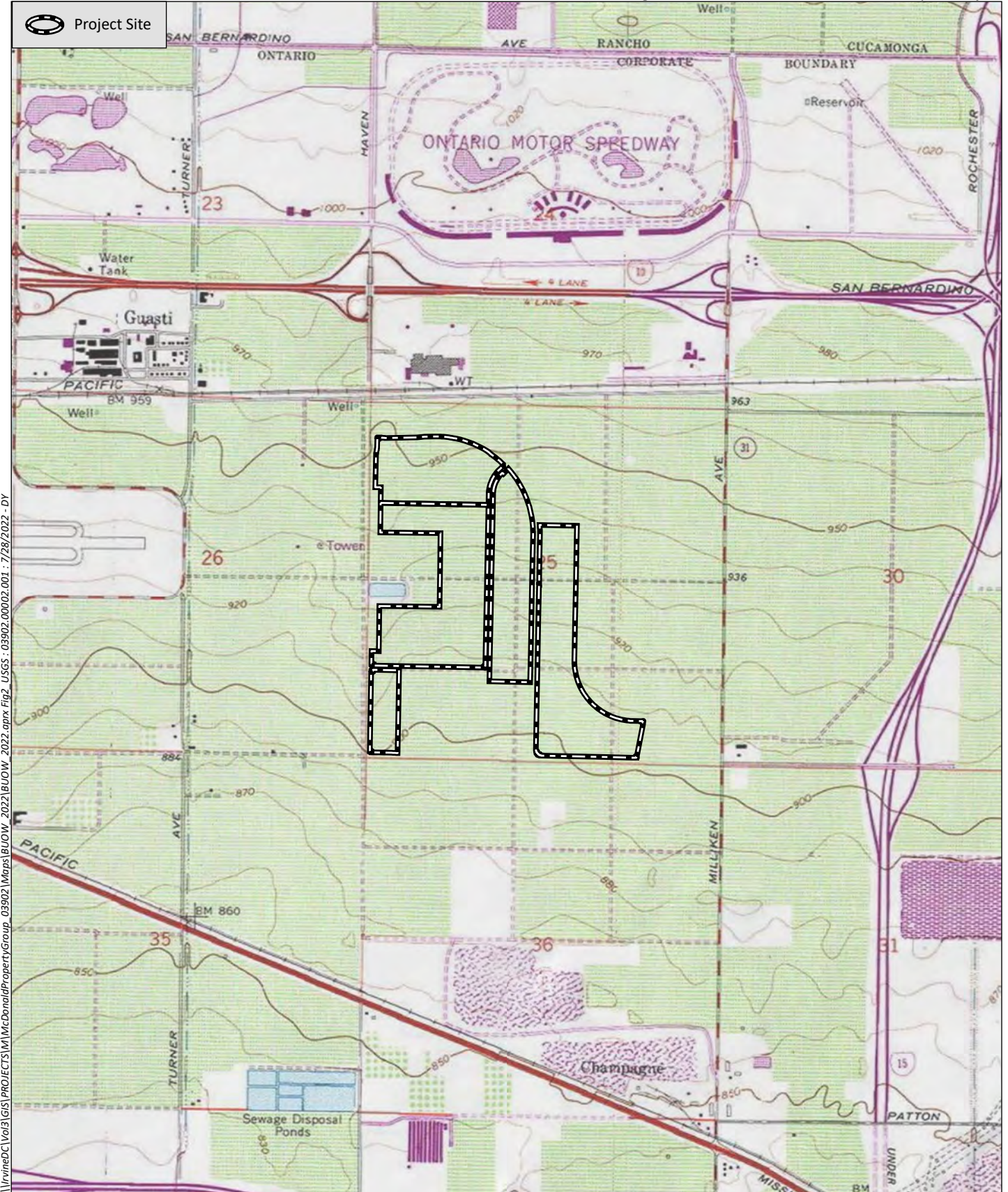
**Enclosures:**

- Figure 1: Regional Location
- Figure 2: USGS Topography
- Figure 3: Aerial Photograph
- Figure 4: Suitable Burrows
- Figure 5: Nests and Alternate Burrows
- Figure 6: Observed Raptor Perches
- Attachment A: Representative Site Photos





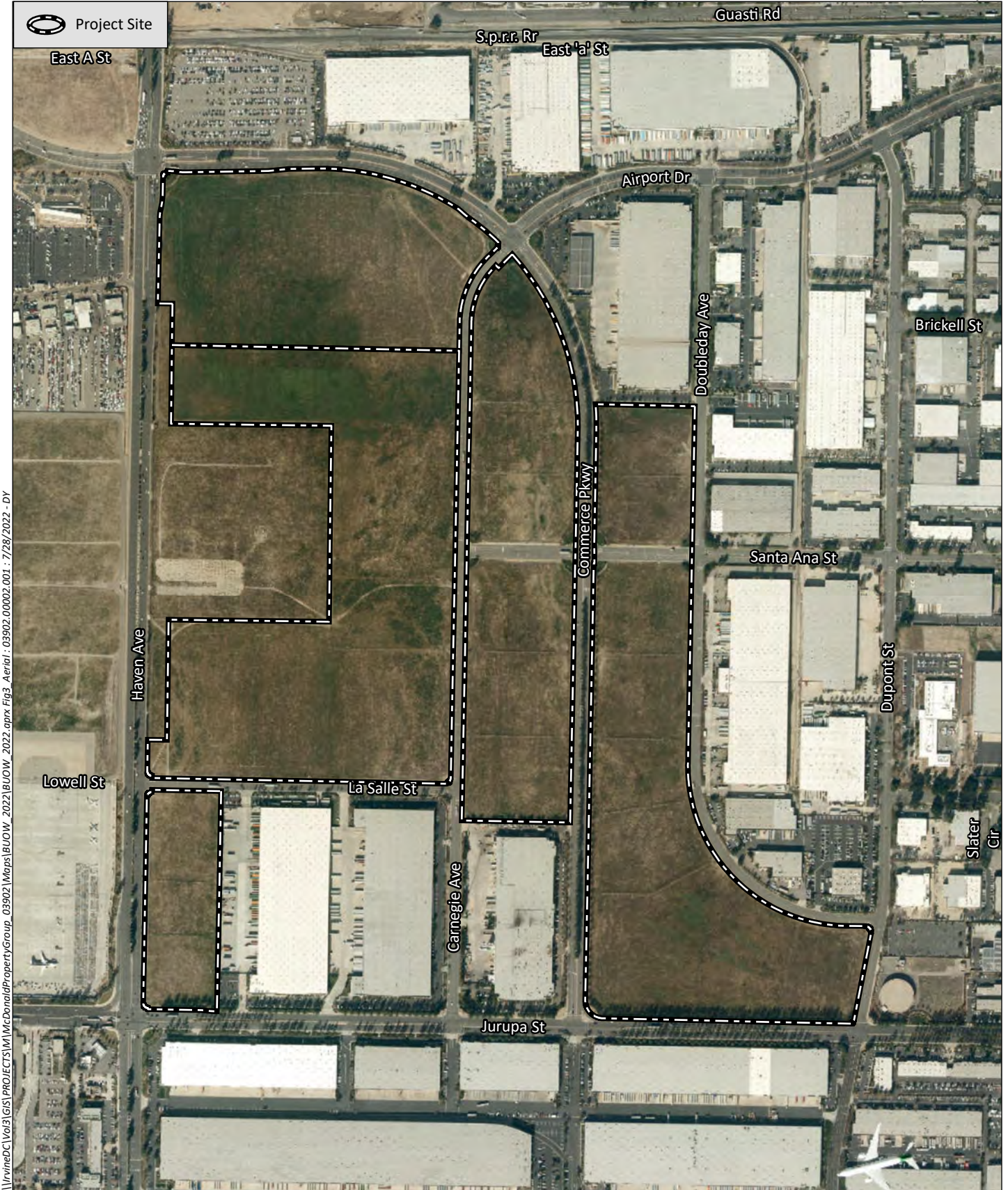




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Source: GUASTI 7.5' Quad (USGS)





# Aerial Photograph

Figure 3

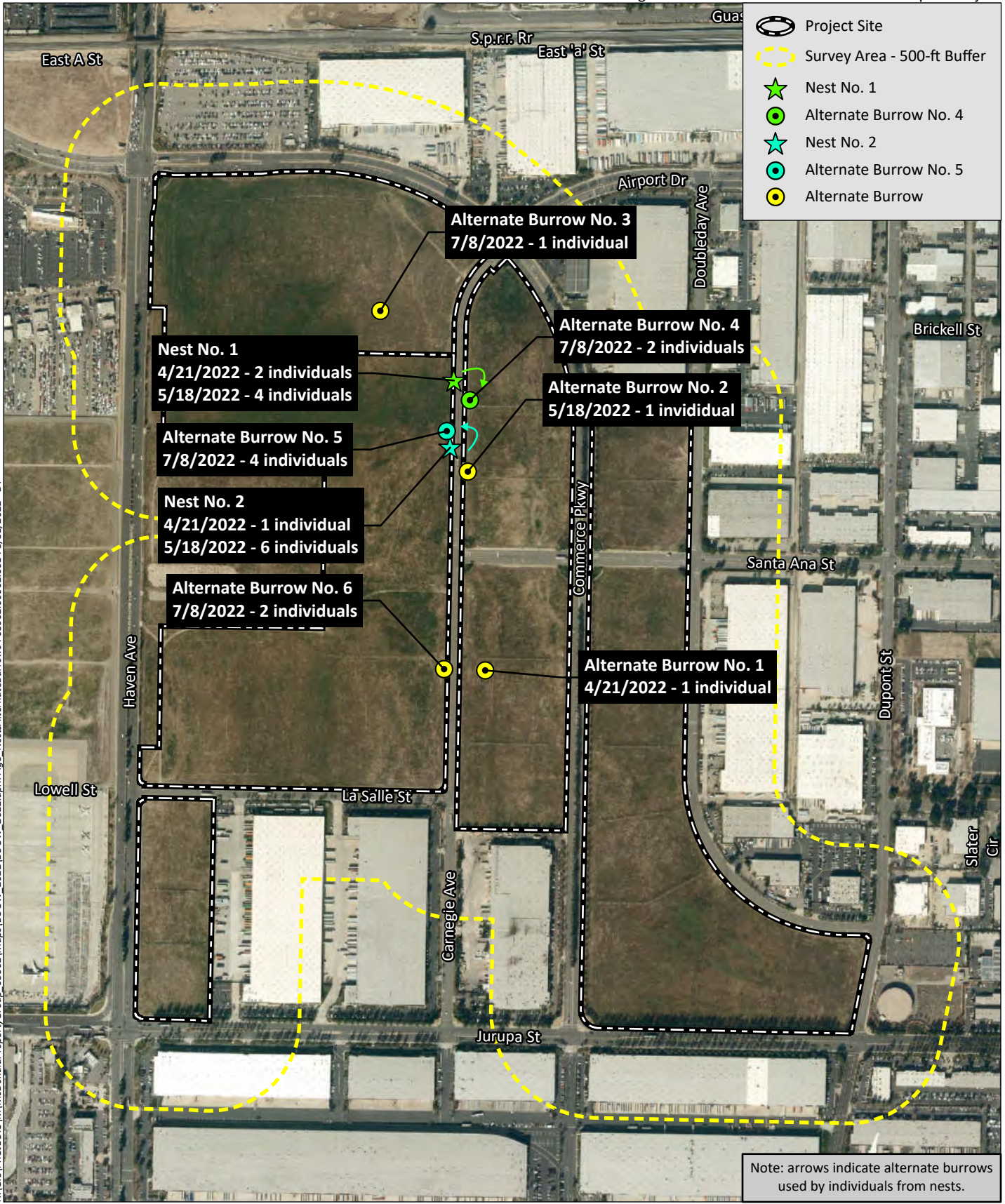




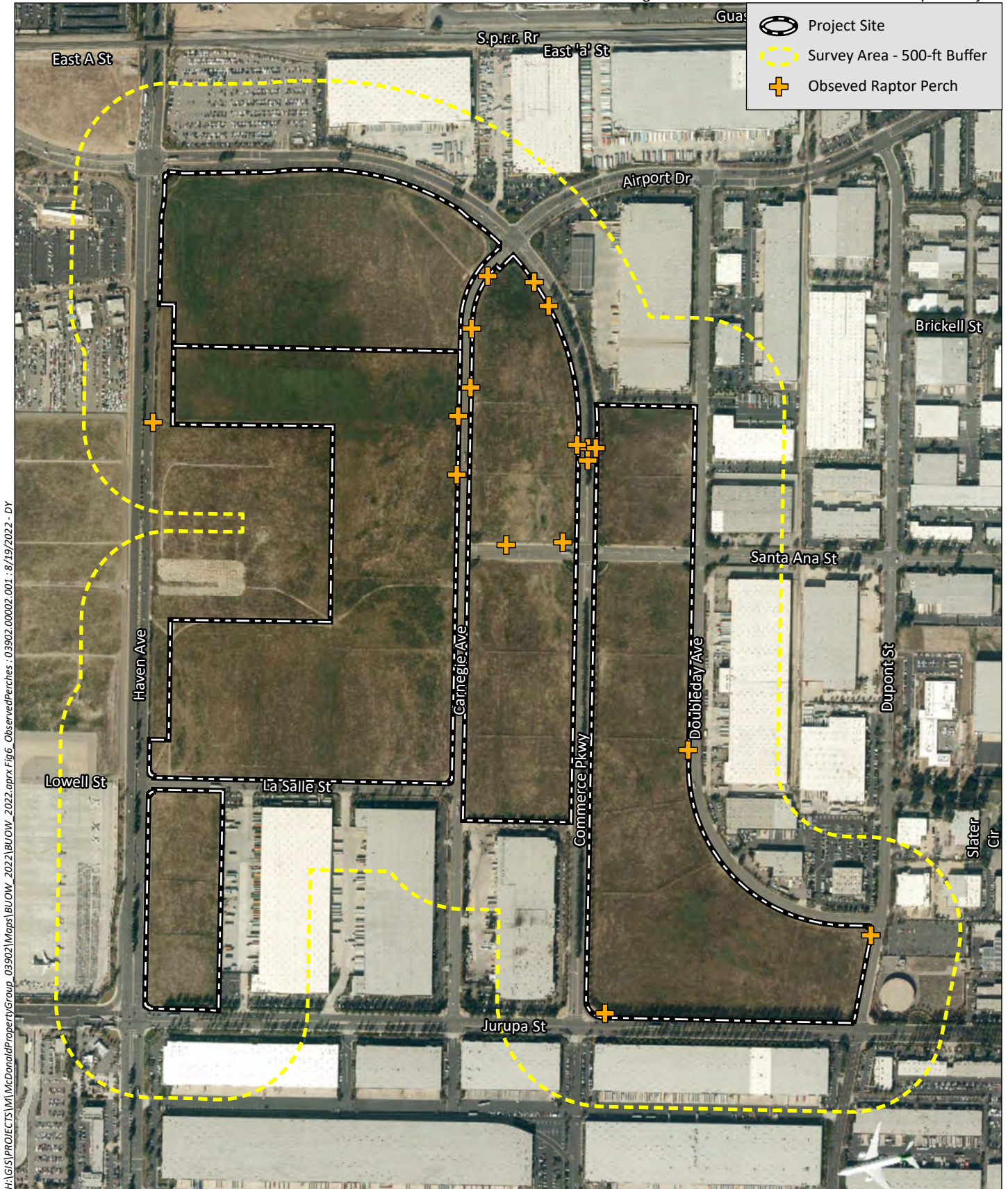
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Source: Aerial (San Bernardino County, 2020)









H:\GIS\PROJECTS\1\McDonald\Property\Group\_039021\Maps\BU\OW\_2022.aprx Fig 6 ObservedPerches : 03902.00002.001 : 8/19/2022 - DY

Source: Aerial (San Bernardino County, 2020)





Photograph 1: View of Nest No. 1, facing west. This burrow is an earthen burrow located on the west side of Carnegie Avenue, approximately 900 feet north of E Santa Ana Street. Successful breeding (two juveniles) were documented at this burrow. Photographers were observed near this burrow during the second and third surveys. Photograph taken on April 21, 2022.



Photograph 2: View of Nest No. 2, facing west. This burrow is an earthen burrow located on the west side of Carnegie Avenue, approximately 630 feet north of E Santa Ana Street. Successful breeding (four juveniles) was documented at this burrow. Photograph taken on May 18, 2022.

H:\PROJECTS\W\McDonald\PropertyGroup\_03902100002\_OIA\LogisticsCenter\BUOW\Reports\BUOW\Attachment A\Photos





Photograph 3: View of Alternate Burrow No. 4, facing east. This burrow consists of a vertical corrugated metal pipe storm drain riser located and is located on the east side of Carnegie Avenue, approximately 840 feet north of E Santa Ana Street. Photograph taken on May 18, 2022.



Photograph 4: View of Alternate Burrow No. 5, facing west. This burrow consists of a vertical corrugated metal pipe storm drain riser located on the west side of Carnegie Avenue, approximately 660 feet north of E Santa Ana Street. Photograph taken on July 8, 2022.

H:\PROJECTS\W\McDonald\PropertyGroup\_03902100002\_OIA\LogisticsCenter\BUOW\Reports\BUOW\Attachment A\Photos

**FOURTH YEAR FOCUSED SURVEY FOR  
DELHI SANDS FLOWER-LOVING FLY  
(*Rhaphiomidas terminatus abdominalis*)  
ON THE 197-ACRE *THE HUB @ ONT.* PROJECT,  
ONTARIO, SAN BERNARDINO COUNTY,  
CALIFORNIA**

Prepared for:

**McDonald Property Group  
1140 N. Coast Hwy  
Laguna Beach, CA 92651**

Prepared by:

**Kendall H. Osborne  
Osborne Biological Consulting  
6675 Avenue Juan Diaz  
Riverside, CA 92509**

**October 20, 2022**

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Field notes		

**FOURTH YEAR FOCUSED SURVEY FOR  
DELHI SANDS FLOWER-LOVING FLY  
(*Rhaphiomidas terminatus abdominalis*)  
ON THE 197-ACRE *THE HUB @ ONT.* PROJECT,  
ONTARIO, SAN BERNARDINO COUNTY,  
CALIFORNIA**


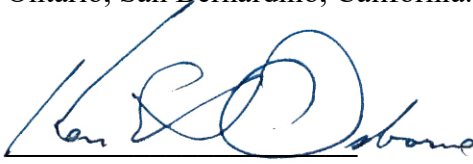
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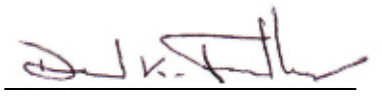
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The undersigned certify this report to be a complete and accurate account of the findings and conclusions of a fourth year, 2022 focused survey for Delhi Sands Flower-loving Fly (*Rhaphiomidas terminatus abdominalis*) on a 192.1-acre portion of THE HUB @ ONT. project, Ontario, San Bernardino, California.

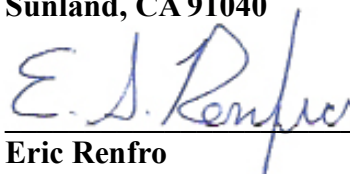


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**October 20, 2022**

## SUMMARY

The McDonald Property Group has requested a fourth year focused survey for Delhi Sands Flower-Loving Fly (DSF, *Rhaphiomidas terminatus abdominalis*) on a total of 192.1 acres (of their 196.83-acre *THE HUB @ ONT.* Project) in Ontario, California. All portions of suitable DSF habitat on the project area have been surveyed over the previous consecutive three years and results reported for the Ontario International Airport Northwest Quadrant Demolition project (Property Group 1 and 67-acre Property Group 2; Osborne 2019c, 2019d, 2020, 2020b, 2021, 2021b). The current project area represents a subset of the lands previously surveyed. To confirm continued absence of DSF on the project area, a series of 104 biologist-site visits totaling at least 372.4 field hours, were conducted on the 192.1-acre survey area from July 1 to September 20, 2022.

Habitat evaluations were originally conducted on March 13, 2019 (Osborne 2019, 2019b) and found all parcels investigated for the project area are mapped with Delhi sands (Woodruff 1980). These parcels all feature soil and ecological conditions apparently *Suitable* for potential DSF. The habitat evaluations determined 192.1 acres of potential DSF habitat over the study area in question.

**The project site does not currently support a population of the Delhi Sands Flower-Loving Fly.** Delhi Sands Flower-Loving Fly was not observed on the project site during the course of this survey or at any time over the previous three consecutive year 2019, 2020, 2021, or 2022 field seasons (Osborne 2019c, 2019d, 2020, 2020b, 2021, 2021b).

Two special status animal species have encountered in the course of these surveys over the years. Burrowing Owl (*Athene cunicularia*) was regularly encountered on the survey area in all three years. Several individuals of Crotch's bumble bee (*Bombus crotchii*), a California special status animal species (species of concern) have been encountered in the course of previous surveys, but not for the current year and is therefore considered currently absent from the project site.

## 1.0 INTRODUCTION

This report presents the methods and results of a Delhi Sands Flower-Loving Fly (DSF, *Rhaphiomidas terminatus abdominalis*) focused survey for the 196.83-acre *THE HUB @ ONT.* Project in Ontario, San Bernardino County, California. The DSF was listed as an endangered species by the U.S. Fish and Wildlife Service on September 23, 1993 (USFWS 1993).

The project area is located east of Haven Avenue, south of E. Airport Drive, and north of Jurupa Street as shown on the accompanying maps. And can be found on the Guasti, California USGS 7.5-minute quadrangle map, Township 2 South, Range 7 West, in Section 25 (Figures 1 and 2) .



## 2.0 NATURAL HISTORY OF THE DELHI SANDS FLOWER-LOVING FLY

Delhi Sands Flower-loving fly belongs to a genus of flies (*Rhaphiomidas*) commonly known as flower loving flies. There are more than 30 species of these flies, distributed across the southwestern United States and northern Mexico. These flies are huge by the standards set by most flies – with size among the species ranging from approximately 1.5 centimeters up to 3, and even 4 centimeters, usually gray, tan, rust or yellow in color. All species of *Rhaphiomidas* are associated with rather arid, sandy habitats, with most species living on dune systems of inland desert valleys, rivers, deltas, and beach strands. A few species are found in sandy washes, alluvial benches and remnant glacial moraines. Many species of these flies often hover before flowers in the manner of hummingbirds, using a long, thin, tubular proboscis (mouth-part), with which the flies probe for nectar – hence a traditional name “giant flower-loving flies”. Smaller flies of the family Apioceridae, once considered very closely related to *Rhaphiomidas* were formerly called “flower-loving flies”.

The DSF is only known to occur in association with Delhi sand deposits, presumably occupied the once extensive dune system of the upper Santa Ana River Valley, including portions of what is now the City of Colton, west through portions of the City of Ontario, and south to the Santa Ana River. Today, DSF exists on only a few disjunct sites (USFWS 1997) within a radius of about eight miles in southwestern San Bernardino and northwestern Riverside Counties (Colton, Rialto, Fontana, and Ontario). More than 95 percent of known DSF habitat was considered eliminated by development, agriculture and other land management practices by 1993 (Smith 1993, USFWS 1996 in Kingsley 1996), however, this proportion is now nearer 98 to 99% due to these ongoing processes. Many of the last remaining fragments of DSF habitat are currently under pressure by land management efforts such as heavy disking, irrigation, manure dumping, and gravel dumping. There is presently an estimated 1,200 acres of habitat that can support this species (USFWS 1997), but this estimate likely includes lands needing extensive habitat restoration.

Adult DSF flight period is typically August and September, when individual adults emerge, reproduce and die. The adult life span of an individual DSF lasts for a few days and adults do not live beyond the flight period (Kiyani 1995). Adult DSF are highly mobile, agile fliers. Male DSF are frequently seen flying low through habitat, using apparently random, circuitous paths around and between shrubs in search of females. Such “cruising” behavior often covers areas on the scale of 1000 square meters in the time span of a minute. Alternatively, male DSF are often seen flying about an open patch of ground (ca 100 square meters) such as along a dirt path or dune blow-out area. Here, males may repetitively land and rest on one or another object (such as small dried plants) in the area, and such rests are interrupted by periods of patrolling flight (apparently territorial) about the spot. When alarmed, these insects tend to fly rapidly in more or less a straight line – often covering distances of 100 meters in less than 6 seconds. Adult DSF are known to nectar at flowers of California buckwheat and California croton.

DSF, like other *Rhaphiomidas* species, appears to have an annual life cycle (because of the annual flight). However, it has been widely believed that the underground larval/pupal stage may persist for additional years, depending upon various environmental factors such as annual rainfall, food availability and weather conditions during the flight season (many desert *Rhaphiomidas* species

do not appear after a drought year and often, substantial flights occur only sporadically over the years). The biology of *Rhaphiomidas trochilus* is likely informative of *Rhaphiomidas* species in general and DSF in particular. Based on observations of captive *R. trochilus* larvae (Osborne and Ballmer 2014) it is reasonable to conclude that they are mobile opportunistic predators of soft-bodied, sand-inhabiting insects. Larvae from Sand Ridge, Kern County, CA were maintained in captivity for several months, during which they burrowed actively through sand maintained with slight moisture content (similar to the damp sand where they were found). They fed on larvae of a scarab beetle (Scarabaeidae) and an unidentified beefly (Diptera: Bombyliidae), which were also recovered from Sand Ridge, and larvae of paper wasps (*Polistes* sp.) which were removed from their nests and buried in the sand. Captive larvae grew and molted after feeding; but, when not fed for extended periods of time, they molted again – losing weight and size in the process. Some larvae were observed to repeat the growth and “shrinkage” cycle multiple times. One larva survived about 17 months in captivity; because it was captured nine months after the most recent flight season, it was at least two years old at time of death. This larva molted four times while undergoing five cycles of growth and shrinkage driven by variable food availability. Its final dry weight was slightly smaller than the typical dry weight of an adult male *R. trochilus*. The ability of *R. trochilus* larvae to molt down during times of scarce food resources could allow an extended and indeterminate larval growth period, but with maturation and appearance of adults always during summer months. This may also explain the common observations that populations of various *Rhaphiomidas* species apparently exhibit little or no adult emergence in some years (especially years of below normal precipitation).

The brief adult life span and active mate-locating behavior of DSF males (typical of all *Rhaphiomidas* species) suggests that relatively high population density and/or nearly synchronous adult emergence may be crucial to survival of populations. Protracted *Rhaphiomidas* larval biology and staggered (across years) adult emergence must enhance population momentum and cross generational gene flow, and the requirement of abundant and diverse insect prey on which larvae develop – all explain why DSF populations appear as long-term entities (persisting for decades) associated with ecologically intact dune habitats.

## 2.1 DSF Habitat Characteristics

DSF is typically found in areas of unconsolidated sandy soils (Delhi series) supporting an open community of native and exotic plant species. Dominant plants are typically California buckwheat (*Eriogonum fasciculatum*), California croton (*Croton californicus*), telegraph weed (*Heterotheca grandiflora*), annual bur ragweed (*Ambrosia acanthicarpa*) and deerweed (*Acmespon scoparius*) but many exotic species often dominate on DSF habitat as well. DSF have been found in habitats that do not support these dominant plant species, and plant species composition is not directly relevant to larval development (due to predatory biology of DSF larvae). Thus, the implication that DSF are reliant on some of these plant species – an idea often repeated in literature and biological reporting – is false. Adult DSF are anecdotally believed to nectar at flowers of California buckwheat and California croton, though such a habitat is rare at best and not yet documented. Many other plant species are common, including Thurber’s eriogonum (*Eriogonum thurberi*), autumn vinegar weed (*Lessingia glandulifera*), and sapphire eriastrum (*Eriastrum sapphirinum*). Nonnative plant species also occur in DSF habitat (and

incidentally, virtually everywhere). DSF habitat also commonly supports other associated insects such as flies and wasps considered as indicator species – *Apiocera convergens*, *Apiocera chrysolasia*, *Ligyra gozophylax*, *Campsomeris tolteca*, *Trielis alcione*, and *Nemomydas pantherinus*. Over 350 insect species have been found on one DSF site, and DSF habitat is typically marked by high abundance and diversity of predatory and parasitic insect groups including many highly specialized families of flies, wasps, bees, beetles, and antlions. The Delhi Sands community is one of California's unique natural communities containing an array of native plants and animals, some of which are found nowhere else. One plant species, Pringle's monardella, (*Monardella pringlei*) is already presumed extinct, as no living individuals have been observed in many years. Several species of insects and some vertebrates, which inhabit the Delhi Sands dunes system, are as endangered as the DSF, but no one has yet petitioned to have them officially declared Endangered. These include the convergent flower-loving fly *Apiocera convergens*, a newly discovered species of Jerusalem cricket, (*Stenopelmatus* sp.), a new species of camel cricket (*Ceuthophilus* sp.) and an endemic subspecies of butterfly *Apodemia mormo nigrescens* (Emmel and Emmel 1998). The other apiocerid fly (*Apiocera chrysolasia*), although known from approximately six general localities, is only common within the Delhi sands.

### **3.0 METHODS**

#### **3.1 DSF Survey Guidelines**

Interim General Survey Guidelines for the DSF have been suggested by the USFWS (1996). By following these guidelines, DSF presence or absence survey results may be deemed acceptable to the USFWS (rejection of survey results may result where the guidelines are not followed). The guidelines indicate that focused DSF surveys should be conducted wherever Delhi sands are present within the presumed range of DSF, twice weekly (two days per week) during the single annual flight period (usually from July 1 to September 20). Recent early season DSF discoveries lead the USFWS to recommend a survey season from July 15 to September 20 for 2003 and a survey season from July 1 to September 20 from the year 2004. Weather conditions must be suitable for DSF activity at the times survey work is pursued. The DSF is generally active when daytime temperatures exceed 80 degrees Fahrenheit (°F), but may fly with slightly cooler temperatures in bright sunlight.

#### **3.2 Habitat Assessment Methods**

On March 13, 2019 (Osborne 2019a), Osborne visited the project area in order to investigate habitat suitability for the DSF. Osborne examined the subject entire project area to rate its potential to support DSF. Photographs were taken of the survey area from various perspectives. Habitat suitability for DSF was evaluated using indicators of potential DSF habitat including: presence and abundance of loose, unconsolidated Delhi sands with low organic contamination; degree of habitat disturbance indicated by plant species composition and disposition of soil surface, presence and abundance of native sand associated plants such as *Croton californicus*, *Heterotheca grandiflora*, *Acemespon scoparius*, *Ambrosia acanthicarpa*, *Eriogonum thurberi* and *Eriogonum fasciculatum*. These plants are actually more an indication of relative disturbance regimen – conditions with lesser disturbance being of higher quality for DSF. Presence and

abundance of Delhi sands associated insects such as *Apiocera convergens*, *Apiocera chrysolasia* and (to a lesser extent) *Nemomydas pantherinus*, noted throughout the course of focused surveys, serve as further indicators of DSF habitat quality. Potential DSF habitat has been further evaluated on the basis of overall insect diversity and abundance, particularly with respect to sand associated predators and parasitoids.

In the course of previous work Osborne (2003, Osborne et al. 2003) developed a means of rating habitat on sites for potential to support DSF, rating areas within any site based on a scale of 1 to 5, with 5 being the best quality and most suitable habitat based on the following scheme:

1. Developed areas, non-Delhi sands soils with high clay, silt, and/or gravel content. Delhi sands extensively and deeply covered by dumping of exotic soils, rubble, trash, manure, or organic debris. *Unsuitable*.
2. Delhi sands are present but the soil characteristics include a predominance of exotic soils such as alluvial materials, or predominance of other foreign contamination as gravels, manure, or organic debris. Severe and frequent disturbance (such as a maintenance yard or high use roadbed). *Very Low Quality*.
3. Moderately contaminated Delhi sands. Delhi sands with moderate to high disturbance (such as annual disking). Sufficient Delhi Sands are present to prevent soil compaction (related to contamination by foreign soils). Some sandy soils exposed on the surface due to fossorial animal activity. *Low Quality*.
4. Abundant clean Delhi Sands with little or no foreign soils (such as alluvial material) present. Moderate abundance of exposed sands on the soil surface. Low vegetative cover. Evidence of moderate degree of fossorial animal activity by vertebrates and invertebrates. May represent high quality habitat with mild or superficial disturbance. *Moderate Quality*
5. Sand dune habitat with clean Delhi Sands. High abundance of exposed sands on the soil surface. Low vegetative cover. Evidence (soil surface often gives under foot) of high degree of fossorial animal activity by vertebrates and invertebrates. Sand associated plant and arthropod species may be abundant. *High Quality*

It should be noted that habitat qualities often vary spatially within a site so that conditions on a site fall within a range of qualities. Further, overall habitat quality is affected by the overall habitat area on a site, such that very small areas diminish the overall habitat value of a site. It is also important to note that suitable habitats, even rated as high quality for DSF, are very rarely actually occupied by DSF. These ratings are more informative on mitigation and conservation measures in the event that DSF is found on any particular site. Use of this habitat rating system is somewhat subjective and best undertaken by a biologist who has extensive experience with *Rhaphiomidas* species. While investigating the survey area, Osborne subjected the site to an analysis of this kind so as to give a general estimate of overall habitat conditions relevant to DSF potential.

### 3.3 Focused Survey Methods

Each portion of suitable habitat (for DSF) was surveyed on 24 dates, with the overall survey effort involving four biologists conducting a series of 104 biologist-site visits totaling at least 372.4 field hours, with site visits made from July 1, to September 20, 2022. A slight additional rigor was often imparted to the survey effort by virtue gratuitous presence of biologists on the survey areas arriving (as much as an hour) early in order to initiate the protocol surveys promptly at 1000 hours. DSF surveys were conducted by Kendall H. Osborne, Permit # TE-837760-10, Rick Rogers #TE-844645-2, David K. Faulkner # TE-838743-7, and Eric S. Renfro # TE-142436-3. Following the USFWS Interim General Survey Guidelines, we surveyed all portions of the survey area at least twice a week, between the hours of 1000 and 1400 (Table 1). Due to the large acreage of the survey area, and four-hour (50 acre limit) of survey effort allowed for any given biologist, the survey area was divided into portions (1A, 1B, 1C, and 2A – the nomenclature carried over from previous years) in order to facilitate survey logistics and scheduling. On occasion, survey efforts on these individual portions were dispersed across two dates (noted as “parts”) always in keeping with USFWS survey protocol. These portions are noted in Table 1, below, as well as on daily field notes presented in the Appendix. A map was developed showing survey areas showing acreages and allotted survey times meeting the USFWS protocol (Figure 4) and this map showing corresponding acreages for these areas appears in the appendix with correspondence to the USFWS. The survey protocol, as set forth in the Interim General Guidelines for the Delhi Sands flower-loving fly survey, is designed to maximize the validity of a presence/absence determination.

Osborne photographed the property from several perspectives to document existing conditions. Notes were taken on vegetative cover and plant species composition, abundance and diversity and species composition of insects and other animals, soil types, degree and nature of disturbance, surface cover, organic content, compaction, current land management practices, existing development, and conditions of surrounding vicinity and proximity of other DSF populations.

**Table 1. Dates (2022), personnel, times and conditions for focused DSF survey work.**

Date	Portion	Hours	Biologist	Weather Conditions
1-Jul	1A	1000-1400	R. Rogers	clear, winds 1-4 mph, 88-92° F.
1-Jul	1C	1000-1350	D. Faulkner	clear, winds 1-4 mph, 85-91° F.
2-Jul	1B	1000-1400	E. Renfro	clear, winds 1-4 mph, 77-88° F.
3-Jul	2A	1000-1400	R. Rogers	clear, winds 1-6 mph, 84-91° F.
4-Jul	1C	1000-1331	E. Renfro	clear, winds 1-4 mph, 72-82° F.
5-Jul	2A	1000-1400	D. Faulkner	clear, winds 1-3 mph, 75-84° F.
5-Jul	1A	1000-1400	E. Renfro	clear, winds 02-5 mph, 74-85° F.
5-Jul	1B	1000-1400	R. Rogers	clear, winds 1-4 mph, 79-92° F.
8-Jul	1A	1000-1400	D. Faulkner	clear, winds 2-8 mph, 77-93° F.
9-Jul	2A	1000-1400	R. Rogers	clear, winds 0-4 mph, 80-99° F.
9-Jul	1B	1000-1400	E. Renfro	clear, winds 1-4 mph, 80-93° F.
10-Jul	1C	1000-1350	D. Faulkner	clear, winds 2-4 mph, 82-98° F.
11-Jul	1A	1000-1400	R. Rogers	clear, winds 1-6 mph, 89-98° F.
11-Jul	1B	1000-1400	D. Faulkner	clear, winds 2-3 mph, 83-97° F.
12-Jul	1C	1000-1331	E. Renfro	clear, winds 2-4 mph, 73-85° F.
13-Jul	2A	1000-1400	R. Rogers	clear, winds 0-3 mph, 77-93° F.
15-Jul	2A	1000-1400	R. Rogers	clear, winds 0-6 mph, 83-92° F.



16-Jul	1B	1000-1400	D. Faulkner	clear, winds 1-6 mph, 83-99° F.
17-Jul	1A	1000-1400	R. Rogers	clear, winds 1-8 mph, 88-103° F.
17-Jul	1C	1000-1345	D. Faulkner	40% patchy clouds, clearing, winds 2-3 mph, 83-98° F.
18-Jul	2A	1000-1400	R. Rogers	10% clouds to clear, winds 1-5 mph, 86-99° F.
19-Jul	1B	1035-1255	K. Osborne	clear, winds 2-7 mph, 89-95° F.
19-Jul	1C	1000-1331	E. Renfro	clear, winds 2-6 mph, 85-96° F.
20-Jul	1A	1000-1400	R. Rogers	clear w/ 5-10% clouds, winds 1-4 mph, 86-99° F.
20-Jul	1B	1000-1140	K. Osborne	clear w/ 10% overcast, winds 0-4 mph, 86-92° F.
22-Jul	2A	1000-1400	R. Rogers	10% clouds to clear, winds 0-3 mph, 79-98° F.
22-Jul	1A	1024-1304	K. Osborne	clear, winds 0-3 mph, 79-94° F.
22-Jul	1B	1000-1400	D. Faulkner	50% patchy clouds, clearing, winds 2-3 mph, 77-92° F.
22-Jul	1C	1000-1331	E. Renfro	clear w/ 15% clouds, winds 1-3 mph, 79-90° F.
23-Jul	1A	1213-1313	K. Osborne	clear, winds 0-4 mph, 88-92° F.
24-Jul	2A	1000-1400	D. Faulkner	clear, winds 2-5 mph, 73-92° F.
24-Jul	1C	1000-1352	R. Rogers	clear, winds 1-5 mph, 77-96° F.
25-Jul	1A	1000-1400	E. Renfro	clear to 20% clouds, winds 1-2 mph, 76-90° F.
27-Jul	1B	1000-1400	R. Rogers	clear, winds 0-4 mph, 83-99° F.
29-Jul	2	1000-1400	R. Rogers	clear with 5-10% clouds, winds 1-4 mph, 84-98° F.
29-Jul	1A (part)	1010-1237	K. Osborne	clear w/ 5% clouds, winds 0-7 mph, 83-88° F.
29-Jul	1B	1000-1400	E. Renfro	20% clouds, clearing, winds 1-3 mph, 78-91° F.
30-Jul	1A (part)	1020-1155	K. Osborne	5-20% clouds, winds 0-6 mph, 84-91° F.
31-Jul	1C	1000-1352	R. Rogers	clear, winds 1-4 mph, 85-99° F.
1-Aug	2A	1000-1400	R. Rogers	10-45% patchy clouds, winds 0-4 mph, 87-101° F.
1-Aug	1B	1000-1400	D. Faulkner	clear, winds 1-5 mph, 81-93° F.
2-Aug	1C (part)	1000-1300	K. Osborne	clear, winds 1-6 mph, 84-93° F.
3-Aug	1A	1000-1400	R. Rogers	clear, 5-10% clouds, winds 0-3 mph, 85-98° F.
3-Aug	1C (part)	1219-1250	K. Osborne	clear, winds 0-6 mph, 90-91° F.
5-Aug	1A	1000-1400	R. Rogers	clear w/ 5% clouds, winds 0-2 mph, 87-99° F.
5-Aug	1B	1000-1400	E. Renfro	clear, winds 2-5 mph, 82-93° F.
5-Aug	1C (part)	1048-1300	K. Osborne	clear, winds 2-5 mph, 91-92° F.
6-Aug	1C (part)	1000-1119	K. Osborne	clear, winds 0-3 mph, 84-93° F.
7-Aug	2A	1000-1400	R. Rogers	clear, winds 0-3 mph, 95-104° F.
9-Aug	1A	1000-1400	R. Rogers	clear, winds 0-4 mph, 88-99° F.
9-Aug	1C	1000-1331	E. Renfro	clear, winds 1-5 mph, 88-98° F.
10-Aug	2A	1000-1400	R. Rogers	clear, winds 0-4 mph, 86-98° F.
10-Aug	1B	1000-1400	D. Faulkner	clear, winds 1-3 mph, 86-100° F.
12-Aug	2A	1000-1400	R. Rogers	clear, 5-10% clouds, winds 0-3 mph, 89-97° F.
12-Aug	1C	1000-1350	D. Faulkner	clear, winds 0-3 mph, 85-99° F.
13-Aug	1B	1000-1400	E. Renfro	clear, winds 1-3 mph, 90-100° F.
14-Aug	1C	1000-1331	E. Renfro	clear, winds 1-4 mph, 88-99° F.
15-Aug	1A	1000-1400	R. Rogers	clear, winds 0-2 mph, 87-97° F.
17-Aug	2A	1000-1400	R. Rogers	clear, 5% clouds, winds 0-4 mph, 88-97° F.
17-Aug	1B	1000-1400	D. Faulkner	10% clouds to clear, winds 1-3 mph, 82-100° F.
18-Aug	1A	1000-1400	R. Rogers	clear to 20% clouds, winds 0-4 mph, 84-91° F.
19-Aug	1B	1000-1400	D. Faulkner	clear to 20% clouds, winds 1-4 mph, 79-98° F.
19-Aug	1C	1005-1336	K. Osborne	clear, winds 0-4 mph, 82-96° F.
20-Aug	2A	1000-1400	D. Faulkner	clear, winds 1-4 mph, 78-92° F.
20-Aug	1A	1000-1400	E. Renfro	clear, winds 2-4 mph, 77-90° F.
21-Aug	1B	1000-1400	E. Renfro	clear, winds 1-3 mph, 73-84° F.
22-Aug	2A	1000-1400	R. Rogers	clear, winds 1-3 mph, 77-94° F.
23-Aug	1A	1000-1400	D. Faulkner	10% clouds to clear, winds 1-7 mph, 80-96° F.
24-Aug	1C	1000-1352	R. Rogers	clear, to 20% patchy clouds, winds 0-3 mph, 81-93° F.
25-Aug	1A	1000-1400	K. Osborne	clear, humid, winds 0-6 mph, 83-92° F.

26-Aug	1B (part)	1000-1340	D. Faulkner	clear, winds 1-3 mph, 80-93° F.
27-Aug	1A	1000-1400	K. Osborne	clear, winds 0-10 mph, 80-88° F.
27-Aug	1B (part)	1340-1400	D. Faulkner	clear, winds 6 mph, 89° F.
27-Aug	1C	1000-1335	D. Faulkner	clear, winds 0-7 mph, 77-89° F.
28-Aug	2A	1000-1400	E. Renfro	20% patchy clouds, clearing, winds 2-4 mph, 74-87° F.
29-Aug	1C	1000-1340	D. Faulkner	clear, winds 0-4 mph, 74-89° F.
30-Aug	2A	1000-1400	R. Rogers	clear, winds 0-4 mph, 87-98° F.
31-Aug	1A	1000-1300	R. Rogers	clear, winds 0-3 mph, 93-102° F.
31-Aug	1A	1196.83-1251	K. Osborne w/ Rogers	clear, winds 0-5 mph, 97-100° F.
31-Aug	1B	1000-1400	D. Faulkner	clear, winds 1-6 mph, 91-107° F.
2-Sep	2A	1000-1400	E. Renfro	clear, winds 1-2 mph, 91-103° F.
2-Sep	1B	1000-1400	D. Faulkner	clear, winds 1-3 mph, 90-104° F.
3-Sep	1A	1000-1400	E. Renfro	clear, winds 2-3 mph, 95-104° F.
3-Sep	1C	1000-1340	D. Faulkner	clear to 10% clouds, winds 0-4 mph, 95-107° F.
4-Sep	2A	1000-1400	R. Rogers	clear, 30-40% patchy clouds, winds 0-3 mph, 97-108° F.
4-Sep	1B	1000-1400	E. Renfro	clear w/ 10-20% clouds, winds 1-2 mph, 92-107° F.
6-Sep	1C	1005-1357	R. Rogers	clear, winds 0-4 mph, 93-102° F.
8-Sep	1A	1000-1300	R. Rogers	clear, winds 0-3 mph, 88-97° F.
8-Sep	1A (part)	1125-1225	K. Osborne w/ Rogers	25-75% patchy clouds, winds 0-2 mph, 93-97° F.
9-Sep	1B (part)	1215-1348	K. Osborne	100% overcast, winds 1-8 mph (higher gusts), 92-93° F.
11-Sep	2A	1000-1400	R. Rogers	clear, 5-20% clouds, winds 1-3 mph, 82-90° F.
11-Sep	1A	1000-1400	D. Faulkner	50% clouds, clearing, winds 0-4 mph, 80-90° F.
11-Sep	1B (part)	1103-1330	K. Osborne	clear, winds 0-3 mph, 86° F.
11-Sep	1C	1000-1331	E. Renfro	20% patchy clouds, clearing, winds 2 mph, 81-89° F.
13-Sep	1A	1000-1400	R. Rogers	30-85% patchy clouds, winds 0-2 mph, 80-86° F.
13-Sep	1B	1000-1400	K. Osborne	30-100% clouds, winds 0-5 mph, 77-87° F.
14-Sep	2A	1000-1400	R. Rogers	52-10% clouds, winds 0-3 mph, 78-82° F.
15-Sep	1C	1000-1345	D. Faulkner	50% clouds clearing, winds 1-3 mph, 71-82° F.
16-Sep	1A	1000-1400	R. Rogers	clear, winds 0-3 mph, 72-80° F.
17-Sep	2A	1000-1400	D. Faulkner	100% clouds, clearing, winds 1-4 mph, 70-80° F.
17-Sep	1B	1000-1400	E. Renfro	100% overcast to clear, winds 1 mph, 68-82° F.
18-Sep	1A	1000-1400	D. Faulkner	40% clouds, clearing, winds 1-4 mph, 70-81° F.
19-Sep	1B	1300-1400	K. Osborne	clear, winds 1-4 mph, 84-86° F.
20-Sep	2A	1000-1400	R. Rogers	clear, winds 1-4 mph, 75-84° F.
20-Sep	1B	1025-1325	K. Osborne	clear, winds 0-6 mph, 77-84° F.
20-Sep	1C	1000-1350	D. Faulkner	clear, winds 0-4 mph, 73-87° F.

## 4.0 RESULTS

### 4.1 Habitat Assessment Results

Department of Agriculture, Soil Conservation Service map (Woodruff 1980) and associated web based resources (<https://casoilresource.lawr.ucdavis.edu/gmap/>) show all portions of the project area mapped with Delhi fine sand soils (Figure 3, Osborne 2019, 2019b). With the exception of limited street-side areas with exotic landscaped vegetation, and limited marginal portions with graveled drives, the project areas are open fields with vegetation dominated by exotic grasses and forbs (especially *Hordeum*, *Bromus*, *Amsinkia*, *Malva*, and *Sisymbrium*). Plant species associated with sandy soils are present in sparse or low abundance, but include *Ambrosia acanthicarpa*, *Eriogonum gracile*, *Camissonia bistorta*, and *Camissonia strigosa*. The project areas appear

unchanged since at least 1994 to the present, and have existed as exotic grass/forblands routinely mowed (Google Earth). Delhi sands are sporadically exposed by fossorial animals and paths through the majority of the area, demonstrating the wide distribution of sands across the survey area (as mapped by Woodruff 1980). In all areas investigated, where exotic annual (springtime) vegetation (covering the soil surface) was removed, Delhi sand soils were exposed. These areas constituting the majority of the investigated project areas were rated as *Low* to *Moderate Quality* habitat for DSF and are thus considered as 192.1 acres of *Suitable* habitat for DSF and used as our survey area for the current year. Street-side exotic landscaping is present in project areas along South Commerce Parkway, and along a southern portion of South Haven Avenue were determined to be *Unsuitable* habitat for DSF. Various portions of these lands surveyed over the previous years are not included with this project and were dropped from survey (as can be seen by comparison of survey maps between past years (Osborne 2019c, 2019d, 2020, 2020b, 2021, 2021b) and the present year.

During the course of previous summer surveys, annual vegetation had dried, or been mowed, and abundant gopher activity had exposed the underlying sandy soils. Summertime field observations lead us to upgrade our overall rating of habitat conditions for potential DSF on these lands to include some *Low Quality* habitat but primarily *Moderate* to *High Quality* habitat for DSF.

## **4.2 Survey Results**

Delhi Sands Flower-Loving Fly (DSF, *Rhaphiomidas terminatus abdominalis*) was not observed on the survey area during the course of this survey. Two special status animal species have been observed over the years. Burrowing Owl (*Athene cunicularia*) was regularly encountered in the course of this survey and over all preceding years. Interestingly, in contrast to previous years when the lands were regularly mowed, this year in the absence of mowing, vegetation such as especially *Salsola* and *Ambrosia* became progressively higher and denser through the summer with the owls apparently vacating the site over the last weeks of our surveys, last noted on September 3. Lists of plants and insects observed during the course of the survey are given in the appendix.

## **4.3 Existing Environment and Community**

### **4.3.1 Adjacent lands**

The survey area is generally bounded on the west by undeveloped lands similar to those on the site, and otherwise generally surrounded (north, east, south) by commercial/industrial development.

### **4.3.2 Topography**

The site is generally flat with elevation on the site ranging from approximately 950 to 900 feet, with the gentle slope diminishing to the south.

### 4.3.3 Soils

Woodruff (1980) indicated the site to consist of Delhi fine sands. These sands are evident throughout the site.

### 4.3.4 Vegetation

The survey area is generally characterized as open fields supporting exotic annual vegetation dominated by *Hordeum*, *Bromus*, *Amsinkia*, *Malva*, *Salsola*, *Hirschfeldia*, and *Sisymbrium*. Plant species commonly associated with Delhi sands and potential DSF habitat are abundant, and include annual bursage (*Ambrosia acanthicarpa*), telegraphweed (*Heterotheca grandiflora*), slender buckwheat (*Eriogonum gracile*), California croton (*Croton californicus*), and golden crownbeard (*Verbesina encelioides*). No special status plant species (species of concern) were encountered in the course of this survey.

Figures 5-8 present representative views of the survey site and habitats. Figure 9 provides a key as to where on the site these photographs were taken. Table 1 (Appendix A) provides a list of plant species encountered on the survey site.

### 4.3.5 Insect Community

During site visits (2019, 2020, 2021, and 2022) at least 195 insect species (counting only large and conspicuous insects) were observed. The insect community encountered on the survey area was typical of ecological communities occurring on Delhi sands. Insects included Mydidae (*Nemomydas*), Apioceridae, Asilidae, Bombyliidae, Mutilidae, Pompilidae, Mymerliontidae, Crabionidae, and Sphecidae. A list of most insect species observed is presented in the appendix (Table 2, Appendix A).

## 5.0 DISCUSSION AND CONCLUSIONS

**Delhi Sands Flower-loving fly is absent from the survey area.** Finding of Delhi sands on the survey area, and the observations (over the years) of Mydidae (*Nemomydas pantherinus*), Apioceridae (*Apiocera convergens*), Asilidae, Bombyliidae, Mutilidae, Pompilidae, Mymerliontidae, Crabionidae, and Sphecidae, along with the overall habitat ratings made for the site have all suggested some degree of habitat suitability and potential for DSF. After the course of four consecutive field seasons of DSF survey with negative results, we conclude that the survey area does not support a population of DSF.

Populations of a number of bumble bee species have been in sharp decline in the western United States over the last decade. Crotch's bumble bee (*Bombus crotchii*), a California special status animal species (species of concern) was encountered at least five times in the course of surveys since 2019, including (July 17, 19, 20, 2019, September 2, 2020, and July 5, 2021 [multiple males]) with separate observations made by Faulkner, Rogers, and Osborne (Osborne 2019b, 2021b). This species is generally distributed through wildlands and rural areas in low to middle elevations of California, and is one of several bumble bee species proposed for listing as a

California endangered species. Reliant on abundant nectar resources for its annual development, drought conditions have likely impacted this species with colony failure in the vicinity of our survey area. Crotch's bumble bee was not observed during any of the surveys for this year and is therefore considered presently absent from the project site.

Burrowing Owl (*Athene cunicularia*) was regularly encountered in the course of this survey and over all preceding years. Interestingly, in contrast to previous years when the lands were regularly mowed, this year in the absence of mowing, vegetation such as especially *Salsola* and *Ambrosia* became progressively higher and denser through the summer with the owls apparently vacating the site over the last weeks of our surveys, last noted on September 3.

It is important for any project proponent to understand that if the survey site is not developed before July 1, 2023, that the USFWS policy is to consider the current results (DSF absent the site) to be void as of that date, and thus their recommendation of continued consecutive years of survey until the site is developed. Should the project proponent fail to have the site surveyed for DSF in a subsequent summer season, then USFWS policy has been to require a full repeat of two consecutive years of DSF survey before negative results are again acceptable to them.

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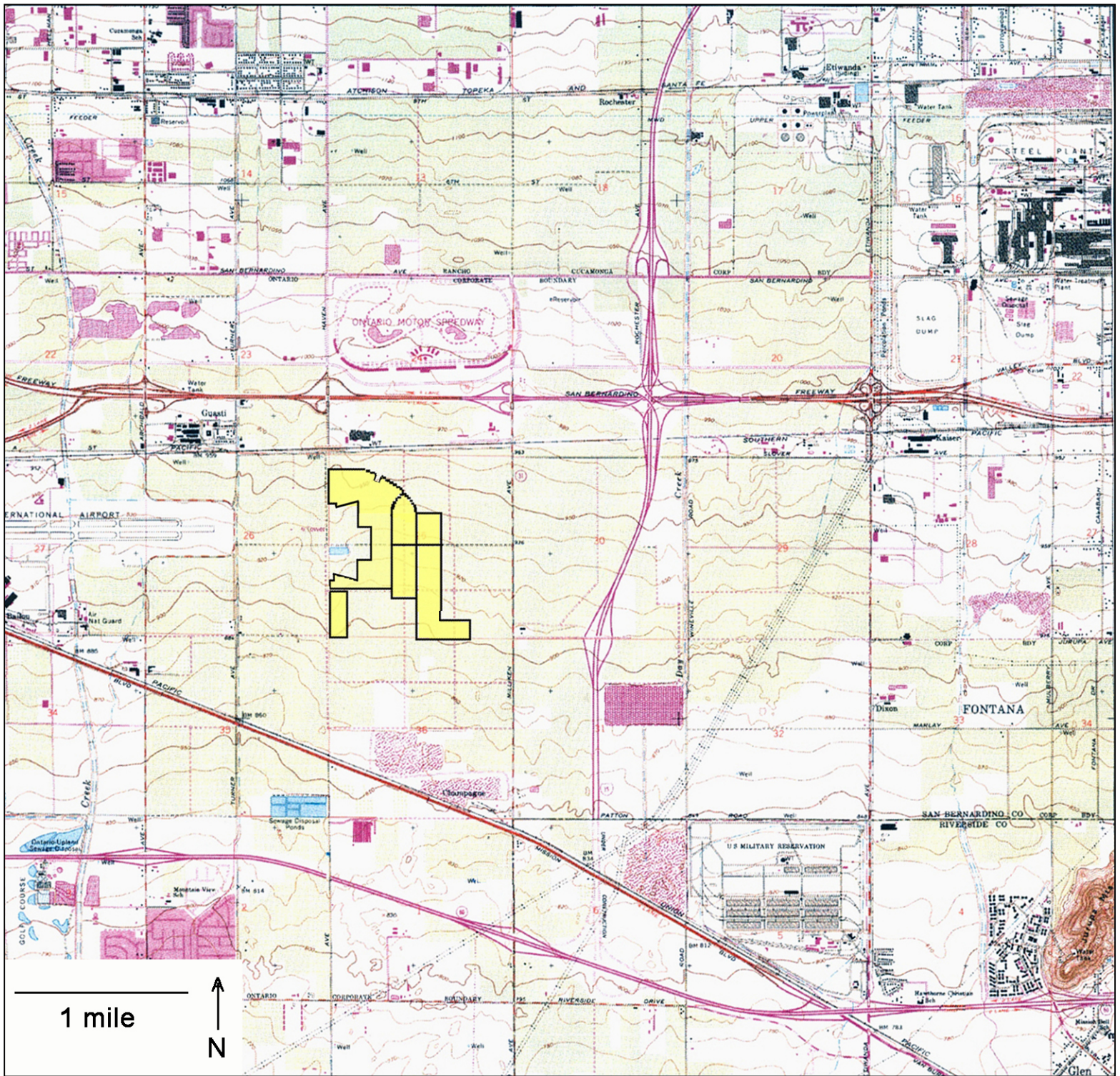
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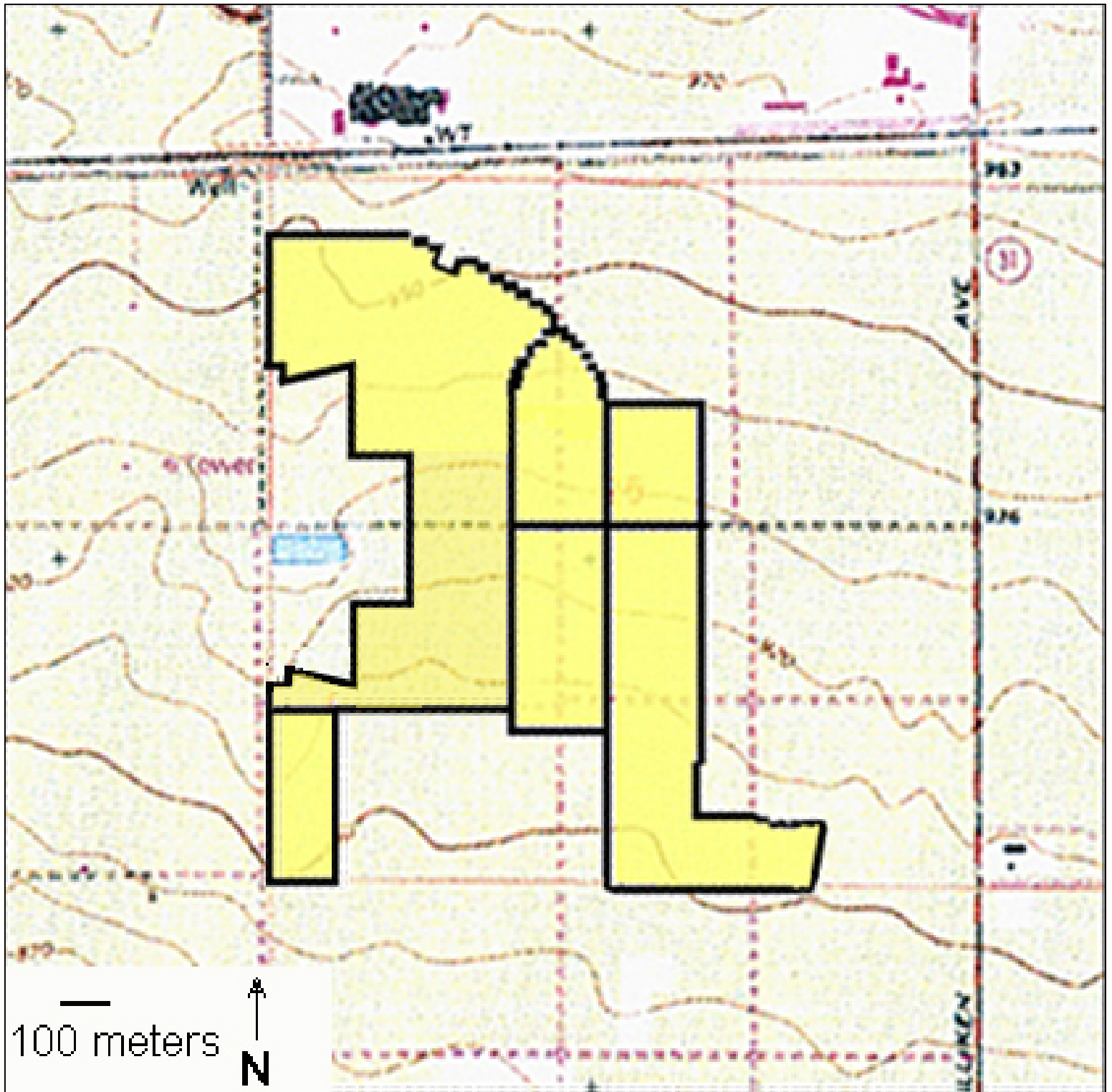
## 7.0 FIGURES





**Figure 1.** General vicinity of survey area, Guasti, California USGS 7.5" quadrangle at 50%. 197-acre project area is outlined in black and highlighted in yellow.





**Figure 2.** General vicinity of survey area, Guasti, California USGS 7.5" quadrangle at 200%. 197-acre project area is outlined in black and highlighted in yellow.

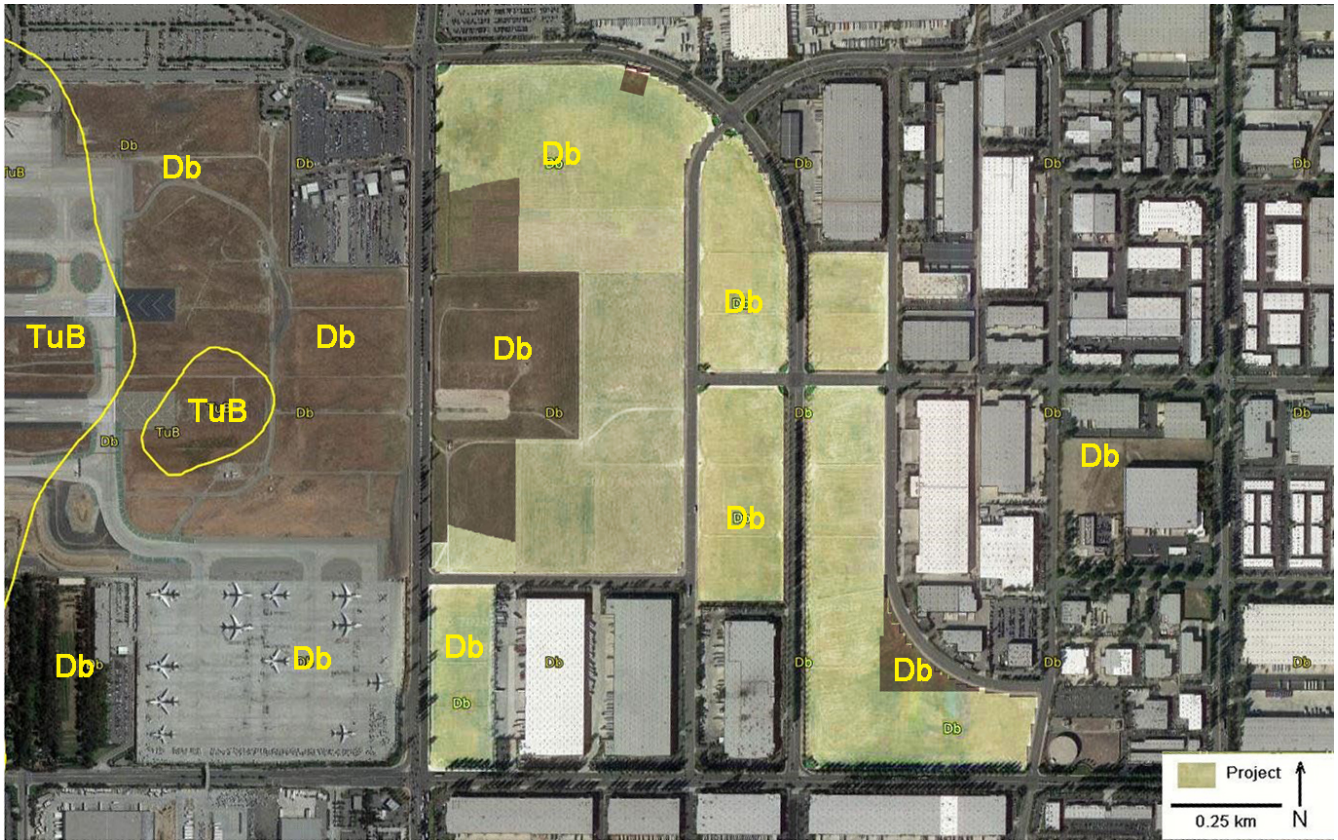


Figure 3. Satellite image of survey area (brightly highlighted) with mapped soil types. Db = Delhi sands, TuB = Tujung soils.

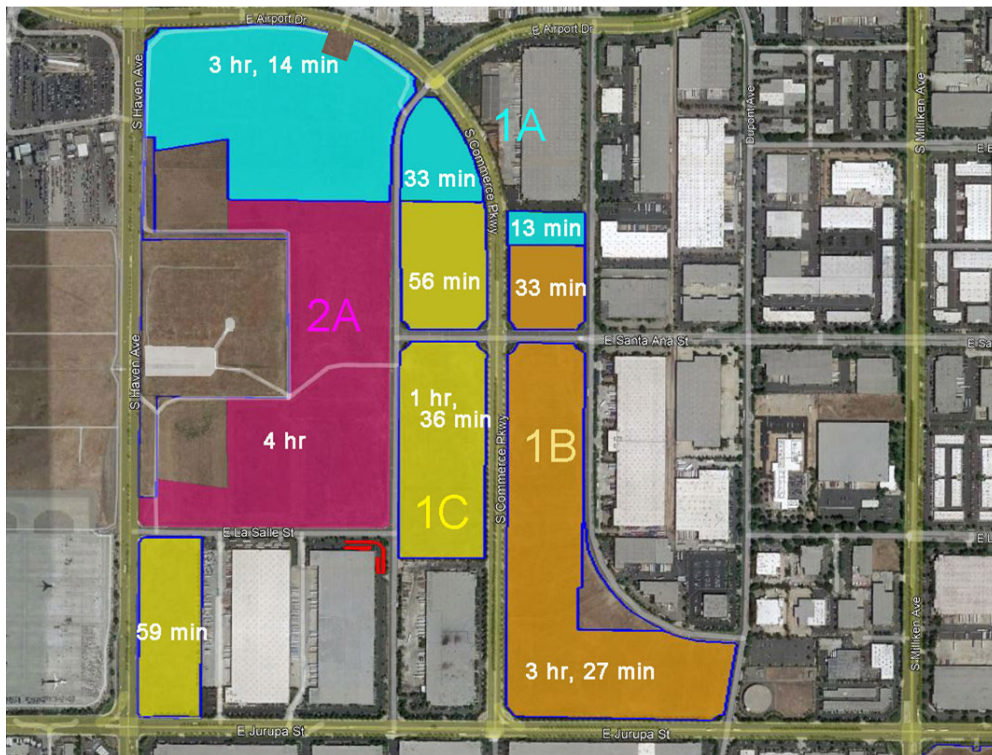


Figure 4. Overview map of all survey areas developed for the project, used to facilitate logistics and scheduling of surveys, shows assigned daily survey times (efforts). Survey areas 1A, 1B, 1C, and 2A (Table 1 and appendix) are color coded .blue, orange, yellow, and red respectively.





Figure 5. Photograph (July 12022) of the survey areas 1A and 2A (boundary demarcation on curb) with a view looking west across grassy fields.



Figure 6 Photograph (July 1, 2022) of the northwestern study area looking south from a boundary point on area 1A with the view into survey area 2A in the background. Here, poor quality habitat dominated with exotic grasses.





Figure 7. Photograph (September 13, 2022) of habitat conditions on the northeastern portions of the study area, looking south from an eastern portion of area 1A into survey area 1C (background) .



Figure 8 Photograph (August 5, 2022) of a central southern portion of the study area, the view looking north into the central unit of survey area 1C..



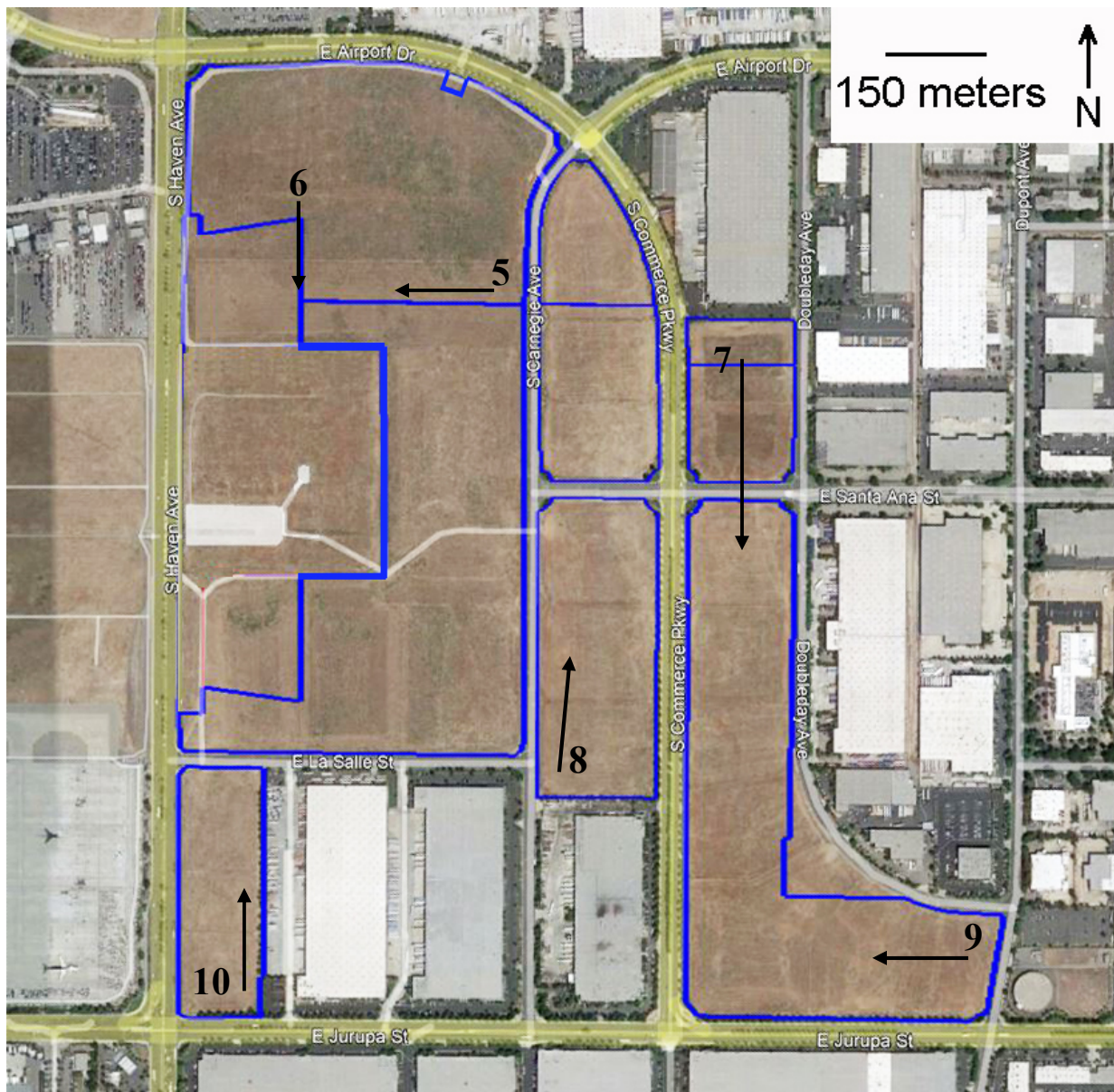


Figure 9. Photograph (September 13, 2022) of habitat conditions on the southeastern portion of the study area with a view looking to the west from the southeastern end of area 1B. Note abundant *Heterotheca* (tall, dark green) and *Ambrosia* (gray) plants indicative of DSF habitat potential.



Figure 10. Photograph (August 6, 2022) of the southwestern study area, the view looking north from the southeastern corner of the southern unit of survey area 1C. Shade (foreground) is from a large willow tree.





**Figure 11.** Approximate locations around survey areas (outlined in blue) from which photographs were taken (base of arrows). Arrow indicates the direction a photograph was taken. Numbers next to the arrows indicate figure numbers (Figures 5-8).

## 8.0 APPENDIX

### Appendix A

**Table A1. Plant species encountered on the survey area (2019, 2020, 2021, and 2022).**

<b>FAMILY</b>	<b>Species</b>
<b>ASTERACEAE</b>	
annual bur-weed	<i>Ambrosia acanthicarpa</i>
prickly lettuce	<i>Lactuca serriola</i>
common sow-thistle	<i>Sonchus oleraceus</i>
<b>BORAGINACEAE</b>	
ranchers fiddleneck	<i>Amsinkia menziesii</i>
<b>BRASSICACEAE</b>	
shortpod mustard	<i>Hirschfeldia incana</i>
London rocket	<i>Sisymbrium irio</i>
wild radish	<i>Raphanus sativus</i>
<b>CHENOPODIACEAE</b>	
Russian thistle	<i>Salsola tragus</i>
<b>GERANIACEAE</b>	
red-stem filaree	<i>Erodium cicutarium</i>
<b>CRASULACEAE</b>	
sand pygme-stonecrop	<i>Crassula connata</i>
<b>FABACEAE</b>	
Spanish clover	<i>Lotus purshianus</i>
<b>MALVACEAE</b>	
cheeseweed	<i>Malva parviflora</i>
<b>ONAGRACEAE</b>	
small primrose	<i>Camissonia micrantha</i>
strigose sun cup	<i>Camissonia strigosa</i>
<b>POLYGONACEAE</b>	
slender buchwheat	<i>Eriogonum gracile</i>
<b>SCROPHULARIACEAE</b>	
Persian speedwell	<i>Veronica persica</i>
<b>URTICACEAE</b>	
orchard nettle	<i>Urtica urens</i>
<b>POACEAE</b>	
slender oat	<i>Avena barbata</i>
rippgut	<i>Bromus diandrus</i>
mouse barley	<i>Hordeum murinum</i>
Schismus	<i>Schismus barbatus</i>



**Table A2. Insects encountered on the survey area (2019, 2020, 2021, and 2022).**

<b>Order</b>	<b>Family</b>	<b>Genus, species</b>
Diptera	Mydidae	<i>Nemomydas pantherinus</i>
Diptera	Apioceridae	<i>Apiocera convergens</i>
Diptera	Asilidae	<i>Efferia albibarbis</i>
Diptera	Asilidae	<i>Mallophora fautrix</i>
Diptera	Asilidae	<i>Proctacantha occidentalis</i>
Diptera	Asilidae	<i>Saropogon luteus</i>
Diptera	Asilidae	<i>Stenopogon brevisculus</i>
Diptera	Asilidae	<i>Stenopogon lomae</i>
Diptera	Bombyliidae	<i>Aphoebantus</i>
Diptera	Bombyliidae	<i>Aphoebantus bilineatus</i>
Diptera	Bombyliidae	<i>Exoprosopa butleri</i>
Diptera	Bombyliidae	<i>Exoprosopa tibronensis</i>
Diptera	Bombyliidae	<i>Geron</i>
Diptera	Bombyliidae	<i>Hemipenths inops</i>
Diptera	Bombyliidae	<i>Hemipenths sinuosa</i>
Diptera	Bombyliidae	<i>Heterostylum robustum</i>
Diptera	Bombyliidae	<i>Neodiplocampta mira</i>
Diptera	Bombyliidae	<i>Poecilognathus</i>
Diptera	Bombyliidae	<i>Thyridanthrax atrata</i>
Diptera	Bombyliidae	<i>Thyridanthrax nugator</i>
Diptera	Bombyliidae	<i>Villa lateralis</i>
Diptera	Bombyliidae	<i>Villa molitor</i>
Diptera	Sarcophagidae	<i>Sarcophaga sp</i>
Diptera	Scenopinidae	<i>Brevitrichia</i>
Diptera	Therevidae	<i>Ammonaios confusus</i>
Diptera	Syrphidae	<i>Eristalis stipator</i>
Diptera	Syrphidae	<i>Eristalis tenax</i>
Diptera	Syrphidae	<i>Eristalis arbostrum</i>
Diptera	Syrphidae	<i>Eristlis aenea</i>
Diptera	Syrphidae	<i>Eupeodes volucris</i>
Diptera	Syrphidae	<i>Palpada mexicana</i>
Diptera	Syrphidae	<i>Paragus tibialis</i>
Diptera	Syrphidae	<i>Pseudodoras clavatus</i>
Diptera	Syrphidae	<i>Syritta pipiens</i>
Diptera	Dolichopodidae	<i>Condylostylus pilicornis</i>
Diptera	Tabanidae	<i>Tabanus punctifer</i>
Diptera	Tephritidae	<i>Euaresta bella</i>
Diptera	Tephritidae	<i>Tomoplagia obliqua</i>

Diptera	Calliphoridae	<i>Lucilia cuprina</i>
Diptera	Calliphoridae	<i>Lucilia sericata</i>
Diptera	Muscidae	<i>Musca domestica</i>
Diptera	Muscidae	<i>Synthesiomyia nudiseta</i>
Diptera	Sarcophagidae	<i>Sarcophaga sp</i>
Diptera	Tachinidae	<i>Archytas apicifer</i>
Diptera	Tachinidae	<i>Chetogena</i>
Diptera	Tachinidae	<i>Cylindromyia</i>
Diptera	Tachinidae	<i>Gymnosoma fuliginosum</i>
Diptera	Tachinidae	<i>Microchaetina</i>
Diptera	Tachinidae	<i>Winthemia</i>
Diptera	Tipulidae	<i>Nephrotoma ferruginea</i>
Hymenoptera	Crabronidae	<i>Bembix comatus</i>
Hymenoptera	Crabronidae	<i>Bembix melanopsis</i>
Hymenoptera	Crabronidae	<i>Cerceris bicornuta</i>
Hymenoptera	Crabronidae	<i>Cerceris converges</i>
Hymenoptera	Crabronidae	<i>Cerceris femurrubrum</i>
Hymenoptera	Crabronidae	<i>Cerceris sextoides</i>
Hymenoptera	Crabronidae	<i>Glenostictia sp.</i>
Hymenoptera	Crabronidae	<i>Hapalomellinus albitomentosus</i>
Hymenoptera	Crabronidae	<i>Liris aequalis</i>
Hymenoptera	Crabronidae	<i>Liris uniformis</i>
Hymenoptera	Crabronidae	<i>Microbembix californica</i>
Hymenoptera	Crabronidae	<i>Microbembix nigrifrons</i>
Hymenoptera	Crabronidae	<i>Oxybellus sp.</i>
Hymenoptera	Crabronidae	<i>Oxybelus uniglumis</i>
Hymenoptera	Crabronidae	<i>Philanthus multimaculatus</i>
Hymenoptera	Crabronidae	<i>Philanthus ventilabris</i>
Hymenoptera	Crabronidae	<i>Tachysphex</i>
Hymenoptera	Crabronidae	<i>Tachytes distincta</i>
Hymenoptera	Sphecidae	<i>Ammophila aberti</i>
Hymenoptera	Sphecidae	<i>Ammophila azteca</i>
Hymenoptera	Sphecidae	<i>Chlorion aerarium</i>
Hymenoptera	Sphecidae	<i>Diploplectron</i>
Hymenoptera	Sphecidae	<i>Haplomelinus albitomentosus</i>
Hymenoptera	Sphecidae	<i>Hoplisoides diversus</i>
Hymenoptera	Sphecidae	<i>Nysson</i>
Hymenoptera	Sphecidae	<i>Prionyx parkeri</i>
Hymenoptera	Sphecidae	<i>Sceliphron caementarium</i>
Hymenoptera	Vespidae	<i>Euodynerus annulatum</i>

Hymenoptera	Vespidae	<i>Euodynerus forminatus</i>
Hymenoptera	Vespidae	<i>Polistes exclamans</i>
Hymenoptera	Vespidae	<i>Pterocheilus mirandus</i>
Hymenoptera	Chrysididae	<i>Hedychrum</i>
Hymenoptera	Chrysididae	<i>Parnopes edwardsii</i>
Hymenoptera	Mutillidae	<i>Dasymutilla californica</i>
Hymenoptera	Mutillidae	<i>Dasymutilla coccineohirta</i>
Hymenoptera	Mutillidae	<i>Dasymutilla sackeni</i>
Hymenoptera	Pompilidae	<i>Pepsis mildei</i>
Hymenoptera	Pompilidae	<i>Pepsis thysbe</i>
Hymenoptera	Andrenidae	<i>Andrena</i>
Hymenoptera	Andrenidae	<i>Perdita</i>
Hymenoptera	Apidae	<i>Anthophora curta</i>
Hymenoptera	Apidae	<i>Anthophora urbana</i>
Hymenoptera	Apidae	<i>Apis mellifera</i>
Hymenoptera	Apidae	<i>Bombus californicus</i>
Hymenoptera	Apidae	<i>Bombus crotchii</i>
Hymenoptera	Apidae	<i>Bombus sonorus</i>
Hymenoptera	Apidae	<i>Melissodes agilis</i>
Hymenoptera	Apidae	<i>Triepeolus</i>
Hymenoptera	Apidae	<i>Triepeolus verbescena</i>
Hymenoptera	Apidae	<i>Xeromelecta californica</i>
Hymenoptera	Apidae	<i>Xylocopa varipuncta</i>
Hymenoptera	Halictidae	<i>Agapostemon texana</i>
Hymenoptera	Halictidae	<i>Halictus farinosus</i>
Hymenoptera	Halictidae	<i>Lasioglossum</i>
Hymenoptera	Halictidae	<i>Nomada</i>
Hymenoptera	Megachilidae	<i>Dianthidiellum notatum</i>
Hymenoptera	Megachilidae	<i>Megachile</i>
Hymenoptera	Formicidae	<i>Pogonomyrmex californicus</i>
Hymenoptera	Braconidae	
Hymenoptera	Chalcididae	<i>Conura lgneooides</i>
Coleoptera	Chrysomelidae	<i>Apleurus albitomentosa</i>
Coleoptera	Chrysomelidae	<i>Coscinoptera aeneipennis</i>
Coleoptera	Chrysomelidae	<i>Diabrotica undecimpunctata</i>
Coleoptera	Chrysomelidae	<i>Lema daturaphila</i>
Coleoptera	Coccinellidae	<i>Coccinella californica</i>
Coleoptera	Coccinellidae	<i>Coccinella septempunctata</i>
Coleoptera	Coccinellidae	<i>Hippodamia convergens</i>
Coleoptera	Scarabaeidae	<i>Cotinus mutabilis</i>

Coleoptera	Tenebrionidae	<i>Eleodes gracilis</i>
Neuroptera	Chrysidae	<i>Chrysopa</i>
Neuroptera	Mymerliontidae	<i>Brachynemurus</i>
Neuroptera	Mymerliontidae	<i>Mymerlion</i>
Neuroptera	Mymerliontidae	<i>Scotoleon longipalpis</i>
Neuroptera	Mymerliontidae	<i>Scotoleon nigrilabris</i>
Lepidoptera	Danaidae	<i>Danaus gillipus</i>
Lepidoptera	Danaidae	<i>Danaus plexippus</i>
Lepidoptera	Nymphalidae	<i>Agraulis vanillae</i>
Lepidoptera	Nymphalidae	<i>Junonia coenia</i>
Lepidoptera	Nymphalidae	<i>Vanessa cardui</i>
Lepidoptera	Papilionidae	<i>Papilio rumiko</i>
Lepidoptera	Papilionidae	<i>Papilio rutulus</i>
Lepidoptera	Pieridae	<i>Colias eurytheme</i>
Lepidoptera	Pieridae	<i>Nathalis iole</i>
Lepidoptera	Pieridae	<i>Phoebis sennae</i>
Lepidoptera	Pieridae	<i>Pieris rapae</i>
Lepidoptera	Pieridae	<i>Pontia protodice</i>
Lepidoptera	Lycaenidae	<i>Brephidium exilis</i>
Lepidoptera	Lycaenidae	<i>Hemiargus ceraunus</i>
Lepidoptera	Lycaenidae	<i>Leptotes marina</i>
Lepidoptera	Lycaenidae	<i>Plebejus acmon</i>
Lepidoptera	Lycaenidae	<i>Strymon melinus</i>
Lepidoptera	Hesperiidae	<i>Erynnis funeralis</i>
Lepidoptera	Hesperiidae	<i>Heliopetes ericitorum</i>
Lepidoptera	Hesperiidae	<i>Hylephila phyleus</i>
Lepidoptera	Hesperiidae	<i>Lerodia eufala</i>
Lepidoptera	Hesperiidae	<i>Pyrgus albescens</i>
Lepidoptera	Erebidae	<i>Bulia</i>
Lepidoptera	Erebidae	<i>Estigmene acrea</i>
Lepidoptera	Noctuidae	<i>Heliothis phloxiphaga</i>
Lepidoptera	Noctuidae	<i>Tarache sedata</i>
Lepidoptera	Sphingidae	<i>Hyles lineata</i>
Lepidoptera	Sphingidae	<i>Manduca sexta</i>
Hemiptera (Heteroptera)	Alytidae	<i>Alydus pilosulus</i>
Hemiptera (Heteroptera)	Alytidae	<i>Alydus tomentosus</i>
Hemiptera (Heteroptera)	Lygaeidae	<i>Geocoris</i>
Hemiptera (Heteroptera)	Lygaeidae	<i>Lygaeus kalmii</i>
Hemiptera (Heteroptera)	Nabidae	<i>Nabis</i>
Hemiptera (Heteroptera)	Pentatomidae	<i>Agonoscelis puberula</i>

Hemiptera (Heteroptera)	Pentatomidae	<i>Bagrada hilaris</i>
Hemiptera (Heteroptera)	Pentatomidae	<i>Chlorochroa sayi</i>
Hemiptera (Heteroptera)	Reduviidae	<i>Sinea diadema</i>
Hemiptera (Heteroptera)	Reduviidae	<i>Zelus renardii</i>
Hemiptera (Heteroptera)	Rhopalidae	<i>Harmostes</i>
Hemiptera (Heteroptera)	Scutelleridae	<i>Euptychodera corrugata</i>
Hemiptera (Auchenorrhyncha)	Cercopidae	<i>Prosapia (undescribed species)</i>
Hemiptera (Auchenorrhyncha)	Cicadellidae	<i>Homalodisca lacerta</i>
Hemiptera (Auchenorrhyncha)	Membracidae	
Orthoptera	Acrididae	<i>Conozoa rebellis</i>
Orthoptera	Acrididae	<i>Derotmema saussuraenum</i>
Orthoptera	Acrididae	<i>Lactista gibbosa</i>
Orthoptera	Acrididae	<i>Melanoplus</i>
Orthoptera	Acrididae	<i>Psoloessa thamnogaea</i>
Orthoptera	Acrididae	<i>Schistocerca nitens</i>
Orthoptera	Acrididae	<i>Schistocerca shoshone</i>
Orthoptera	Acrididae	<i>Trimerotropis californica</i>
Orthoptera	Acrididae	<i>Trimerotropis fontana</i>
Orthoptera	Acrididae	<i>Trimerotropis pallidipennis</i>
Orthoptera	Gryllidae	<i>Gryllus</i>
Orthoptera	Gryllidae	<i>Oecanthus</i>
Orthoptera	Tettigoniidae	<i>Scudderia mexicana</i>
Mantodea	Mantidae	<i>Iris oratoria</i>
Mantodea	Mantidae	<i>Litaneutria minor</i>
Odonata	Aeshnidae	<i>Aeshna multicolor</i>
Odonata	Aeshnidae	<i>Anax junius</i>
Odonata	Libellulidae	<i>Brechmorhoga mendax</i>
Odonata	Libellulidae	<i>Libellula croceipennis</i>
Odonata	Libellulidae	<i>Libellula saturata</i>
Odonata	Libellulidae	<i>Pantala flavescens</i>
Odonata	Libellulidae	<i>Pantala hymenaea</i>
Odonata	Libellulidae	<i>Parathemis intensa</i>
Odonata	Libellulidae	<i>Sympetrum corruptum</i>
Odonata	Libellulidae	<i>Tramea lacerata</i>
Odonata	Libellulidae	<i>Tramea onusta</i>
Odonata	Coenagrionidae	<i>Argia vividus</i>
Ephemeroptera		

## Appendix B

### Correspondence with USFWS and Field Notes



← Re: Notification of DSF fourth year DSF survey on a 192.1-acre site for the McDonald Property Goup, Ontario. TE-837760-10

📌 You replied on Fri 9/23/2022 7:34 AM



Ken Osborne

To: stacey love

Cc: Karin Cleary-Rose; amanda\_swaller@fws.gov; John Pierce; Bruce McDonald



Tue 6/21/2022 1:18 PM



Hello Ms. **Love**,

Please find attached my notification of intent to conduct a fourth-year survey for DSF on 192.1 acres of Ontario International Airport Authority lands being surveyed this year on behalf of McDonald Property Group, as indicated on the attached letter and maps. (This survey effort is separate from other surveys we are conducting this year directly on behalf of the Ontario International Airport Authority - for which separate notification is being conveyed). These survey efforts may be shared among Dave Faulkner, Eric Renfro, Rick Rogers, and myself.

Osborne Biological Consulting is currently entering into contracts with at least three independent subconsultants whose survey activities will be applied to any and all of the DSF surveys in which Osborne Biological Consulting engaged.

Biologists scheduled to participate on these surveys are:

Kendall H. Osborne #TE-837760-10

Rick Rogers #TE-844645-2

Dave Faulkner #TE-838743-6

Eric Renfro #TE-142436-3

Thank you,

Ken

Osborne Biological Consulting  
6675 Avenue Juan Diaz  
Riverside, CA 92509  
(951) 756-1018

Ken H. Osborne (permit #TE837760-10)  
Osborne Biological Consulting  
6675 Avenue Juan Diaz  
Riverside, CA 92509  
(951) 756-1018  
Euproserpinus@msn.com

June 21, 2021

Attn: Ms. Stacey Love,  
USFWS Carlsbad Field Office  
2177 Salk Avenue, Suite 250  
Carlsbad, CA 92008

RE: Notification of intent to conduct year 2022 (fourth year) protocol surveys for Delhi Sands Giant Flower-loving fly on a total of 192.1 acres (on a 196.83-acre project area) in Ontario.

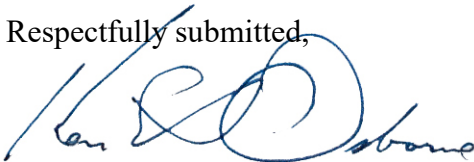
Dear Ms. Love,

On behalf of the McDonald Property Group, I write to notify you of intent to conduct year 2022 (fourth year) protocol surveys for Delhi Sands Giant Flower-loving fly (DSF, *Rhaphiomidas terminatus abdominalis*) on lands east of the Ontario International Airport. These have been previously identified as Ontario International Airport Authority (OIAA) Property Group 1 and Property Group 2, on which DSF surveys were conducted for years 1219 through 2021 (areas of slightly larger acreage than the project area now investigated). As the properties are to be long-term leased by McDonald Property Group from the OIAA, and development plans move forward, our survey area and boundaries have been slightly modified from the previous years (with some acreage excluded for airport operations, and unrelated project areas). For this year, survey results will be presented on one report.

The survey area is located east of S. Haven Avenue, south of E. Airport Drive, and north of Jurupa Street as shown on the accompanying maps. The survey area is located on the Guasti, California USGS 7.5" quadrangle in Township 1 South, Range 7 West in Section 25. For further clarification, I include a map of these survey sites in detail on a satellite image, showing their locations and indicating acreages of smaller component portions of the survey areas.

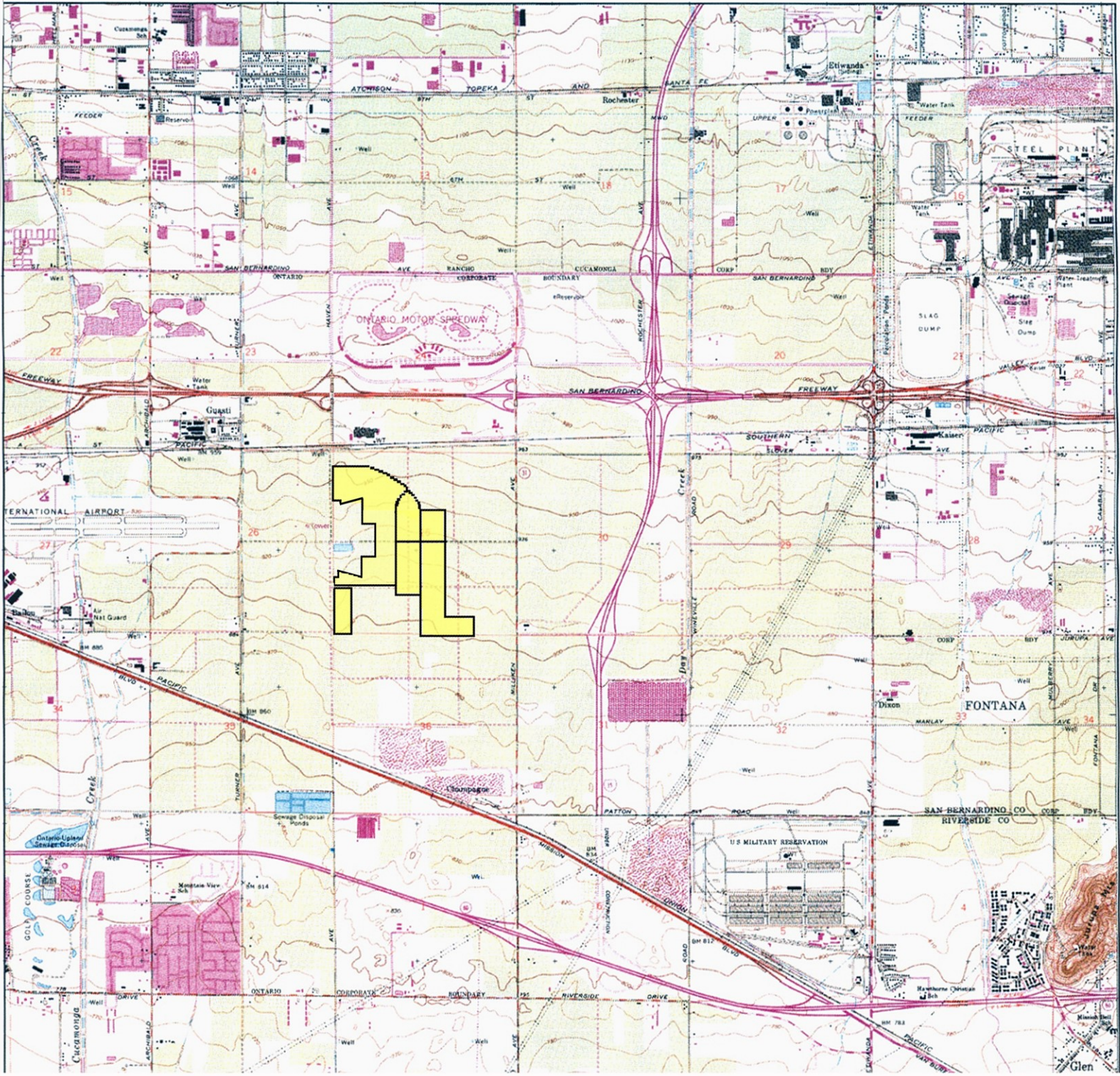
If you have any questions, comments regarding these surveys, please advise.

Respectfully submitted,



Ken H. Osborne  
cc. McDonald Property Group

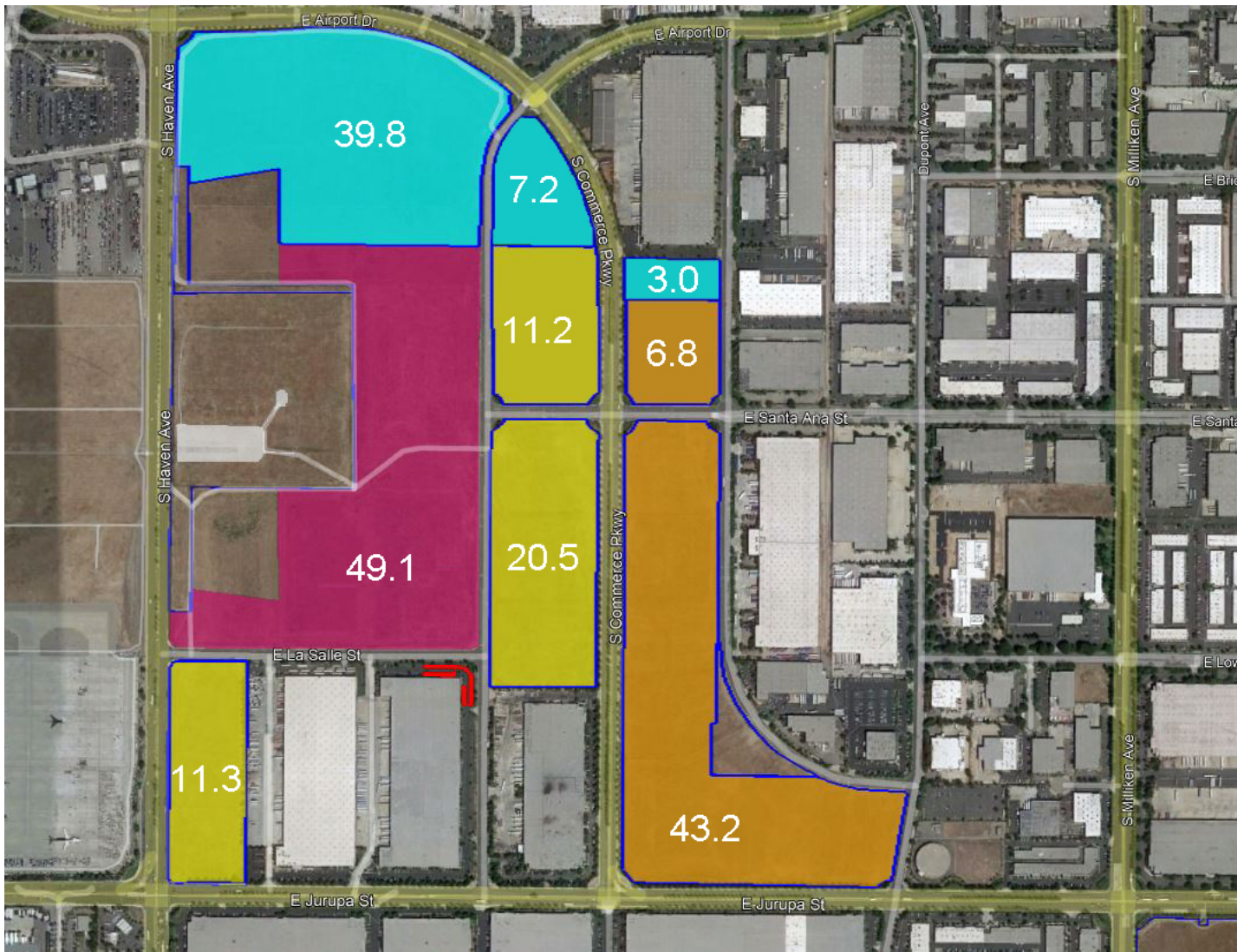




————— = 1 mile      N  
 ↑

General vicinity of survey area, Guasti, California USGS 7.5" quadrangle at 50%.  
 196.83-acre project area is outlined in black and highlighted in yellow.





Overview map of all survey areas developed for the McDonald Property Group and used to facilitate logistics and scheduling of surveys (shows relevant acreages of survey areas). Various color schemes represent survey portions to be combined for one-day efforts by biologists.

**Delhi sands flower-loving fly – General Field Form**

Date July 1, 2022 Overall Time 4 hrs

Job 1A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage \_\_\_\_\_

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1-2</u>	<u>88</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2-4</u>	<u>92</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

WA

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apocerids \_\_\_\_\_ Sphecids   
 Pompilids  Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Efferia albibarbis / Stenopogon brevisculus /  
Eucerceris demurrutum / Pieris protodica / Tripeolus sp. /  
Melesodes sp. / Coccinoptera sp. / Agapostemon texana /  
Trimerotropis pallidipennis / Ammophila azteca / Liris sp. (ly.) /  
Bombix comata / Heterostylum robustum / Strymon melinus /  
Chlorochrysa sp. / Aphobantus sp. / Pterochalvus sp. / Episyrphus  
sp. (sm, blk) / Villa molitor / Plebejus acumin / Colias eurytheme /  
 Vertebrates: Bombus sonorus ♂ / Villa lateralis / Ammophila aberti /

**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date 1 July 2022 Overall Time 211 minutes Job McDonald ICSurveyor David K. FAULKNER Survey Partner(s) ∅Mileage 65 mi (1-WAY) (OD: 380, 420 miles)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	<u>∅ HAZE</u>	<u>(clear)</u> patchy overcast drizzle shower	1.3	85°
1100	<u>∅</u>	<u>(clear)</u> patchy overcast drizzle shower	3.5	85.8°
1200	<u>∅</u>	<u>(clear)</u> patchy overcast drizzle shower	3.8	90.5°
Stop 1350	<u>∅</u>	<u>(clear)</u> patchy overcast drizzle shower	3.4	91°

## Biological elements:

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_Other arthropods (general) Bombyliids ✓ Asilids ✓Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓

Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note P. pratensis, B. exilis, P. rapae, P. action, C. eurytheneEleodes sp., "Libellula" sp., Asilid - brown, Efferia sp., Bombyliid "face-fly"Bombyliid (photo), Syrphid (small, red abdomen), Acridid (yellow wings)Schistocerca, Cotinus mutabilis, Bombus, A. mellifera, "red" "black" ANTSSphecids - large blue, small blue wasps, Ammophila sp., Agapostomen sp., Spittle bugsHarleian bug, Bagrada bugVertebrates: Lizards, Falcon, ground squirrels, Mockingbirds, doves, Burrowing owls,  
Red-tail Hawk

## Comments:

Apis mellifera - will not be listed after todayRed and Black ANTS - will not be listed after today } Always presentAQI - 84 moderate

**Delhi sands flower-loving fly – General Field Form**

Date 7/2/2022 Overall Time 4 hrs. Job IB  
 Surveyor Rentfro 142436-3 Survey Partner(s) G.P. 142436-3 N/A  
 Mileage (130) ODM out

**Weather:**

Time (24 hr)	% Cloud	Circle	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>0</u>	<u>clear patchy overcast drizzle shower</u>	<u>1</u>	<u>77</u>
<u>11:00</u>	<u>0</u>	<u>0</u>	<u>clear patchy overcast drizzle shower</u>	<u>2</u>	<u>81</u>
			<u>clear patchy overcast drizzle shower</u>		
Stop <u>2:00</u>	<u>0</u>	<u>0</u>	<u>clear patchy overcast drizzle shower</u>	<u>4</u>	<u>88</u>

**Biological elements:**

*Rhaphiomidas terminatus*? N/A time N/A sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids   
 Other insects of note Omalius sp., Ftericia sp., Mallophora  
Solias garythema, Ammophila sp., Villa melitor,  
Apis mellifera, Colletes, Agapostemon, Xerana, Buprestis  
exilis, multicauda, Colletes sp., Bombix comata  
Anax Junius, Plebejus lacmon

Vertebrates: Coyote, Red Tail Hawk

Comments:  
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Date July 3 2022 Overall Time 10:00 – 2:00

McDonald  
Job 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 241825

**Weather:**

Time (24 hr)	% Cloud	clear	patchy	overcast	drizzle	shower	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u>					<u>1-2</u>	<u>84</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u>					<u>4-6</u>	<u>91</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompilids  Scoliids  Chrysidids \_\_\_\_\_

Other insects of note Episyron sp. (sm, blk) / Pantalla flavescens / Dasymutilla sp. (red ♂) / Efferia albibarbis / Ammophila azteca / Prionyx parkeri / Bembix / Stenopogon brevisculus / Campsomeris folteca (♀) / Ammophila aberti / Haplomelanus albitomentosus / Tachysphex sp. (blk. legs) / Aphaebantus sp. / Exoprosopa butleri / Plebejus acmen / Colius cynthema / Pterochielus sp. (sm, yellow) / Miscophis sp. (sm, red) / Heterostylum robustum / Astuta burchelli

Vertebrates: \_\_\_\_\_  
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**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 7/4/2022 overall Time 3hr 31 min

Job - 1C

Surveyor Rentro 142436-3 Survey Partner(s) 142436-3 N/A

Mileage (130) ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear patchy overcast drizzle shower</u>	<u>1</u>	<u>72</u>
<u>11:00</u>	<u>0</u>	<u>clear patchy overcast drizzle shower</u>	<u>2</u>	<u>74</u>
<u>12:00</u>	<u>0</u>	<u>clear patchy overcast drizzle shower</u>	<u>3</u>	<u>76</u>
Stop <u>1:31</u>	<u>0</u>	<u>clear patchy overcast drizzle shower</u>	<u>4</u>	<u>82</u>

**Biological elements:**

*Rhaphiomidas terminatus*? N/A time N/A sex N/A numbers \_\_\_\_\_

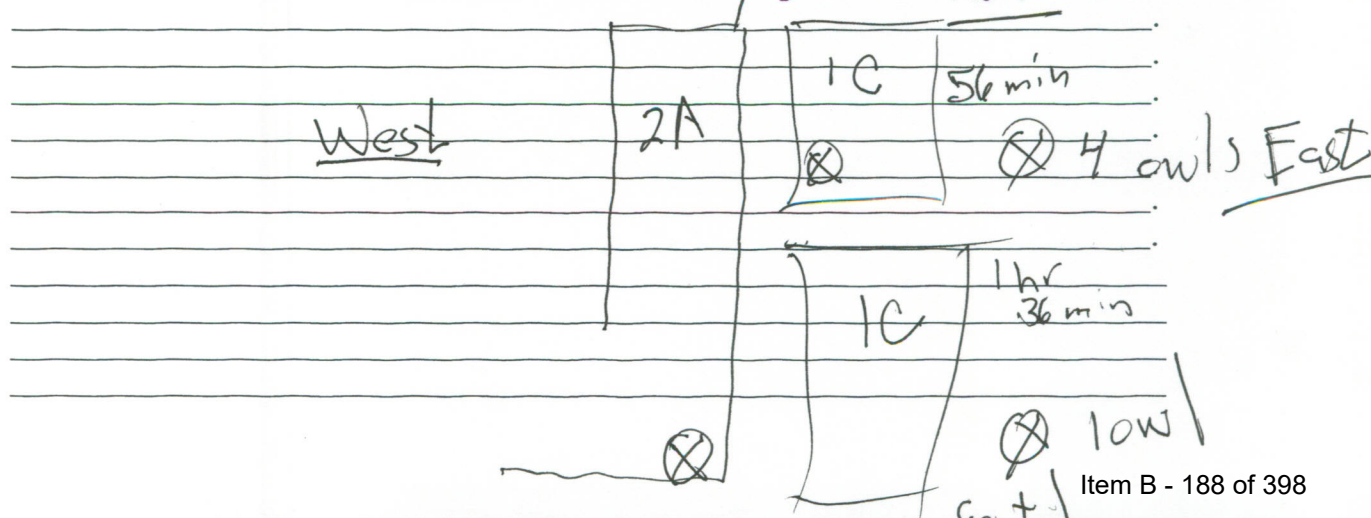
Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apocercids \_\_\_\_\_ Sphecids   
 Pompillids  Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Bembix comata, Tenebrionidae (Many!),  
Etebia alb. barbata, Hylephila phyllus, Ammophila sp.,  
Fristilla sp., Anoplus sp., Chrysus  
Lema trilineata, Chlorochroa sayi, Villa melitor,  
Brephidium exilis, Acmon Blue, Unknown grasshopper

Vertebrates: Burrowing Owls, Red-tailed Hawk

**Comments:**

Observed insect flight/activity  
Carried on with survey, North





**Delhi sands flower-loving fly – General Field Form**

Date 7/5/2022 Overall Time 4 hrs. S.A. Job 1A  
 Surveyor Rentfro 142436-3 Survey Partner(s) ~~142436-3~~  
 Mileage ~~130~~ ODM out N/A

**Weather:**

Time (24 hr)	% Cloud	clear	patchy	overcast	drizzle	shower	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>2</u>	<u>74</u>
<u>11:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>3</u>	<u>76</u>
<u>12:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>4</u>	<u>80</u>
Stop <u>2:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>5</u>	<u>85</u>

**Biological elements:**

*Rhaphiomidas terminatus*? N/A time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Plebejus acmon, Efferia albitarbus,  
Megachilidae, Agapostemon, Lexana, Bembix cematia,  
Chlorion aestivum, Tachytes sp., Strymon melinus,  
Lema trilineata, Vilfa molitor, Schistocerca shoshone,  
Vanessa cardui, Cotinus, Papilio rutulus, Danaus plexippus,  
Anax junius, Schistocerca nitens

Vertebrates: Coopers Hawk, Red-tailed hawk

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date July 5, 2022 Overall Time 4 hrs.

Job McDonald I B

Surveyor Rick Rogers Survey Partner(s) 0

Mileage \_\_\_\_\_

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1-2</u>	<u>79</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3-4</u>	<u>92</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

\_\_\_\_\_  
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Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Efferia albibarbis / Pieris protodice / Trimerotropis pallidipennis / Chlorochroa sp. / Villa molitor / Aphaeobantus sp. / Bemix cornata / Ammophila azteca / Plebejus acron / B. exilis / Ammophila aberti / Cotinus / Saussure's Grasshopper / Liri's sp. (14. blk.) / Euceuceris femurrubrum / Melessades sp. / Triaepolus sp.

Vertebrates: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
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**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date 5 July 2022 Overall Time 240 minutes Job McDonald 2ASurveyor David K. FAULKNER Survey Partner(s) ØMileage 65mi (1-way) (OD: 380,685 miles)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	Ø <sup>HEAVY</sup> HAZE	(clear) patchy overcast drizzle shower	1.5	75°
1100	Ø "	(clear) patchy overcast drizzle shower	3.6	78°
1200	Ø "	(clear) patchy overcast drizzle shower	1.5	86°
Stop 1400	Ø ..	(clear) patchy overcast drizzle shower	2.5	84°

## Biological elements:

*Rhaphiomidas terminatus*? Ø time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

P. protodice Elcades sp. Efferia sp. Dragonfly (red)  
B. axilis Red/brown ants Therid fly Damselfly (blue)  
Arctiid larva (Tumbleweed) A. mellifera "Face-fly" Bombyliid Malliphora sp.  
P. acmon Ammophila sp. Agapostomen  
E. funerals Bombus cornutus C. sayi  
Fiery Skipper Bagda hilaris Acr:did (yellow wings)

Vertebrates: Ground Squirrels, Lizards, Burrowing owl (1), Mockingbirds, red-tailed hawk  
Lizards.

## Comments:

Never saw DAN Gabriel MINS. from Survey site  
Red & Black ants  
Apis mellifera } Will not be recorded in future surveys.  
Lizards  
AQI- 189 (unhealthy)

Delhi sands flower-loving fly - General Field Form

Date 8 July 2022 Overall Time 240 minutes Job McDonald IA

Surveyor David K. Faulkner Survey Partner(s) Ø

Mileage 65 mi (1-way) (OD: 380,960)

Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	Ø WZE	(clear) patchy overcast drizzle shower	2.4	77°
1100	Ø	(clear) patchy overcast drizzle shower	3.0	81.5
1300	Ø	(clear) patchy overcast drizzle shower	8.0	88°
Stop 1400	Ø	(clear) patchy overcast drizzle shower	5.5	93°

Biological elements:

*Rhaphiomidas terminatus*? Ø time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Efferia sp. H. convergens C. sayi Agapostemon  
P. protodice P. acman Bombyliid Prionyx sp. Amimophila sp.  
Red/black ants Fiery scissor Stenopogon sp. Apidae bees  
Triemerotropis sp. P. rufulus Bombyliid Miridae  
A. wallifera Manduca larvae Face fly bombyliid Vesprids  
Cotinus B. hiliaris P. rapae Sphecids  
Datura beetles Eleodes sp. Reduviidae Bembix

Vertebrates: Burrowing owls, Deers, g. Squirrels  
LIZARDS, Mockingbirds, falcon, Swallows, Crows

Comments:

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**Delhi sands flower-loving fly – General Field Form**

Date 7/9/2022 Overall Time 4 hrs Job 113

Surveyor Rentfro 142436-3 Survey Partner(s) N/A

Mileage (130) ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 10:00	0	clear patchy overcast drizzle shower	1	80
11:00	0	clear patchy overcast drizzle shower	3	84
12:00	0	clear patchy overcast drizzle shower	2	88
Stop 2:00 14:00	0	clear patchy overcast drizzle shower	4	93

**Biological elements:**

*Rhaphiomidas terminatus*? time sex A numbers    

Other arthropods (general) Bombyliids     Asilids   
 Mydids     Apiocerids     Sphecids   
 Pompillids     Scoliids     Chrysidids

Other insects of note Colias eurytheme Chalybion californicus  
Eleria albiparbis Adapostemon melliventris Agapostemon  
Texana Cozinus Prionyx parkeri P्रेसis coenia  
Pyrgus albescens Ammophila sp. Liris sp. Brephidium  
exitis Plebejus eicmon Anax junius Enallagma sp.  
Chrysididae Sarcophaga luteus

Vertebrates: Coyote Red-tailed hawk

**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date July 9, 2022 Overall Time 4 hrs.Job 2ASurveyor Rick Rogers Survey Partner(s) 0Mileage 247276

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-1</u>	<u>88</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3-4</u>	<u>99</u>

## Biological elements:

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Efferia albibarbis / Stenopogon brevicaulus  
Anax junius / Pieris protodice / Chlorochroa sp. / Apheobantus sp.  
Bombix comata / Amblyphila azteca / A. aberti / Agrostemon texanum  
Prionyx parceri / Trimerotropis pallidipennis / Villa lateralis  
Linis sp. (la. blk.) / Strymon melinus / Eristalis gennae  
Philaethus multimaculatus / Tachysphex sp. (red legs) / Bussone's  
grasshopper / Nomeata sp. / Tachytas distinctus / Cotinus / Dasyneura

Vertebrates: sp. (red ♂)  
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## Comments:

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## Delhi sands flower-loving fly - General Field Form

Date 10 July 2022 Overall Time 211 minutes Job McDowd ICSurveyor David K. Faulkner Survey Partner(s) ∅Mileage 65mi (1-way) (OD: 381,089)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅	(clear) patchy overcast drizzle shower	2.3	82°
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop 1350	∅	(clear) patchy overcast drizzle shower	4.1	98°

## Biological elements:

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apocerids \_\_\_\_\_ Sphecids   
 Pompilids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note B. axilis J. Coenia  
P. protodice Priomyx sp. Asilid - brown  
P. Acum Ammophila sp. - large Scotoleon sp. ♂  
Sphecidae - large, blue Ammophila sp. - small Grasshoppers - yellow wings  
C. Saji H. ericetorum blue wings  
Efferia sp. P. rapae  
Bombix comatus P. rutulus

Vertebrates: Borrowing owls, Mockingbirds, Crows, Doves

## Comments:



## Delhi sands flower-loving fly - General Field Form

Date July 11, 2022 Overall Time 4 hrs.Job (McDonald) Airport 1ASurveyor Rick Rogers Survey Partner(s) 0Mileage 242574

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 10:00	0	<u>clear</u> patchy overcast drizzle shower	1-2	89
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop 2:00	0	<u>clear</u> patchy overcast drizzle shower	4-6	98

## Biological elements:

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_Other arthropods (general) Bombyliids  Asilids   
Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_Other insects of note Prionyx purpurarius / Dasymutilla sp. (red ♂) / Melissopterus sp. /  
Bombix comata / Cotinus / G. ffevi & albibarbis / Pievix protodice /  
Cocinellidura demeripennis / Agapostemon texana / Papilio putulus /  
Hoplissodes diversus / Eleodes gracilis / Ammophila azteca / Steno-  
pogon brevisculus / Aphoebantus sp. / Liris sp. (lq. blk.) / Plebejus  
acmon / Euochmaeus phidalgoi / Trimerotropis pleidipennis /  
Pyraus albescens / Lasiglossum sp. / Oxybellus sp. (v. sm.) / MelictaVertebrates: Californica / Pterochelidon sp. / Iris oratoria (Juv.)  
Mymeleontid (large ♂) / Focerceris femurbrum

## Comments:

## Delhi sands flower-loving fly - General Field Form

Date 11 July 2022 Overall Time 240 minutesJob McDonaid 1BSurveyor David K. FAULKNER Survey Partner(s) ØMileage 65mi. (1-way) (OD: 381, 219)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	Ø	(clear) patchy overcast drizzle shower	2.4	83°
1100	Ø	(clear) patchy overcast drizzle shower	1.8	85°
1206	Ø	(clear) patchy overcast drizzle shower	3.8	91°
Stop 1400	Ø	(clear) patchy overcast drizzle shower	3.0	97°

## Biological elements:

*Rhaphiomidas terminatus*? Ø time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompilids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note Ammophila - small C. sayi  
P. protodice Aeneas Moth Fiery Skipper  
P. acuta D. plexippus Blue Damsel fly  
"face-fly" P. albescens Katydid (green)  
Stenopogon sp. S. melinus  
Efferia sp. B. exilis  
Triherotropis sp. J. Coenia

Vertebrates: Falcon, Red-tailed hawk (dead)  
Lizards, doves, ground squirrels

## Comments:

Will not include: Lizards, Doves, ground squirrels in the futureWill not include: red & black ants, Argentine ants in the future.

AQI: 75



**Delhi sands flower-loving fly – General Field Form**

Date 7/12/2022 Overall Time 3 hr 31 min Job 1C

Surveyor Rentfro 574283-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>73</u>
<u>11:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3</u>	<u>80</u>
<u>12:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>4</u>	<u>81</u>
Stop <u>1:31</u>	<u>0</u>	clear patchy overcast drizzle shower	<u>4</u>	<u>85</u>

**Biological elements:**

*Rhaphiomidas terminatus*? N/A time N/A sex N/A numbers N/A

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Papilio rutulus, Colias eurytheme,  
Prionyx paskeri, Prionyx foxi, Ammophila sp., Bombix  
comata, Bombyliid (small black), Tenebrionidae,  
Megachilidae, Andrenidae, Colletidae, Cotinus,  
Phaenocarpa albibarbil, Liris sp., Tachytes sp., Ammophila aberti,  
Brephidium exilis, Anax junius, Plebejus acmon

Vertebrates: Red-tailed hawk

**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date July 13, 2022 Overall Time 4 hrs.Job McDonald 2ASurveyor Rick Rogers Survey Partner(s) 0Mileage 242711

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-1</u>	<u>77</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2-3</u>	<u>93</u>

## Biological elements:

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Efferia albicincta / stenopogon brevisculus /  
Pieris protodice / Cotinus / Prionyx parkeri / Chlorochra sp. /  
plebejus acmon / Ammophila azteca / A. aberiti / Sceliphron  
p. rapae / Agapostemon / Gymnosaema / Liris sp. (19, blk.) /  
Gembix camala / Tachysphex sp. (red legs) / Messon sp. / Cocinoptera  
acyipennis / Larropsis sp. (red abd.) / Villa molitor / Trimerotropis  
pallidipeanis.

Vertebrates: \_\_\_\_\_  
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## Comments:

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**Delhi sands flower-loving fly – General Field Form**

Date July 15, 2022 Overall Time 4 hrs.

Job McDonald 2A

Surveyor Rick Rogers Survey Partner(s) Ø

Mileage 242861

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-1</u>	<u>83</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>2:00</u>	<u>2%</u>	clear <u>patchy</u> overcast drizzle shower	<u>5-6</u>	<u>92</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

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Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicocerids \_\_\_\_\_ Sphecids   
 Pompilids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Pieris protodice / Villa lateralis / Melissodes sp. / Nomada sp. / Efferia albitarsis / Lasieglossum sp. / Bombix comata / B. exilis / Pteronoparkeri / Lachytes distincta / Trimenotropis pallidipennis / Dusymutilla sp. (red or) / Eiris sp. (1 qu. blk.) / Lathropis sp. (red abd.) / Ploceus ac mon / Ambia sp. (sm. red abd.) / Aphaebantus sp. / Anurogila azteca / Villa molitor / Anurophila aperta / Cotinus / Tachysphex sp. (red legs) / Anapostemon texana / Stenopogon brevisculus / E. acrua (adult) / Anonides confusa / Philanthus multimaclata

Vertebrates: \_\_\_\_\_  
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**Comments:**

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## Delhi sands flower-loving fly - General Field Form

Date 16 July 2022 Overall Time 240 min Job McDonald IBSurveyor DAVID K. FAULKNER Survey Partner(s) ØMileage 65mi (1-way) (O.D.: 381,864)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	Ø haze	(clear) patchy overcast drizzle shower	1.4	83.5°
1119	Ø haze	(clear) patchy overcast drizzle shower	1.9	93°
1300	Ø	(clear) patchy overcast drizzle shower	3.9	96°
Stop 1400	Ø	(clear) patchy overcast drizzle shower	3.6	99°

## Biological elements:

*Rhaphiomidas terminatus*? Ø time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note H. phyleus Stenopogon sp.  
P. protodice P. albescens Pentatomid (see handwritten)  
Cotinus Dasyneura (red ♂) Ammophila (large)  
Acron Bembix comatus Microhamyid  
C. erythraea Damsel bug Sphecid (dark, small)  
Efferia ♂/♀ Weevil (Ambrosia) Scutellan (long palps?) ♂  
S. melinus J. Coenia Melissodes bee  
 Vertebrates: Falcon ~~Eristalis~~ Syrphid

## Comments:

In flower: white horse nettle, Buckwheat, Bind weed



**Delhi sands flower-loving fly – General Field Form**

Date July 17, 2022 Overall Time 4 hrs.

Job McDonald/A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 243027

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>10</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-2</u>	<u>88</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>5</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>7-8</u>	<u>103</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

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Other arthropods (general) Bombyliids  Asilids   
 Mydids  Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids  Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Liris sp. (lg. blk.) / Pteris protedica / Cocinopora aenipennis /  
Hoplisades diversus / Melesoides sp. / Efferia albibarbis /  
Bembix comata / Agapostemon texana / Nemomydas sp. / Trepoelus sp. /  
Amnophila azteca / Eucercaris fennarbrum / Mallophora / Acheimen multi-  
color / Cotinus / Priomyx parvayi / Chlorion acutum ♂(2) / Lasi-  
glossum sp. / Conozoa sp. / Nomada sp. / Aphobantus sp. / Plobejus  
acmen / Eulonochrysa sp. / Colias guythene / Saussure's Grasshopper /  
Amonaius confusi / ~~Tatus~~ sp. / Sinea sp. / Philanthus mutimaculatus /  
Elateid (sm., brown) / Episyrphus sp. (sm., blk.) / Pyrgus albescens / H. phylacis /  
 Vertebrates: Stenopogon breviscolus / Cercopid Giant blk with red dots - ?!  
Pterochelid sp. / Trimerotropis pallidipennis /

**Comments:**

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## Delhi sands flower-loving fly - General Field Form

Date 17 July 2022 Overall Time 211 minJob McDonald ICSurveyor David K. FAULKNER Survey Partner(s) ØMileage 65mi (1-WAY) (O.D. 381,993 miles)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	~40%	clear <u>(patchy)</u> overcast drizzle shower	3.6 mph	83°
1100	>10%	clear <u>(patchy)</u> overcast drizzle shower	2.2	84.4°
1200	>10%	clear <u>(patchy)</u> overcast drizzle shower	3.3	90.1°
Stop 1345	<del>~30%</del> ~30% haze	<del>clear</del> <u>(patchy)</u> overcast drizzle shower	3.3	98°

## Biological elements:

*Rhaphiomidas terminatus*? Ø time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note Bombix Amnophila (large)  
P. protodice Scotoleon (longipalpis?) J. Coenia  
P. rapae C. erythraea B. hilaris (pentatomid)  
Cotinus Agapostemon sp. B. exilis  
Efferia sp. "face fly" Bombyliid  
Stenopogon sp. Curculionid on Ambrosia  
Apidae (small on Tumbleweed) P. Nutulus

## Vertebrates:

Burrowing owls (2), Falcon

## Comments:

Will not continue mention of B. hilaris pentatomid

AQI: 84 moderate



**Delhi sands flower-loving fly – General Field Form**

Date July 18, 2022 Overall Time 4 hrs.

Job McDonald 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 243109

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>10</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-3</u>	<u>80</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>0</u>	clear	patchy	overcast	drizzle	shower	<u>3-5</u>	<u>99</u>

**Biological elements:**

*Rhaphiomidas terminatus* ?      time      sex      numbers     .

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Other arthropods (general)    Bombyliids     Asilids \_\_\_\_\_  
 Mydids \_\_\_\_\_    Apiocerids \_\_\_\_\_    Sphecids   
 Pompillids     Scoliids \_\_\_\_\_    Chrysidids \_\_\_\_\_

Other insects of note Cotinus / Pteris protolice / Bombix conata / Chlorocroa  
sp. / Aqupestemon taana / B. exilis / Plebejus acmion / Larropsis sp. (red abd.)  
Melicta californica (lg. ♀) / Drymotilla sp. (red ♂) / Myrmecantid (lg. ♂)  
Melissodes sp. / Apeurus sp. / Ammophila aberti / Ageniella sp.  
Liris sp. (lg. blk.) / Myridanthrax atrata / Trimerotropis pallidipennis  
LasioGLOSSUM sp. / Cotis eurythoma / Mieranthophora curta / stenopogon  
brevisculus / Ammophila azteca / Amnouioc confusa / Hoplistodes  
divensa / Eucercaris ferrugineum / Zelius sp. / Aphobantes sp.

Vertebrates: \_\_\_\_\_  
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**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 7/19/2022 Overall Time 3hr 30min Job ~~10~~ 10

Surveyor Rentro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>85</u>
<u>11:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>91</u>
<u>12:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>6</u>	<u>94</u>
Stop <del>12:00</del> <u>13:30</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>4</u>	<u>96</u>

**Biological elements:**

*Rhaphiomidas terminatus*? N/A time N/A sex N/A numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids

Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids

Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Amyophila sp. Bembix comata Enallagma sp.,  
Pteris albobarbis Styrmon melinus Cozinus  
Leptorionidae Mebeys acron Brepidium exilis,  
Scutelleridae Myrmeltoniidae Villa atrata

Vertebrates: \_\_\_\_\_

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 7/20/22 Overall Time 1000 - 1140

Job McNaughton  
Asst #13 Part

Surveyor KAO Osborne Survey Partner(s) [Signature]

Mileage 981

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>1000</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>0</u>	<u>86</u>
<u>1100</u>	<u>10</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>2-4</u>	<u>89</u>
		<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>		
Stop <u>1140</u>	<u>10</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>0</u>	<u>92</u>

**Biological elements:**

*Rhaphiomidas terminatus* ?      time      sex      numbers     .

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Other arthropods (general) Bombyliids      Asilids       
 Mydids      Apiocerids      Sphecids       
 Pompillids      Scoliids      Chrysidids     

Other insects of note Pantia, Caticus, Eklon, Maliphora  
Arionyx, Epitriptus, B. oval, Pantella f.  
A. acron, White-lined grasshopper

Vertebrates: \_\_\_\_\_

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**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date July 20, 2022 Overall Time 4 hrs.

Job Mc Donald CA

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 243348

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start 10:00	10	clear	patchy	overcast	drizzle	shower	1-2	86
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop 2:00	5	clear	patchy	overcast	drizzle	shower	2-4	99

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

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Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Lernaeopsis sp. (ralabd) / Pieris protodice / Plebejus  
common / Cotinus / Effigia albibarbis / Chlorion aenarkum or  
Strymon melinus / Eleodes gracilis / Cocineoptera aenipennis  
Bombix gomata / Lysinglossum sp. / Triaenodes sp / Agapostemon  
Melesodes sp. / Mallophaga faurix / B. exilis / Ammophila  
azteca / Liris sp. (sm. blk.) / Chlorochroa sp. / Aphoebantus sp.  
Celias eurythema / Megachile motivata / Tachytes distincta  
Euloceria femuriformis / Saucara's Grasshopper / Paragus tibialis  
Hylephes phylaeus / Philanthus multimaculata / Philanthus ventifabris

Vertebrates: Thyridan thrax atrata / Villa molitor / Schistocera nitens  
Prionyx purkeri / Stenopogon breviscolus

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 7/22/22 Overall Time 1004-104

Job McDonald IA

Surveyor KAO

Survey Partner(s) RR, ER, NF on other survey areas.

Mileage 1048 on site

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>1004</u>	<u>1</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-3</u>	<u>97-79</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>104</u>	<u>2</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-3</u>	<u>94</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

\_\_\_\_\_

Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Cotinus, Rhaphidium strymon, P. acron  
by Cophila Pontia Poeris P. rutulus Megachile  
B. larva, V. melitae, T.-p. Agapostemon

Vertebrates: Coyote

**Comments:**

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Delhi sands flower-loving fly – General Field Form

Date 7/22/2022 Overall Time 3hr 30min <sup>10:00-13:31</sup> Job IC

Surveyor 142436-3 Rentfro Survey Partner(s) N/A

Mileage ODM out

Weather:

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>15</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1</u>	<u>79</u>
<u>11:00</u>	<u>15</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>3</u>	<u>81</u>
		clear	<u>patchy</u>	overcast	drizzle	shower		
Stop <u>1:30</u> <u>(13:30) E.P.</u>	<u>15</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>3</u>	<u>90</u>

Biological elements:

*Rhaphiomidas terminatus*? N/A time N/A sex N/A numbers N/A

Other arthropods (general) Bombyliids  Asilids   
 Mydids  Apiocerids  Sphecids   
 Pompillids  Scoliids  Chrysidids

Other insects of note Villa melitor Bembix comata Ammophila sp.  
Mutillidae ♀ Dasymutilla coccineohirta Anthophoridae sp.  
Ampostemon texana Fterica sp. Mymeleonidae sp.  
Hebicus acron Melophora taetrix Strymon melinus  
Mantidae (Iris oratoria)

Vertebrates: Red-tailed Hawk

Comments:

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**Delhi sands flower-loving fly – General Field Form**

Date July 22, 2022 Overall Time 4 hrs.

Job McDonald 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 243495

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>10</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>0-1</u>	<u>79</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>5</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-3</u>	<u>98</u>

**Biological elements:**

*Rhaphiomidas terminatus*?     time     sex     numbers    .

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Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicocerids \_\_\_\_\_ Sphecids   
 Pompilids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Bombix comata / Efferia albivarbis / Pievic protodice /  
Cotinus / Chlorodypsa sp. / B. exilis / Thyridanthrax atrata /  
Plebojus acmen / Ammophila aterti / Hoplissodes diversa /  
Pezomyzella sp. (red ♂) / Aphaebantus sp. / Dryomyx parkeri /  
Melissodes sp. / Tachysphax sp. (red legs) / Strumiger melinus /  
Pseudodoros clavata / Purgus tibialis / Agapostemon / Ammophila  
azteca / Myrmyleontid (g. ♂) / Thyridanthrax rugator / Astata  
burchelli ♂ / Nomada sp.

Vertebrates: \_\_\_\_\_  
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**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 7/23/22 Overall Time 12<sup>13</sup> - 1<sup>13</sup> Job McDonald 1A (part)

Surveyor KAC Survey Partner(s) [Signature]

Mileage 1088 on site

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>12<sup>13</sup></u>	<u>5</u>	<u>clear</u> patchy overcast drizzle shower	<u>1-4</u>	<u>88</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>1<sup>13</sup></u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-3</u>	<u>92</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

\_\_\_\_\_

Other arthropods (general) Bombyliids / Asilids /  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids /  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note V. molitor Agapostemon Cofinus P. acnae  
V. rotator Pontia T.p., T. strayeri Malophora, E. varia  
Lygus, Nisius, Stenon Manduca Chrysomelid (black)

Vertebrates: \_\_\_\_\_

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date July 24, 2022 Overall Time 10:00 - 1:52 Job 1C

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 243635

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start 10:00	0	clear	patchy	overcast	drizzle	shower	1-2	77
12:00	0	clear	patchy	overcast	drizzle	shower	3-4	90
		clear	patchy	overcast	drizzle	shower		
Stop 1:52	0	clear	patchy	overcast	drizzle	shower	3-5	96

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompilids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note *Elonchus gracilis* / *Cotinus* / *Chlorochroa* sp. / *Picris proto-*  
*dice* / *Agapostemon* / *H. phylaeus* / *Ammophila aberti* /  
*Halictus farinosus* / *Megachile montivaga* / *Efferia albicaulis* /  
*Mallotropa* / *Spistocerca nitens* / *Papilio rutulus* / *Homolo-*  
*disca larvata* / *Anthophora urbana* / *Plebejus acunon* / *Liris* sp. (lg. blk.)  
*Dasyntilla* sp. (coral) / *Perdita* sp. / *Chalcidid* (sm. yellow) / *Larropsis* sp.  
 (red abd.) / *B. exilis* / *Melesodes* sp. / *Oemphix comata* / *Pseudodorus cla-*  
*vata* / *Haplemelanus albitomentosa* / *Oxybelus* sp. (y. sm.) / *Exoprosopa*  
*butleri* / *Aphobantus* sp. / *Lasioglossum* sp. / *Syriffa pipicus* / *Pantalla*  
 Vertebrates: *flavescens* / *Andrena* sp. (lg. head) / *Tachysphex* sp. (red legs) / *Villa*  
*molitor* / *Melitta californica* / *Eucerceris tenuimbrum* / *Pterochelilus* sp.  
*Hoplissoides divesa* / *Myrmecotid* (lg. ant) / *Thyridulid* *atrata*  
*Liris* sp. (sm. blk.) / *Ammophila azteca* / *Phylanthus multimaculata* / *Anthid-*  
*ellum notatum* / *Stenopogon brevicolus*

**Comments:**

\* small yellow chalcid is: Brazilian Pepper Tree Seed Chalcidoid,  
*Megastomus transvaalensis*





**Delhi sands flower-loving fly – General Field Form**

Date 7/25/2022 Overall Time 4 hr (10:00 - 14:00) Job 1A

Surveyor Rentiro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>20</u>	clear <u>patchy</u> overcast drizzle shower	<u>1</u>	<u>76</u>
<u>11:00</u>	<u>10</u>	clear <u>patchy</u> overcast drizzle shower	<u>1</u>	<u>80</u>
<u>12:00</u>	<u>0</u>	clear <u>patchy</u> overcast drizzle shower	<u>2</u>	<u>82</u>
Stop <u>2:00</u>	<u>15</u>	clear <u>patchy</u> overcast drizzle shower	<u>2</u>	<u>90</u>

(14:00)  
 Biological elements:  
*Rhaphiomidas terminatus*? N/A time N/A sex N/A numbers \_\_\_\_\_

Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids ✓  
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids ✓  
 Other insects of note Efferia albibarbis Ammophilg sp.  
Meagachile sp. Scutelleridae sp. Lama trilineata  
Danaus plexippus Chrysemelidae sp. Cotinus sp.  
Mallophora fulvipes + Mutillidae (red coloration)  
Fristalis sp. Plebejus acmon Reduviidae sp.  
Pamopez edwardsii Pyraus albescens Mymariontidae sp.  
Colias eurhytheme Stizymon melinus Papilio rutulus Cerceris sp.

Vertebrates: Burrowing Owl, Red Tailed Hawk

Comments:  
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**Delhi sands flower-loving fly – General Field Form**

Date July 27 2022 Overall Time 4 hrs.

Job McDonald 1 B

Surveyor Rick Rogers Survey Partner(s) \_\_\_\_\_

Mileage 243930

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start 10:00	60	clear	patchy	overcast	drizzle	shower	0	83
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop 2:00	0	clear	patchy	overcast	drizzle	shower	3-4	99

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

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Other arthropods (general)  Bombyliids  Asilids   
 Mydids  Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids  Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Pseudodorus clavata / Pieris protodina / Cotinus /  
Dasyneura sp. (♀) / Bembix comata / Melessodes sp. / H. phylaeus /  
Andrena sp. (lg. head) / Chlorion araricum ♀ / Efferia albicincta /  
Strymon melinus / Agapostemon / Laboglossum sp. / Amobia sp.  
Euodynerus hidalgoi / Plebejus acmen / Liris sp. (sm. blk.) / Megachile  
montivaga / Cocinorhina anemipennis / Hoplissodes diversa / B. exilis /  
Chlorochroa sp. / Episyra sp. (sm. blk.) / Homalodidea laceata / Mallo-  
phora / Aphobantus sp. / Sediliphora / Braconid (sm. blk.) / Myrmyleon  
id (lg. ot) / Cornuvarum Moth Noctuidae / Thyridum flux atrata /  
 Vertebrates: Prionyx purperei / Melessodes sp. (lg.) / Nemomydas or Syritta  
pipiens / Villa molitor / Stenopogon brevisculus / Gausseris  
Grugshaffen / Tachysphex sp. (red legs) / Lycaeus kalmii / Ammophila  
aberti / Anthidellum notatum /

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 7/29/22 Overall Time 1010-1237 Job McH-1A

Surveyor KAD Survey Partner(s) G

Mileage 1193

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>1010</u>	<u>5</u>	clear patchy <del>overcast</del> drizzle shower	<u>0-1</u>	<u>83</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>1237</u>	<u>5</u>	clear patchy <del>overcast</del> drizzle shower	<u>4-7</u>	<u>88</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_ time \_\_\_ sex \_\_\_ numbers \_\_\_.

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Other arthropods (general) Bombyliids \_\_\_ Asilids   
 Mydids \_\_\_ Apiocerids \_\_\_ Sphecids   
 Pompillids \_\_\_ Scoliids \_\_\_ Chrysidids \_\_\_

Other insects of note Felderia, Phalaris Pontana thylephila, Ectoprosopa  
V. albescens, T. sp. V.C. Hans, unidentified Cotinus  
V. cardui Pravis Pantella f., Megachilid

Vertebrates: \_\_\_\_\_  
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**Comments:**

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**Delhi|sands flower-loving fly – General Field Form**

Date 7/29/2020 Overall Time 10:00 - 14:00 (4hrs.) Job 1B

Surveyor Rentiro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 10:00	20	clear <u>patchy</u> overcast drizzle shower	1	78
11:00	20	clear <u>patchy</u> overcast drizzle shower	1	85
12:00	5	<u>clear</u> patchy overcast drizzle shower	1	87
Stop 2:00 (14:00)	0	<u>clear</u> patchy overcast drizzle shower	3	91

**Biological elements:**

*Rhaphiomidas terminatus*? NA time NA sex NA numbers NA

Other arthropods (general) Bombyliids  Asilids   
 Mydids  Apiocerids  Sphecids   
 Pompillids  Scoliids  Chrysidids

Other insects of note Bombix comata, Ammophilila sp.,  
Erickalis sp., Prionyx parkeri, Myrmelconitidae sp.,  
Plebejus demoulini, Breviphidium exilis, Colias eurythemis,  
Pezomachus coeniceus, Megachile sp., Mallophaga taurina,  
Efferia albibarbis, Bombix melanapsis, Colinus sp.,  
Villa atrata, Agapostemon texana, Cerceris sp.,  
Omalus sp. (?)

Vertebrates: \_\_\_\_\_  
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**Comments:**

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Date July 29, 2022 Overall Time 4 hrs.

Job McDonald 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 244063

**Weather:**

Time (24 hr)	% Cloud	clear	patchy	overcast	drizzle	shower	Winds (mph)	Temp (F)
Start 10:00	5	clear	patchy	overcast	drizzle	shower	1-2	84
12:00	70	clear	patchy	overcast	drizzle	shower	2-3	92
		clear	patchy	overcast	drizzle	shower		
Stop 2:00	5	clear	patchy	overcast	drizzle	shower	3-4	98

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicercids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Cotinus / Colias eurytheme / Eflenia albicaulis /  
Trimerotropis californica / Plebeius acmon / E. acron (adult) /  
Pieris protodice / Ammophila azteca / Chlorochrysa sp. / B. exilis /  
Ammophila aberti (3 matings (2 ♂ 1 ♀) / Anax junius / Liris sp.  
(1 ♀ bk.) / Stenopogon brevifrons / Mallophora / Hoptissodes diversus /  
Dasyneura sp. (on orange-red) / Agapostemon / Strymon melinae /  
Apleurus sp. / Apoebantus sp. / Melesodes sp. / Tachysphex sp. (red legs) /

Vertebrates: Marmotid (1 ♀) / Bombix comata / Lasloglossum sp. / Lygaeus  
Kalmii / Nemadid sp. / Coccinellid (v-sm, orange-red spots) / Villa molitor /

**Comments:**

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Date July 31, 2022

Overall Time 10:00 - 1:52

Job McDonald IC

Surveyor Rick Rogers

Survey Partner(s) 0

Mileage 244225

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>20</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-2</u>	<u>85</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>1:52</u>	<u>20</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>2-4</u>	<u>99</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_ time \_\_\_ sex \_\_\_ numbers \_\_\_

Other arthropods (general) Bombyliids

Asilids \_\_\_

Mydids \_\_\_

Apiocerids \_\_\_

Sphecids

Pompillids \_\_\_

Scoliids \_\_\_

Chrysidids \_\_\_

Other insects of note

P. protodice / Megachile / Palpariamex. / Villa molitor / Bembix / Giant White Skipper / Ammophila aberti / Thyrid. atrata / Cerceris convergens / Dasyneutillus sp. (red ♀)

Vertebrates: \_\_\_\_\_

**Comments:**

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## Delhi sands flower-loving fly - General Field Form

Date 1 August 2022 Overall Time 240 min Job McDonald IBSurveyor David K. Faulkner Survey Partner(s) ØMileage 6.5 mi (1-way) (O.D.: 383,770)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	~50%	clear <u>patchy</u> overcast drizzle shower	1.1	81° F
1100	~25%	clear <u>patchy</u> overcast drizzle shower	2.8	86°
1200	> 10%	<u>clear</u> patchy overcast drizzle shower	3.5	89°
Stop 1400	> 20%	clear <u>patchy</u> overcast drizzle shower	4.9	93°

## Biological elements:

*Rhaphiomidas terminatus*? Ø time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note Megachilid parasite Scotoleon longipalpus Amniphila  
P. protodice Megachile sp. Efferia sp. ♂ Prioclyx  
Cotinus S. melanus C. Sayi  
B. exilis H. phyleus Bembix  
Melissodes sp. Potter wasp P. naga  
Bombyliid Fleodes sp. Sphex - red abdomen  
Dasygnathella sp.? P. Armon Bombyliid - black

Vertebrates: Coyote (photo) Aquapostemon  
Doves

## Comments:

Rain previous 24 hrs.

AQI - 64 Moderate 5.2 miles



Date Aug 1, 2022

Overall Time 10:00 – 2:00

Job McDonald 2A

Surveyor Rick Rogers

Survey Partner(s) 0

Mileage 244343

**Weather:**

Time (24 hr)	% Cloud	Sky				Winds (mph)	Temp (F)	
Start 10:00	45	clear	patchy	overcast	drizzle	shower	0-1	89
12:20	10	clear	patchy	overcast	drizzle	shower	2-4	94
		clear	patchy	overcast	drizzle	shower		
Stop 2:00	10	clear	patchy	overcast	drizzle	shower	3-4	101

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Eufala Skipper / Tanydrostus atrata / Prianyx /  
P. protodice / Ammophila aberti / Vella molitor / Bombix cornata /  
Plebejus roman / Effigia albibarbis / D. sassuritanum / Leucospis  
sp. / Megachile / T. palidipennis / Stenopogon brevisus / Pantalla  
flav. / Diax van.lla / Zelius sp. / Pygus alboscens /

Vertebrates: \_\_\_\_\_

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 8/2/22 Overall Time 10<sup>am</sup> - 1<sup>pm</sup> Job MS 1C

Surveyor KATU Survey Partner(s) \_\_\_\_\_

Mileage 1482

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10<sup>am</sup></u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1-3</u>	<u>84</u>
<u>12<sup>20</sup></u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2-6</u>	<u>92</u>
		clear patchy overcast drizzle shower		
Stop <u>1<sup>pm</sup></u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2-6</u>	<u>93</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

\_\_\_\_\_

Other arthropods (general) Bombyliids / Asilids /  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids /  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Cotinus Stanopogon, Elenia, Eperitrichus (2 species)  
Megachile, Bembix, Brachymerus, Pimpla callosa  
Cratichneumon, A. septentrionalis, Pantalla f. Symptetrus

Vertebrates: \_\_\_\_\_

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 8/3/22 Overall Time 12<sup>19</sup> - 12<sup>50</sup> Job 1 E part

Surveyor KHO Survey Partner(s) \_\_\_\_\_

Mileage 1520

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>12<sup>19</sup></u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3-6</u>	<u>90</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>12<sup>50</sup></u>	<u>10</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-2</u>	<u>91</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

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Other arthropods (general) Bombyliids ✓ Asilids \_\_\_\_\_  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note Pontia A. asteca P. acuan T. atrata  
T. atrata V. lateralis Brachyneurus

Vertebrates: \_\_\_\_\_  
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**Comments:**

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Date Aug. 3, 2002 Overall Time 10:00 – 2:00

Job McDonald 1A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 244570

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>10</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>0-1</u>	<u>85</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>5</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>2-3</u>	<u>98</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids  Asilids   
 Mydids  Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Bombix caryata / Mallophora / p. protodice /  
Pantalla flav / Heterostylum / Agapostemon / Prepis caenid /  
Prionyx parkeri / A. azteca / Thyridanthrax rugator / T. atrata /  
Larropsis capax / Eucerceris ferrugineus / Dasymutilla sp. (red ♂) /  
Trin. calid / Liris sp. (sm, blk) / Philanthus ventitubis /  
Euodynerus hidalgoi / Plebejus commun / Pseudodops clavatus /  
Coxyleles rufitarsis / Chlorion averagium ♂ / Villa molitor /

Vertebrates: Anthophora urbana / Triepedus sp. / Stenopogon breviculus / Nemo-  
Midas ♂ / Minor ground mantid / Aphaebantus sp. / Pygus albescens /

**Comments:**

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Date Aug 5, 2022 Overall Time 10:00 – 2:00

Job McDonald IA

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 244739

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>5</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>0-1</u>	<u>87</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>5</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-2</u>	<u>99</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids  Asilids   
 Mydids  Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note *P. protodica* / *T. pullipennis* / *T. atrata* / *Megachile montivaga* / *Larropis* / *Plebejus acmon* / *Gymnosomma* / *Nemomydas* / *Villa melitor* / *M. schusseriana* / *Phaenocarpa* / *Euclyptus* / *Sitenopogon brevisculus* / *Bombix cornata* / *Euodynerus* / *Effera albivagans* / *Ammophila aberti* / *Propeus albescens* / *Mallophora* / *Prionyx parvifemur*

Vertebrates: \_\_\_\_\_

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 8/5/2020 Overall Time 4 hrs. (10:00-14:00) Job 1B

Surveyor Renzo 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>82</u>
<u>11:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>86</u>
<u>12:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3</u>	<u>90</u>
Stop <u>2:00</u> <u>(14:00)</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>5</u>	<u>93</u>

**Biological elements:**

*Rhaphiomidas terminatus*? time sex numbers

N/A

Other arthropods (general) Bombyliids  Asilids   
 Mydids  Apiocerids  Sphecids   
 Pompilids  Scoliids  Chrysidids

Other insects of note Anoplus sp. Eteria albibarbis, Villa atrata,  
Ammophila sp., Bombix comata, Megachile sp.,  
Mutillidae sp., ♂ Red abdomen, Plebejus acmon, Precis coenia,  
Colinus sp., Scutelleridae sp., Chlorion betareium,  
Cerceris sp., Schistocerca shoshone, Villa melizer,  
Eudyneurus sp., Myrmeleontidae sp.

Vertebrates: Coyote, Red-Tailed Hawk

**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date 8/5/22 Overall Time 1048 - 100 (132 min) Job 1 CSurveyor KHO Survey Partner(s) \_\_\_\_\_Mileage 1565

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>1048</u>	<u>C</u>	<u>clear</u> patchy overcast drizzle shower	<u>3-5</u>	<u>91</u>
<u>1225</u>	<u>C</u>	<u>clear</u> patchy overcast drizzle shower	<u>3-5</u>	<u>91</u>
		clear patchy overcast drizzle shower		
Stop <u>100</u>	<u>C</u>	<u>clear</u> patchy overcast drizzle shower	<u>2-4</u>	<u>92</u>

## Biological elements:

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

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Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids /  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids /  
 Pompilids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note Pontia Bombix E. furcatis, H. lephila  
E. (Gort.) V. molitor Catinus R. senna W. acumen  
Laroclea Papsis mildi

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Vertebrates: \_\_\_\_\_

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## Comments:

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**Delhi sands flower-loving fly – General Field Form**

Date 8/6/2022 Overall Time 10<sup>00</sup> - 11<sup>19</sup> (Total 1279 min) Job MCH. 1 C (part)

Surveyor KHO Survey Partner(s) \_\_\_\_\_

Mileage 1602

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10<sup>00</sup></u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>6-1</u>	<u>84</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>11<sup>19</sup></u>		clear patchy overcast drizzle shower	<u>2-3</u>	<u>93</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

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Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids \_\_\_\_\_

Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids \_\_\_\_\_

Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Cutina Bombix Pentia Schistocera

Elavia stoneyana Calias

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Vertebrates: RIFA

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**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date Aug. 7, 2022 Overall Time 10:00 – 2:00Job McDonald 2ASurveyor Rick Rogers Survey Partner(s) 0Mileage 244910

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-1</u>	<u>95</u>
<u>11:40</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1-2</u>	<u>105</u>
		clear patchy overcast drizzle shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2-3</u>	<u>104</u>

## Biological elements:

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids  Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Apiocera convergens / Amphiphila azteca /  
Bombix / P. protolice / A. aberti / Scenopinid (pale. vsm.) /  
Eymnecoma sp. / Colias eurytheme / Efferia albipennis / Plebejus  
acron / Thyridothrax atrata / Neodiplocampa / Aploneus sp. /  
D. saussureira / Phonix parkeri / Melanoplus sp. (blue tibia) /  
T. pallidipennis / Villa lateralis / Stenopogon breviscolus /  
Mallophora / Tannuaticus confusa

Vertebrates: \_\_\_\_\_  
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## Comments:

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## Delhi sands flower-loving fly – General Field Form

Date Aug. 9, 2022 Overall Time 10:00 – 2:00Job McDonald IASurveyor Rick Rogers Survey Partner(s) 0Mileage 245051

## Weather:

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>10</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>0-1</u>	<u>90</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower	<u>2-4</u>	<u>99</u>

## Biological elements:

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Eucerceris / Plebejus acmon / P. protodice / Megachile  
Euclypterus hidalgoi / Philonthus multinaculata / Liris sp (q. blk.)  
Malliphora / Villa molitor / Bembix comata / Thyridanthrax atrata  
Agapostemon / Agamogilia aberti / Pyraus abescens / Apleurus sp. /  
pterocheilus sp. / Stehopogon brevisculus

Vertebrates: \_\_\_\_\_  
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## Comments:

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**Delhi sands flower-loving fly – General Field Form**

Date 8/9/2022 Overall Time 10:00 - 13:31 Job ✓ C

Surveyor Rentiro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>20</u>	<u>clear</u> patchy overcast drizzle shower	<u>1</u>	<u>88</u>
<u>11:00</u>	<u>15</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>91</u>
<u>12:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>4</u>	<u>94</u>
Stop <u>13:31</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>5</u>	<u>98</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_ time \_\_\_ sex \_\_\_ numbers \_\_\_

N/A

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_ Apicerids \_\_\_ Sphecids   
 Pompillids \_\_\_ Scoliids \_\_\_ Chrysidids \_\_\_

Other insects of note Aterig albibarbis, Prionyx parkeri,  
Bombix comata, Villa molitor, Cotinus sp., Megachilidae,  
Villa atrata, Ammophila sp., Brephicium exilis,  
Pyrgus albescens, Plebejus acmon, Colias eurytheme, Myrmelontidae sp,  
Agrotis vanillae

Vertebrates: \_\_\_\_\_  
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Comments: \_\_\_\_\_  
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## Delhi sands flower-loving fly – General Field Form

Date 10 Aug 2022 Overall Time 240 minutes Job McDonald IBSurveyor David K. Faulkner Survey Partner(s) ∅Mileage 65 miles (1-way) (O.D. = 384,516)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅ HAZE	(clear) patchy overcast drizzle shower	1.8	86°
1100	∅ HAZE	(clear) patchy overcast drizzle shower	1.5	89°
1200	∅ HAZE	(clear) patchy overcast drizzle shower	0.8	93°
Stop 1400	∅ HAZE	(clear) patchy overcast drizzle shower	2.4	100°

## Biological elements:

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

Cotinus	vespid	Juvvita Coesia	Agapostomena bee
P. protodice	Megachile sp.	Sphacid - yellow	Bombyliid
P. Acmon	BlueT - clauselfly	P. rapae	Stenopogon
Bombix	Melissodes bee	Ammophila sp.	Arctid Larvae
S. melinus	C. satyi	Acridid - yellow wings	H. convergens
H. phyleus	B. exilis	Manduca larvae	Eufala skipper

Vertebrates: Red-tailed Hawk  
Falcons (2)  
Mockingbirds

## Comments:

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**Delhi sands flower-loving fly – General Field Form**

Date Aug 10, 2022 Overall Time 10:00 - 2:00

Job McDonall 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 245187

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower	<u>0-1</u>	<u>86</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower	<u>2-4</u>	<u>98</u>

**Biological elements:**

*Rhaphiomidas terminatus* ?      time      sex      numbers     .

Other arthropods (general) Bombyliids  Asilids   
 Mydids  Apiocerids  Sphecids   
 Pompillids  Scoliids  Chrysidids

Other insects of note plebejus acron / Thyrid. atrata / Apiocera convergens ♂ /  
Ammophila aberti / Etyodunerys hidalgoi / Scenopinidae (v. sm.) /  
Bombix comata / D. vanillae / Colinus erythraea / Myiagrus albescens /  
Mallophora / Tachysphex sp. (red legs) / Ammophila azteca / Stenopogon  
brevicaulus / Muscophis sp. / Prionyx parkeri / P. protodice / Apleurus sp. /

Vertebrates: Coyote

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 12 Aug 2022 Overall Time 211 minutes Job McDonald IC

Surveyor David K. Faulkner Survey Partner(s) ∅

Mileage 65 mi (1-way) (O.D.: 384,654)

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅ Haze	(clear) patchy overcast drizzle shower	0.7	85°
1100	∅	(clear) patchy overcast drizzle shower	1.1	89°
1205	∅	(clear) patchy overcast drizzle shower	1.3	95°
Stop 1350	∅	(clear) patchy overcast drizzle shower	3.2	99°

**Biological elements:**

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

<u>Cotinus</u>	<u>Arctiids</u>	<u>Efferia sp.</u>	<u>Prionyx sp.</u>
<u>P. protodice</u>	<u>"Face Fly" Bombyliid</u>	<u>spherid - yellow</u>	<u>Bembix</u>
<u>P. acmon</u>	<u>Apidae - small</u>	<u>Chrysohelid - all black</u>	<u>Syrphid - small, red</u>
<u>B. exilis</u>	<u>S. longipalpis ♀</u>	<u>C. sayi</u>	<u>Pieris rapae</u>
<u>Ammoptila sp.</u>	<u>Megachile sp.</u>	<u>Blue - Danselflies.</u>	

Vertebrates: HAWKS  
FALCONS

**Comments:**

FEW Insects on 59 min section  
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## Delhi sands flower-loving fly – General Field Form

Date Aug. 12, 2022 Overall Time 10:00 -Job McDonald 2ASurveyor Rick Rogers Survey Partner(s) 0Mileage 2453 22

## Weather:

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>5</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>0</u>	<u>89</u>
<u>12:00</u>	<u>5</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-2</u>	<u>93</u>
		clear	<u>patchy</u>	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>10</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-3</u>	<u>97</u>

## Biological elements:

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note E. y. cercinse / M. r. achipe / P. protodice / Agapostemon /  
P. lebejis acanon / Strymon / G. r. onyx / Stenographa aberti / N. th. molitor /  
Colias eurytheme / M. l. ophora / B. c. comata / Pyrgus albescens /  
Apleureas sp. / Thyrid. atrata /

Vertebrates: Coyote

## Comments:

**Delhi sands flower-loving fly – General Field Form**

Date 8/13/2020 Overall Time 10:00 - 14:00 4hrs Job 1 B

Surveyor Rentro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1</u>	<u>90</u>
<u>11:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>93</u>
<u>12:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1</u>	<u>98</u>
Stop <u>14:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3</u>	<u>100</u>

**Biological elements:**

*Rhaphiomidas terminatus*? N/A time N/A sex N/A numbers N/A

Other arthropods (general) Bombyliids  Asilids   
 Mydids  Apicerids  Sphecids   
 Pompillids  Scoliids  Chrysidids

Other insects of note Ammophila sp. Bombix comata Bombix melanapsis  
Brephielium exilis Megachilidae sp. Cotinus sp.  
Eristalis sp. Scutelleridae sp. Cerceris sp. Villa melitor  
Plebejus atmbn Etecia albibarbis Myrmeleontidae sp.

Vertebrates: \_\_\_\_\_  
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Comments: \_\_\_\_\_  
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**Delhi sands flower-loving fly – General Field Form**

Date 8/14/2022 Overall Time 10:00 - 13:31 (3hrs, 31min) Job IC

Surveyor Rentro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1</u>	<u>88</u>
<u>11:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1</u>	<u>92</u>
<u>12:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3</u>	<u>96</u>
Stop <u>13:31</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>4</u>	<u>99</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time N/A sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids \_\_\_\_\_  
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Villa molitor Ammophila sp. Sceliphron caementarium  
Enallagma sp. Brephidium exilis Strymon melinus Euclyptus sp.  
Myrmecoleonididae sp. Mehojus acumon Cerceris sp.

Vertebrates: Cooper's Hawk Red-Tailed Hawk

**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date Aug 15, 2022 Overall Time 10:00 - 2:00Job McDonald 1ASurveyor Rick Rogers Survey Partner(s) 0Mileage 245727

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-1</u>	<u>87</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1-2</u>	<u>97</u>

## Biological elements:

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids  Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note *Mallesodes agilis* / *Bembix comata* / *P. acumin* /  
*Episyron* sp. (small) / *Myrmica* sp. (1, 2, 3, 4) / *Nitta molitor* /  
*Eblis erythraea* / *Eucercis* / *Cercaris convergens* / *Pantalla flavescens* /  
~~*Eudynorus hidalgoi* / *Thyridanthrax atrata* / *Spicidognathus* sp. (lg. tan)~~  
*Mallophora* / *Apleurus* sp. / *Ammophila aberti* / *Prionyx pectoris* /  
*Philonthus multimaculata* / *Zelius* sp. / *Coxyles rufitarsus* /

Vertebrates: \_\_\_\_\_

## Comments:



## Delhi sands flower-loving fly – General Field Form

Date 17 Aug 2022 Overall Time 240 min. Job McDonald IBSurveyor DAVID K. FAULKNER Survey Partner(s) ∅Mileage 65 miles (1-way) (D.O.: 385,343)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅ <sup>Light</sup> <sup>haze</sup>	(clear) patchy overcast drizzle shower	1.0	82°
1100	∅	(clear) patchy overcast drizzle shower	2.1	91.2°
1200	∅	(clear) patchy overcast drizzle shower	3.2	92°
Stop 1400	~10% <sup>Scattered</sup> obs	(clear) (patchy) overcast drizzle shower	2.4	100°

## Biological elements:

*Rhaphiomidas terminatus* ? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.Other arthropods (general) Bombyliids ✓ Asilids ✓Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓Pomillids ✓ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_Other insects of note P. albescens Colias eurytheme AgropterusBombix H. phyleus Pompilid - small Preying Mantid ♂P. protodice Vespid - Voucher Melissades sp. Juvonia coenulaCotinus Sarcophagidae - Voucher Sphacid - red abdomen Sphacid - all blackP. arcan Pentatomid - Honeydew Acrdid - yellow wings P. rapaeB. axilis Anthidiellum sp. Bombyliid - black Ammodrila sp.C. sayi Gelechiid sp. Efferia sp ♀Vertebrates: \_\_\_\_\_

## Comments:

Most species recorded from North portion of site\* MEXICAN FRITILLARYAQI - 74 5.2 mi

### Delhi sands flower-loving fly – General Field Form

Date Aug. 17, 2022 Overall Time 10:00 - 2:00

Job McDonald 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 245868

#### Weather:

Time (24 hr)	% Cloud	clear	patchy	overcast	drizzle	shower	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>0</u>	<u>88</u>
<u>11:30</u>	<u>5</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>2-3</u>	<u>92</u>
		<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>		
Stop <u>2:00</u>	<u>5</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>2-4</u>	<u>97</u>

#### Biological elements:

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

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Other arthropods (general) Bombyliids  Asilids   
Mydids \_\_\_\_\_ Apocerids  Sphecids   
Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Plebejus acmou / Thyrid. atrata / Apiocera convergens /  
Priomyx / Geron sp. / Apleurus sp. / Ammophila aberti / Villa mollis /  
Colias eurythrae / Melipotis / Beulbia comata / Poecilognathus sp. (lg, tan) /  
Neodiplocampa mira / Hoplissoides diversa /

Vertebrates: \_\_\_\_\_  
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#### Comments:

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**Delhi sands flower-loving fly – General Field Form**

Date Aug 18, 2022 Overall Time 10:00 – 2:00

Job McDonald 1A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 246010

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start   10:00	0	clear patchy overcast drizzle shower	0	84
		clear patchy overcast drizzle shower		
12:45	20	clear patchy overcast drizzle shower	2-3	90
Stop 2:00	15	clear patchy overcast drizzle shower	3-4	91

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Eryimais teneralis / Bembix comata / Plebejus acunif  
Ammophila aberti / Pooeclognathus sp. (19 ten) / Vallia molitor / Livis sp.  
(18. bk.) / Hoplisoides diversa / Eucerceris / Phylanthus mutipunctata  
Nyssor sp. / Larriopsis capax / Thyrid atrata / Seliphron clement-  
Mallophora / Priomyx / Precis caenia / Pyrausta abescens / Steuopogon  
brevisculus / Brachymyrm. longicalpis / Apleurus sp. / Efferia albibanis  
(♂ & ♀ mating pair)

Vertebrates: \_\_\_\_\_  
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**Comments:**

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Delhi sands flower-loving fly - General Field Form

Date 19 Aug 2022 Overall Time 240 min Job McDonaid 1B

Surveyor DAVID K. FAULKNER Survey Partner(s) Ø

Mileage 65 miles (1-way) O.D.: 385.662

Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	~10%	clear (patchy) overcast drizzle shower	0.8	79°
1100	Ø hrze	(clear) patchy overcast drizzle shower	1.4	88.4°
1200	Ø hrze	(clear) patchy overcast drizzle shower	3.5	92°
Stop 1400	~20%	clear (patchy) overcast drizzle shower	4.0	98°

Biological elements:

*Rhaphiomidas terminatus*? Ø time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

<u>Cotinus</u>	<u>B. exilis</u>	} North portion	<u>C. sayi</u>
<u>Bembix</u>	<u>P. acmon</u>		<u>Colias eurytheme</u>
<u>Megachile sp.</u>	<u>Melissodes sp.</u>		<u>Stenopogon brevisculus</u>
<u>S. melinus</u>	<u>Scotoleon sp. ♂/♀</u>		<u>Lerodia eufala</u>
<u>H. phyleus</u>	<u>Ammoptila sp.</u>		<u>Myrmeleon sp. - pits</u>
<u>Thyridanthrax atrata</u>			

Vertebrates: Doves, Mockingbirds

Comments: \_\_\_\_\_  
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A@F.: 66 4.5mi



Delhi sands flower-loving fly – General Field Form

Date 8/19/22 Overall Time 1005-136 Job McA. 1C

Surveyor KW Survey Partner(s) 0

Mileage 5567

Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>1005</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-1</u>	<u>82</u>
<u>1115</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0</u>	<u>87</u>
<u>113</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2-4</u>	<u>95</u>
Stop <u>136</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2-4</u>	<u>96</u>

Biological elements:

*Rhaphiomidas terminatus*? \_\_\_ time \_\_\_ sex \_\_\_ numbers \_\_\_.

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_ Apiocerids \_\_\_ Sphecids ✓  
 Pompillids \_\_\_ Scoliids \_\_\_ Chrysidids \_\_\_

Other insects of note Rhagothrips, Mutillid C. tinnus,  
V. molitor, Mallophaga, Hymenoptera, Priocera sp. Megachile P. amon  
Pentia, Braconid, Stenomacrus, Hymenoptera,  
Scotoplanes longipalpus T. atrata

Vertebrates: \_\_\_\_\_

Comments:

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**Delhi sands flower-loving fly – General Field Form**

Date 8/20/2022 Overall Time 10:00 - 14:00 Job 1A

Surveyor Rentfro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>77</u>
<u>11:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3</u>	<u>80</u>
<u>12:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3</u>	<u>83</u>
Stop <u>14:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>4</u>	<u>90</u>

**Biological elements:**

*Rhaphiomidas terminatus*? N/A time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Ammophila sp., Papilio rutulus, Brepheclium exilis,  
Mepejus acmen, Efferia albibarbis, Mallophaga tantrix, Cotinus sp.,  
Villa mator, Mutillidae, ~~in~~ coccineohirta?, Curculionidae sp.,  
Pyrgus albescens, Cerceris sp., Svastra texana, Presis coenia

Vertebrates: \_\_\_\_\_

Comments: \_\_\_\_\_  
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## Delhi sands flower-loving fly – General Field Form

Date 20 Aug 2022 Overall Time 240 minutes Job McDONALD 2ASurveyor DAVID K. FAULKNER Survey Partner(s) ∅Mileage 65 mi (1-WAY) O.D.: 385, 791

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅ <sup>Thick</sup> HAZE	(clear) patchy overcast drizzle shower	3.8	78.5°
1100	∅ HAZE	(clear) patchy overcast drizzle shower	3.7	80.2°
1200	∅ "	(clear) patchy overcast drizzle shower	1.7	89.3°
Stop 1400	∅ "	(clear) patchy overcast drizzle shower	3.4	92°

## Biological elements:

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

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Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids \_\_\_\_\_  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids \_\_\_\_\_  
 Pompilids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

C. eurythene \_\_\_\_\_ C. sagi \_\_\_\_\_  
P. protodice \_\_\_\_\_ P. acmon \_\_\_\_\_  
B. exilis \_\_\_\_\_ Stenopogon sp. \_\_\_\_\_  
Bembix \_\_\_\_\_ Scotoleone longipalpis \_\_\_\_\_  
P. albescens - on MALVA flowers \_\_\_\_\_ T. atrata \_\_\_\_\_

Vertebrates: ~~Caper~~ Gopher (dead) \_\_\_\_\_  
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## Comments:

Red-tailed HAWK (dead) \_\_\_\_\_  
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A&I: 66 \_\_\_\_\_ S.2mi



**Delhi sands flower-loving fly – General Field Form**

Date 8/21/2022 Overall Time 10:00 - 14:00 (4 hrs.) Job 1 B

Surveyor Rentro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1</u>	<u>73</u>
<u>11:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>76</u>
<u>12:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1</u>	<u>79</u>
Stop <u>14:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3</u>	<u>84</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

\_\_\_\_\_ N/A \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids \_\_\_\_\_  
 Mydids \_\_\_\_\_ Apocerids \_\_\_\_\_ Sphecids   
 Pompillids  Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Villa atrata, Bembix canata, Cerceris sp.,  
Anoplas sp., Brephidion exilis, Plebejus acman,  
Strymon melinus, Agropteron texana, Villa molitor,  
Ammophila sp., Aganippe vanillae, Bombyliid brown  
body, pictured wings, Cobinus sp., Pantala flavescens,  
Sceliphron caementarium, Pyrgus albescens.

Vertebrates: Red-tailed hawk

**Comments:**  
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Date Aug 22, 2022 Overall Time 10:00 - 2:00

Job McDonald 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 246443

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>1-2</u>	<u>77</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>2:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>2-3</u>	<u>94</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids  Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Anax junius / Dasymetilla sp. (red ♂) / Thyrid. atrata /  
Platbejus rcmom / Liris sp. (lg blk.) / Eucera's / Ammophila azteca / Villa  
lateralis / Bembix comata / Apiocera convergens (♀) / Villa molitor /  
D. saussureana / Prionyx / Gymnosomma / Apleurus sp. / Ammophila  
aberti / Colias eurytheme / Mallophora / Stenopogon brevisulvus

Vertebrates: \_\_\_\_\_

**Comments:**  
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**Delhi sands flower-loving fly – General Field Form**Date 23 Aug 2022 Overall Time 240 minutes Job McDonald IASurveyor David K. Faulkner Survey Partner(s) ∅Mileage 65 miles (1-way) OD: 386,247**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅ Haze	(clear) patchy overcast drizzle shower	1.1	80°
1100	∅ "	(clear) patchy overcast drizzle shower	3.7	86.5°
1200	∅ "	(clear) patchy overcast drizzle shower	3.5	89°
Stop 1400	~10% clds	clear (patchy) overcast drizzle shower	6.6	96°

**Biological elements:***Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

*P. protodice* *Stenopogon* *Vanessa sp.* *Ammophila sp.*  
*Scotoleon sp.* *Bembix* *P. albescens* *Megachile sp.*  
 Bombyliids *C. sayi* *Danselflies*  
*B. exilis* *JUNONIA coenia - COMMON*  
*Vespid* *S. melinus*  
*P. acmon* *P. rapae*

Vertebrates: \_\_\_\_\_

Red-tailed hawk, Falcon, Doves**Comments:**No Burrowing owls.*P. protodice* numbers are starting to drop off.*B. exilis* numbers are increasingAQI: 82 (moderate)4.2 mi

Date Aug 24, 2022 Overall Time 10:00 – 2:00

Job 1-C

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 246592

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>20</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>0</u>	<u>81</u>
	<u>20</u>	clear	patchy	overcast	drizzle	shower	<u>0-1</u>	
	<u>15</u>	clear	patchy	overcast	drizzle	shower	<u>1-2</u>	
Stop <u>1:58</u>	<u>5</u>	clear	patchy	overcast	drizzle	shower	<u>1-3</u>	<u>93</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Eleodes gracilis / Villa molitor / Megachile morfiraga /  
Evodynerus hidalgoi / Exochocoris / Priomyx / Aummophila azteca /  
Aummophila aberti / Bembix comata / Anthophora urbana / Efferida  
albibarbis / Scenopinid (sm.pule) / Thyrid. atrata / D. saussuriana /  
Plebejus acmon

Vertebrates: \_\_\_\_\_

Comments: \_\_\_\_\_



**Delhi sands flower-loving fly – General Field Form**

Date 8/25/22 Overall Time 1000

Job McDonald 1A

Surveyor KH Osborne Survey Partner(s) u

Mileage 6149

**Weather:**

Time (24 hr)	% Cloud	Sky				Winds (mph)	Temp (F)
Start <u>1000</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower	<u>83</u>
<u>1200</u>	<u>0</u>	<u>clear</u>	patchy	<u>humid</u> overcast	drizzle	shower	<u>92</u>
		clear	patchy	overcast	drizzle	shower	
Stop <u>2000</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower	<u>92</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_ time \_\_\_ sex \_\_\_ numbers \_\_\_.

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Other arthropods (general) Bombyliids  Asilids \_\_\_\_\_

Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids \_\_\_\_\_

Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Pantella flav.

V. molitor Bombix C. say. H. albasconae B. agrestis

Stenopogon Cotinus Mylophila Jannaria P. levis

V. lateralis, V. atrata

Stenopogon Myrmelion l. Stenopogon Pantia

Vertebrates: \_\_\_\_\_

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**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date 26 Aug 2022 Overall Time 240 minJob ONTARIO - Mr. Donald JBSurveyor DAVID K. FAULKNER Survey Partner(s) ØMileage 6.5 mi (1-way) OD: 386,510

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	Ø HAZE	(clear) patchy overcast drizzle shower	1.1	80°
1100	Ø "	(clear) patchy overcast drizzle shower	1.4	85°
1200	Ø "	(clear) patchy overcast drizzle shower	2.0	89°
* Stop 1340	Ø	(clear) patchy overcast drizzle shower	2.9	93°

## Biological elements:

*Rhaphiomidas terminatus*? Ø time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.Other arthropods (general) Bombyliids ✓ Asilids \_\_\_\_\_Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓Pompilids ✓ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note \_\_\_\_\_

C. sayi Nacruid sp. Symphids; small Lucilia serrata EotinusB. melis Vespid (Uvcher) Pentatomids - Horehound, Bagrada BombyliidP. albescens Bombus Pompilid - Auplopus sp.? C. eurytheneH. phyleus Ammophila sp. P. protodice 1S. melinus P. rapae Tenebrionidae - smallP. acmon Agapostemon sp. Aeschnidae - DarnerVertebrates: Vanessa cardui Megachile sp.Coyote Melissodes sp. Apidae - small on tumbleweed

## Comments:

Most species along the west & south hedges.Note: Significant drop in chukewhites.\* ENDED 20 min early - will finish site tomorrow

## Delhi sands flower-loving fly – General Field Form

Date 8/27/22 Overall Time 10<sup>00</sup> - 2<sup>00</sup>Job McDonald IASurveyor K.A. Osborne Survey Partner(s) /Mileage 17200 (green truck)

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10<sup>00</sup></u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-1</u>	<u>80</u>
<u>1120</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3-4</u>	<u>84</u>
		clear patchy overcast drizzle shower		
Stop <u>2<sup>00</sup></u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>5-10</u>	<u>88</u>

## Biological elements:

*Rhaphiomidas terminatus*? \_\_\_ time \_\_\_ sex \_\_\_ numbers \_\_\_.Other arthropods (general) Bombyliids  Asilids Mydids \_\_\_ Apicerids \_\_\_ Sphecids 

Pompillids \_\_\_ Scoliids \_\_\_ Chrysidids \_\_\_

Other insects of note Bombix Sp. Stenopogon V. albescens (abundant)Agrotis, Bryophila strywan, V. malistaA. aberti, Hylaphila Junonia Catinaria T. atrataMegachile Pantalla f.L. phloxiphaga

Vertebrates: \_\_\_\_\_

## Comments:

## Delhi sands flower-loving fly – General Field Form

Date 27 Aug 2022 Overall Time 211 min. Job McDonald ICSurveyor David K. FAULKNER Survey Partner(s) ØMileage 65 mi (1-WAY) OD: 386,784

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	Ø <sup>Light</sup> <sub>drizzle</sub>	(clear) patchy overcast drizzle shower	0.9	77°
1110	Ø	(clear) patchy overcast drizzle shower	2.5	82°
1200	Ø	(clear) patchy overcast drizzle shower	4.2	86°
Stop 1335	Ø	(clear) patchy overcast drizzle shower	7.1	89°

## Biological elements:

*Rhaphiomidas terminatus*? Ø time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.Other arthropods (general) Bombyliids ✓ Asilids ✓Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓

Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note

<u>Syrphid - small</u>	<u>P. pratensis (3)</u>	<u>Scatophaga sp.</u>
<u>Ammophila</u>	<u>Agapostemon</u>	<u>Vespid (yellow)</u>
<u>ELCODES</u>	<u>H. phyleus</u>	<u>blue damselfly</u>
<u>Argentine Ants</u>	<u>B. exilis</u>	<u>Aescha dragonfly</u>
<u>Bombus</u>	<u>C. eurythema</u>	<u>J. Coenia</u>
<u>Cotinus</u>	<u>Apidae (Voucher)</u>	<u>Bombyliid</u>
<u>S. melinus</u>	<u>Mantid (Immature)</u>	<u>P. Acmon</u>
		<u>Stenopogon</u>
		<u>Bombyliid - black</u>
		<u>Arctiid larva</u>

Vertebrates: DovesRed-Tail Hawks (4)COTTONTAIL

## Comments:

\* Duskywing skipper



**Delhi sands flower-loving fly – General Field Form**

Date 8/31/22 Overall Time 1151-1251 Job McDonald IA (part)

Surveyor KAO Osborne Survey Partner(s) R. Rogers

Mileage 2291

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>1151</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower	<u>0-3</u>	<u>99</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>1251</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower	<u>0-5</u>	<u>100</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

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Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids ✓

Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids \_\_\_\_\_

Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Stenopogon # Acontia Hemis

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Vertebrates: \_\_\_\_\_

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**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date 31 Aug 2022Overall Time 240 minutesJob Ontario, McDonald 1BSurveyor David K FaulknerSurvey Partner(s) ∅Mileage 65mi (1-way) OD: 387,473

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅	(clear) patchy overcast drizzle shower	∅	91°
1100	∅	(clear) patchy overcast drizzle shower	2	93°
1200	∅	(clear) patchy overcast drizzle shower	2.7	103°
Stop 1400	∅	clear patchy overcast drizzle shower	6	107°

## Biological elements:

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids \_\_\_\_\_

Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids \_\_\_\_\_

Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note \_\_\_\_\_

Agapostemon bees	P. Achon	Sphexid - small, all dark
Mymeleon - pits	S. melinus	Bombyliid - Dark species
Melissodes ♂ (Voucher)	H. phylax	Acridid - blue wings
B. exilis	Ammophila - large	
Pentatomidae - 3 species	Bombix	
Scotoleon ♀ - large	P. protodice (11)	

Vertebrates: Doves

## Comments:

Hot as HELL.....

AOI: 79 (Excessive HEAT WARNING) 4.8 miles

## Delhi sands flower-loving fly – General Field Form

Date 2 Sept 2022Overall Time 240 MINUTESJob McDONALD 1BSurveyor DAVID K. FAULKNERSurvey Partner(s) ∅Mileage 6.5 mi (1-WAY) OD: 387,617 miles

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅ HAZE	(clear) patchy overcast drizzle shower	1.0	90°
1100	∅ HAZE	(clear) patchy overcast drizzle shower	1.2	93°
1200	∅ HAZE	(clear) patchy overcast drizzle shower	1.2	98°
Stop 1400	∅ HAZE	(clear) (patchy) overcast drizzle shower	3.0	104°

↓  
over the MOUNTAINS

## Biological elements:

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.Other arthropods (general) Bombyliids ✓ Asilids ✓Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓

Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note \_\_\_\_\_

<u>Bembix</u>	<u>Syrphid - small</u>	<u>Sphexid - red abdomen</u>	<u>Bombyliid - Dark</u>
<u>Bleat ♂/♀</u>	<u>Proctos (III)</u>	<u>P. Acman</u>	<u>E. funeralis</u>
<u>Spittle bugs</u>	<u>Gulf fritillary</u>	<u>Stenopogon</u>	<u>Aq. Postman</u>
<u>S. melinus</u>	<u>Mud dauber</u>	<u>Assassin bug - narrow</u>	<u>Phaebis Sena ♂</u>
<u>B. exilis</u>	<u>Bombyliid</u>	<u>Scotoleon - large ♀</u>	<u>Ammophila sp. (common)</u>
<u>H. phylax</u>	<u>Bombyliid - Black</u>	<u>D. plexippus</u>	

Vertebrates: \_\_\_\_\_

## Comments:

Few insects on backwheatThistles - good nectar source for skippers, A. melliferaAQI: 79 EXCESSIVE HEAT WARNING5.0 miles

**Delhi sands flower-loving fly – General Field Form**

Date 9/2/2022 Overall Time 10:00 - 14:00 Job 2A

Surveyor Rentro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	clear	patchy	overcast	drizzle	shower	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>91</u>	<u>91</u>
<u>11:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>94</u>	<u>94</u>
<u>12:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>2</u>	<u>96</u>
Stop <u>14:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>2</u>	<u>103</u>

**Biological elements:**

*Rhaphiomidas terminatus*? time N/A sex N/A numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids

Mydids  Apiocerids  Sphecids

Pompillids  Scoliids  Chrysidids

Other insects of note Villa melitor, Villa atrata, Bembix comata,  
Brephidium exilis, Strymon melinus, Colias eurycleme,  
Pyrgus albescens

Vertebrates: \_\_\_\_\_

**Comments:**

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Delhi sands flower-loving fly – General Field Form

Date 9/3/2022 Overall Time 10:00 - 14:00 Job 1A

Surveyor Rentiro 142436-3 Survey Partner(s) N/A

Mileage ODM out

Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>95</u>
<u>11:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>99</u>
<u>12:30</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2</u>	<u>103</u>
Stop <u>14:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3</u>	<u>104</u>

Biological elements:

*Rhaphiomidas terminatus*? N/A time N/A sex N/A numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note V. la atrata, Bombyx comata, Anomophila  
Stenopogon brevisculus, Eteria albibarbis, Megachilidae sp.  
Papilio rutulus, Pyrgus albescens, Cerceris sp., Brepidium exilis,

Vertebrates: Red tailed hawk

Comments:

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## Delhi sands flower-loving fly – General Field Form

Date 3 Sept 2022 Overall Time 211 minutes Job McDonald ICSurveyor David K. Faulkner Survey Partner(s) ∅Mileage 65 miles (1-way) OD: 387,748

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅	(clear) patchy overcast drizzle shower	∅	95°
1103	∅	(clear) patchy overcast drizzle shower	∅	104°
1200	∅	(clear) patchy overcast drizzle shower	2.2	105°
Stop 1340	~10%	clear (patchy) overcast drizzle shower	3.4	107°

↳ OVER MOUNTAINS

## Biological elements:

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_Other arthropods (general) Bombyliids ✓ Asilids ✓  
Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note \_\_\_\_\_

<u>P. paradise</u>	<u>Curculionidae - usual sp.</u>	<u>S. longipalpus ♀</u>	<u>Eleodes sp.</u>
<u>Bombix</u>	<u>Aceridid</u>	<u>Apidae - small (V)</u>	
<u>P. acma</u>	<u>Bombyliid - dark</u>	<u>H. phylenus</u>	
<u>J. coenia</u>	<u>Stenopogon sp.</u>	<u>Syrphidae - small, red abdomen</u>	
<u>B. exilis</u>	<u>Agrosteman</u>	<u>Ammaphila sp.</u>	
		<u>Bombyliid - ♂ - white - flying around</u>	

Vertebrates: (1) Burrowing owl - Middle section hedge  
Falcon (Kestrel?)

## Comments:

Too Damn Hot!

Not much after 59 min. Section Mowed.

AQI: 76 (Excessive Heat warning) 4.1 miles

**Delhi sands flower-loving fly – General Field Form**

Date 9/4/2022 Overall Time 10:00 - 14:00 Job 1B

Surveyor Rentiro 142436-3 Survey Partner(s) N/A

Mileage ODM out

**Weather:**

Time (24 hr)	% Cloud	high clouds	Sky	Winds (mph)	Temp (F)
Start 10:00	20		clear (patchy) overcast drizzle shower	2	92
11:00	15		clear (patchy) overcast drizzle shower	1	101
12:00	10		clear (patchy) overcast drizzle shower	1	103
Stop 14:00	10		clear (patchy) overcast drizzle shower	2	107

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time N/A sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Bombix melanopsis, Villa malifera, Stenopogon breviscutis, Brevithidium exilis, Plebejus acmen, Strymon melanos, Curculionidae sp., Myrmeleontidae sp.

Vertebrates: \_\_\_\_\_

**Comments:**

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Delhi sands flower-loving fly - General Field Form

Osborne Biological Consulting

Date Sept. 4, 2022 Overall Time 10:00 - 2:00

Job Airport Edison 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 248892

Weather:

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>40</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>0-1</u>	<u>97</u>
<u>12:10</u>	<u>40</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>2-3</u>	<u>102</u>
<u>1:08</u>	<u>30</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-2</u>	<u>108</u>
Stop <u>2:00</u>	<u>30</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-3</u>	<u>108</u>

Biological elements:

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Stenopogon brevisculus / Bequaertia cornuta /  
Thyrid atrata / Ammophila azteca / Anthophora urbana / Plebejus  
rimon / Apleura sp. / Villa lateralis / P. protodisa / Colias  
eupheme / Euclyptus / Hoplisoides diversa / Priomyia  
Aphobantus sp.

Vertebrates: \_\_\_\_\_

Comments:

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Date Sept. 6, 2022 Overall Time 10:05 - 1:57

Job McDonald / C

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 249026

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:05</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower	<u>0-2</u>	<u>93</u>
<u>11:05</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower		<u>97</u>
<u>12:37</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower		<u>100</u>
Stop <u>1:57</u>	<u>0</u>	<u>clear</u>	patchy	overcast	drizzle	shower	<u>2-4</u>	<u>102</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Bombix / Plebejus acmion / oxybellus sp. (v. sim.) /  
Apleurus sp. / Ammophila alberti / Thyrid. atrata / Stenopogon  
Hoplissides diversa / \* Glenniosticta sp. / Eudynaeus hid-  
alqi / D. vanillae / Villa molitor

Vertebrates: \_\_\_\_\_

**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date 9/8/22 Overall Time 11:25 - 12:25 Job MCD. 1ASurveyor K A Osborne Survey Partner(s) R RogersMileage 2405

## Weather:

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>11:25</u>	<u>75</u>	clear	patchy	<u>overcast</u>	drizzle	shower	<u>0-1</u>	<u>93</u>
		clear	patchy	overcast	drizzle	shower		
		clear	patchy	overcast	drizzle	shower		
Stop <u>12:25</u>	<u>25</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1-2</u>	<u>97</u>

## Biological elements:

*Rhaphiomidas terminatus*? \_\_\_ time \_\_\_ sex \_\_\_ numbers \_\_\_.

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_ Apocerids \_\_\_ Sphecids   
 Pompillids \_\_\_ Scoliids \_\_\_ Chrysidids \_\_\_

Other insects of note U. molitor, Stenopogon,  
Aganlus, V. cardui, Ch. lyphila, Puntia, Colias  
Pantella f., T. p. P.C.

Vertebrates: \_\_\_\_\_

## Comments:

Rain this early morning - outer band of  
Hurricane Kay

This participative undetector as insurance  
against rain

**Delhi sands flower-loving fly – General Field Form**

Date Sept. 8 2022 Overall Time 10:00 – 1:00

Job McDonald / A

Surveyor Rick Rogers Survey Partner(s) Ken Osborne

Mileage 249173

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start 10:00	50	clear	patchy	overcast	drizzle	shower	0-2	88
11:17	65	clear	patchy	overcast	drizzle	shower	2-3	92
		clear	patchy	overcast	drizzle	shower		
Stop 1:00	45	clear	patchy	overcast	drizzle	shower	0-1	97

**Biological elements:**

*Rhaphiomidas terminatus* ? time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note *Amobia* sp. / *Pseudodorus clavatus* / *Agapostemon*  
*Pantalla flavescens* / *Stenopogon brevisculus* / *Hoplissodes diversa*  
*Eucerceris* / *Plebejus acmion* / *Triepeolus* sp. / *Oxyballus* sp. (w. sm.)  
*Pyrgus albescens* / *Aphoebantus* sp. / *Sined* sp.

Vertebrates: \_\_\_\_\_

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 9/9/22 Overall Time 12:15 - 1:48 Job McN. 1 B (part)  
 (1 hr, 33 min)

Surveyor KAO Survey Partner(s) ⓪

Mileage 2470

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>12:15</u>	<u>100</u>	clear patchy <u>overcast</u> drizzle shower	<u>1-8</u>	<u>93</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>2:05</u>	<u>100</u>	clear patchy <u>overcast</u> drizzle shower	<u>1-8</u>	<u>92</u>

148 rain @ 2pm

starts to 12  
10-15 sustained

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids ✓ Asilids \_\_\_\_\_  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompilids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Pantella P. Pantella W., Stenomacrus, Hylomyza  
Agrilus Bombus C. sayi V. melitor  
W. senae, Leucophaea Boreophila

Vertebrates: \_\_\_\_\_  
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**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 11 Sept 2022 Overall Time 240 minutes Job McDonald IA

Surveyor David K. Faulkner Survey Partner(s) ∅

Mileage 65mi (1-way) OD: 388,862 miles

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	~50%	clear <u>patchy</u> overcast drizzle shower	1.0	80°
1100	~10%	clear <u>patchy</u> overcast drizzle shower	∅	82°
1200	∅	clear patchy overcast drizzle shower	1.0	84°
Stop 1400	∅	clear <u>patchy</u> overcast drizzle shower	4.1	90°

clouds over mtns.

**Biological elements:**

*Rhaphiomidas terminatus* ? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

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Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

- |                         |                         |                      |                             |
|-------------------------|-------------------------|----------------------|-----------------------------|
| <u>B. exilis</u>        | <u>P. acron</u>         | <u>Tachnids</u>      | <u>Ammaphila sp.</u>        |
| <u>D. plaxippus</u>     | <u>Stenopogon</u>       | <u>Manduca larva</u> | <u>J. caenia (+ larva)</u>  |
| <u>Acridid (ARVA)</u>   | <u>P. pratensis (2)</u> | <u>Cotinus</u>       | <u>S. melius</u>            |
| <u>C. Sayi</u>          | <u>H. phyleus</u>       | <u>Melissodes</u>    | <u>Hylotinea</u>            |
| <u>Papilio runicode</u> | <u>Bombix</u>           | <u>V. cardui</u>     | <u>Acridid - blue wings</u> |
| <u>Bombyliid</u>        | <u>Phoebus senae</u>    | <u>P. albescens</u>  |                             |

Vertebrates: Hawks, Crows, Falcon  
Meadowlark  
Coyote (Photo)

**Comments:**

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AQT: 64 4.9 mi.



**Delhi sands flower-loving fly – General Field Form**

Date 9/11/22 Overall Time 1103 - 130 Job McDonald 1B  
 Surveyor KAO Osborne Survey Partner(s) Ø  
 Mileage 6404

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>1103</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1-2</u>	<u>86</u>
<u>1220</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>2-3</u>	<u>86</u>
		clear patchy overcast drizzle shower		
Stop <u>130</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>calm</u>	<u>86</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note Barbix, Hyun 2, C. sayi, \*Nymphalutis antiqum  
P. senae, Stymon, Bregshidlin  
Stenopogon V.m. T. atrata Typ. P.c. Hyl. lylida  
\*Hyles Stratiomyid. Laphria Stenopogon Nerctus  
Pantella f. Pantella 4. P. acron

Vertebrates: \_\_\_\_\_

**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date 9/11/2022 Overall Time 10:00 - 13:31 Job 1CSurveyor Rentro 142436-3 Survey Partner(s) N/AMileage ODM out

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>20</u>	clear <u>patchy</u> overcast drizzle shower	<u>2</u>	<u>81</u>
<u>11:00</u>	<u>0</u>	clear <u>patchy</u> overcast drizzle shower	<u>2</u>	<u>85</u>
<u>12:00</u>	<u>0</u>	clear <u>patchy</u> overcast drizzle shower	<u>2</u>	<u>86</u>
Stop <u>13:31</u>	<u>0</u>	clear <u>patchy</u> overcast drizzle shower	<u>2</u>	<u>89</u>

## Biological elements:

*Rhaphiomidas terminatus*? time N/A sex \_\_\_\_\_ numbers \_\_\_\_\_Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids   
Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_Other insects of note Danaus plexippus, Libellula saturata  
Schistocerca gossypii, Ciceris sp., Anomala sp.  
Vanessa cardui, Phoebastria immutabilis, Brevipalpus exilis  
Stenopogon brevicaudus, Scutelleridae sp., Erynnis funeralisVertebrates: Red-tailed hawks, Turkey Vulture

## Comments:

High frequency of Zenebrionids on east side of the 59 min protocol site

(= 2A)

Date Sept. 11, 2022 Overall Time 10:00 - 2:00

Job McDonald A2

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 249326

Weather:

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start 10:00	20	clear	patchy	overcast	drizzle	shower	1-2	82
12:35	5	clear	patchy	overcast	drizzle	shower	2-3	86
1:30	5	clear	patchy	overcast	drizzle	shower	1-2	90
Stop 2:00	5	clear	patchy	overcast	drizzle	shower	1-3	90

Biological elements:

*Rhaphiomidas terminatus*? \_\_\_\_ time \_\_\_\_ sex \_\_\_\_ numbers \_\_\_\_.

Other arthropods (general) Bombyliids  Asilids   
Mydids \_\_\_\_ Apiocerids \_\_\_\_ Sphecids   
Pompillids \_\_\_\_ Scoliids \_\_\_\_ Chrysidids \_\_\_\_

Other insects of note Thyrid. atrata / B. comata / Dasymutilla sp. (red ♂) /  
Plebejus acron / Ammophila aberti / Pantalla flavescens / Eupodes sp.  
(Syrphidae) / Villa malitor / Pyrgus abescens / Villa lateralis /  
Stenopogon breviscolus / Prionyx parkeri / Cynthia cardus / Sympetrum  
corruptum / Eucerceris / Ammophila azteca / Geron sp. / Hyles  
lineata / Papilio "cresphontes" / Erynnis funeralis / Lasioglossum sp. /

Vertebrates: \_\_\_\_\_

Comments:

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## Delhi sands flower-loving fly – General Field Form

Date 9/13/22 Overall Time 1000 - 2<sup>00</sup> Job MCA 1BSurveyor K A Osborne Survey Partner(s) \_\_\_\_\_Mileage 6505

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>1000</u>	<u>30</u>	clear <u>patchy</u> overcast drizzle shower	<u>0-1</u>	<u>77</u>
<u>1100</u>	<u>20</u>	clear <u>patchy</u> overcast drizzle shower	<u>0-1</u>	<u>83</u>
<u>1230</u>	<u>100</u>	clear <u>patchy</u> overcast drizzle shower	<u>1-3</u>	<u>85</u>
Stop <u>2<sup>00</sup></u>	<u>100</u>	clear <u>patchy</u> overcast drizzle shower	<u>2-5</u>	<u>87</u>

## Biological elements:

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids   
Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids \_\_\_\_\_  
Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_Other insects of note Strymon, U. m. Stenopogon, Episiron (pompilid)  
Triepisidus, Hylodonta, Mutilid (red), Argus, E. tristis  
Pygostolus, Pieris, P. aegon  
Pantella f. masapogonidis, P. aegon, U. lateralis,  
T. atrata, P. somae, Agrotis, P. rufica, Tranea 1  
Siniperla c. A. aegon, Pantella h.Vertebrates: Cotta

## Comments:



Date Sept. 13, 2022

Overall Time 10:00 – 2:00

Job McDonald/A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 249458

**Weather:**

Time (24 hr)	% Cloud	Sky				Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>35</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>80</u>
<u>11:30</u>	<u>30</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>82</u>
		clear	patchy	overcast	drizzle	shower	
Stop <u>2:00</u>	<u>85</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>86</u>

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note B. comata / Eucerceris / Villa molitor / Villa lateralis /  
Schistocerca nitens / Pantalla flavescens / Stenopogon brevisulcus /  
Agapostemon / Thyrid. atrata / Larropsis capax / Liris sp. (1 q, 6 ff.) Oxygaster  
sp. (v. sm.) / Megachile / Ammophila aberti / Apoebantia sp. / Cynthia  
cardui / Pyrgus hesperis / P. acmon / Preis / Phoebis agesthe /  
E. acraea (adult) / Hyles lineata / Scotoleon sp. (yellow markings)

Vertebrates: \_\_\_\_\_

Comments: \_\_\_\_\_

Date Sept. 14, 2022 Overall Time 10:00 – 2:00 Job McDonald 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 249569

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>5</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>0 – 1</u>	<u>78</u>
<u>11:30</u>	<u>10</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1 – 2</u>	<u>79</u>
<u>1:00</u>	<u>3</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>1 – 2</u>	<u>81</u>
Stop <u>2:00</u>	<u>2</u>	clear	<u>patchy</u>	overcast	drizzle	shower	<u>2 – 3</u>	<u>82</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Pterohelictes mirandus ♂ (lg. size) / Phobos senae /  
Bombix conata / Stenopogon braisaculus / Dasymetilla sp. (red ♂) /  
Villa molitor / Villa lateralis / D. saussuriana / Plebejus acmen /  
Sympetrum corruptum / Cyathia caudata / Agapostemon / Anax  
saivus / Thyrid. atrata / Pantallia flavescens / Heterostylum robustum /  
Aphobantus sp. /

Vertebrates: Turkey Vulture

**Comments:**

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## Delhi sands flower-loving fly – General Field Form

Date 15 Sept 2022 Overall Time 211 MINUTES Job McDONALD ICSurveyor DAVID K. FAULKNER Survey Partner(s) ∅Mileage 65 mi (1-WAY) OD: 389,147 miles

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	~50%	clear <u>patchy</u> overcast drizzle shower	1.0	71°
1100	∅	<u>clear</u> patchy overcast drizzle shower	1.0	75°
1200	∅	<u>clear</u> patchy overcast drizzle shower	2.0	78°
Stop 1345	∅	<u>clear</u> patchy overcast drizzle shower	2.5	82°

## Biological elements:

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.Other arthropods (general) Bombyliids ✓ Asilids ✓  
Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note \_\_\_\_\_

<u>Sphucid - small, yellow</u>	<u>Stenopogon</u>	<u>Syrphid V</u>	<u>Eristalis</u>
<u>Sarcophaga sp. ♂/♀ V*</u>	<u>H. phyleus</u>	<u>Eufala</u>	
<u>B. exilis</u>	<u>Bombyliid V</u>	<u>Bembix</u>	
<u>P. Acman</u>	<u>DASYMUTILLA ♂ V</u>	<u>Hyles lineata</u>	
<u>C. Saji</u>	<u>Bombyliid V</u>	<u>COTINUS</u>	

Vertebrates: Burrowing owl (1)

## Comments:

\* V = Voucher



Date Sept 16 2022

Overall Time 10:00-2:00

Job McDonald A1

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 249702

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>0-1</u>	<u>72</u>
		<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>		
<u>1:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>1-2</u>	<u>78</u>
Stop <u>2:00</u>	<u>0</u>	<u>clear</u>	<u>patchy</u>	<u>overcast</u>	<u>drizzle</u>	<u>shower</u>	<u>2-3</u>	<u>80</u>

**Biological elements:**

*Rhaphiomidas terminatus* ?      time      sex      numbers     .

Other arthropods (general) Bombyliids  Asilids   
 Mydids      Apiocerids      Sphecids   
 Pompillids      Scoliids      Chrysidids     

Other insects of note *Pantalla flavescens* / *Bembix cornuta* / *Scotomyrma*  
*nigrilabris* / *Thyrid. atrata* / *Villa molitor* / *Hopli. Hodus diversa*  
*Amanophila azteca* / *Aeshna multicolor* / *Scuddania mexicana*  
*Stenopogon brevisculus* / *Villa lateralis* / *Trimenotropis californicus*  
*Acroglossum (Chaetogadia?) sp. (technid)* / *Linis sp. (g. blk.)* / *Philanthus Mutipunctata*  
*phil. ventitabris* / *Aphaebantus sp.* / *Anax junius* / *Symphium corruptum*  
*Eufala skipper* / *Palparia mexicana* / *Mexican Amberwing* / *Precis caenia*

Vertebrates: *Aurornophila aberti*

**Comments:**

\_\_\_\_\_  
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## Delhi sands flower-loving fly – General Field Form

Date 9/17/2022 Overall Time 10:00 - 14:00 Job 1BSurveyor Renfro 142436-3 Survey Partner(s) N/AMileage Odometer out

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>10:00</u>	<u>100</u>	clear patchy <u>overcast</u> drizzle shower	<u>1</u>	<u>68</u>
<u>11:00</u>	<u>100</u>	clear patchy <u>overcast</u> drizzle shower	<u>1</u>	<u>72</u>
<u>12:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1</u>	<u>75</u>
Stop <u>14:00</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1</u>	<u>82</u>

## Biological elements:

*Rhaphiomidas terminatus*? N/A time N/A sex N/A numbers N/AOther arthropods (general) Bombyliids  Asilids   
Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids \_\_\_\_\_  
Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_Other insects of note Villa molitor, Villa atrata, Mutillidae ♀  
Scutelleridae sp., Myrmeleontidae sp., Eristalis obsolentus,  
Odonata sp., Stenopogon brevisculis, Brepheidium exilis,  
Plebejus acmen, Swastika Texana, small pleuridaeVertebrates: Red-tailed hawk

## Comments:

Cooler temp. last days of survey.  
Boots on the ground

**Delhi sands flower-loving fly – General Field Form**

Date 17 Sept 2022 Overall Time 240 minutes Job McDONALD 2A

Surveyor David K. FAULKNER Survey Partner(s) ∅

Mileage 60 miles (Hwy 91→57→60 one-way) O.D.: 389,406 mi

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	100%	clear patchy <u>overcast</u> drizzle shower	2.0	70°
1100	~90%	clear <u>patchy</u> overcast drizzle shower	2.0	71°
1200	~50%	clear <u>patchy</u> overcast drizzle shower	3.9	73°
Stop 1400	∅	clear patchy overcast drizzle shower	1.9	80°

**Biological elements:**

*Rhaphiomidas terminatus*? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_.

\_\_\_\_\_

\_\_\_\_\_

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_  
Eristalis tenax C. Sayi Bombay  
S. longipalpis ♀ H. phyleus Stenopogon  
V. caedui Cotinus Bombyliid  
Eleodes sp. Apidae (bonds) ~~Bombay~~  
P. albescens S. melinus Ammophila  
B. ezilis Agapostemon

Vertebrates: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Comments:**

No P. protadice

V. caedui - moving in SE direction

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AQI: \_\_\_\_\_ 5.2 miles

**Delhi sands flower-loving fly – General Field Form**

Date 18 Sept 2022 Overall Time 240 minutes Job McDonald IA

Surveyor David K. Faulkner Survey Partner(s) ϕ

Mileage 6.2mi (1-way) O.D.: 389,533

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	~40%	clear <u>patchy</u> overcast drizzle shower	1.0	70°
1100	~30%	clear <u>patchy</u> overcast drizzle shower	2.0	73°
1200	~10%	clear <u>patchy</u> overcast drizzle shower	3.0	76°
Stop 1400	<u>ϕ</u>	<u>clear</u> patchy overcast drizzle shower	3.9	81°

**Biological elements:**

*Rhaphiomidas terminatus*? ϕ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_.

\_\_\_\_\_

\_\_\_\_\_

Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids \_\_\_\_\_  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids \_\_\_\_\_  
 Pompilids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

- |                                    |                  |                  |
|------------------------------------|------------------|------------------|
| <del>B. exilis</del>               | Manduca - larvae | Megachile sp     |
| <del>Lerodea eufala - common</del> | P. albexens      | Bembix           |
| <del>H. phyticus</del>             | J. coenia        | V. cordui        |
| <del>Cristalis sp</del>            | Dolichopodidae   | Bombyliid - dark |
| <del>Melissodes</del>              | Syrphopogon      | Stenopogon       |
| <del>Agapostemon</del>             | P. prolixus      | Hibellula sp     |

Vertebrates: \_\_\_\_\_  
 \_\_\_\_\_  
 Kestrel  
 Turkey Vulture

**Comments:**

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**Delhi sands flower-loving fly – General Field Form**

Date 9/19/22 Overall Time 100-200 Job McDonald 1B (part)

Surveyor KAC Osborne Survey Partner(s) \_\_\_\_\_

Mileage 7007 mi

**Weather:**

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>100</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1-4</u>	<u>84</u>
		clear patchy overcast drizzle shower		
		clear patchy overcast drizzle shower		
Stop <u>200</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>1-4</u>	<u>86</u>

**Biological elements:**

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids \_\_\_\_\_  
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids \_\_\_\_\_  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

Loradea, Myloglypta Stenopogon Scotellion migratorius  
Braphidion Eristalis U. militaris Bembix  
 \_\_\_\_\_  
 \_\_\_\_\_

Vertebrates: \_\_\_\_\_  
 \_\_\_\_\_  
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**Comments:**

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Delhi sands flower-loving fly – General Field Form

Date 9/20/22 Overall Time 1025-125 Job McDonald 1B

Surveyor KAO Shorne Survey Partner(s) J

Mileage 7043

Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start <u>1025</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>calm</u>	<u>77</u>
<u>1220</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>3-6</u>	<u>83</u>
		clear patchy overcast drizzle shower		
Stop <u>125</u>	<u>0</u>	<u>clear</u> patchy overcast drizzle shower	<u>0-4</u>	<u>84</u>

Biological elements:

*Rhaphiomidas terminatus*? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Other arthropods (general) Bombyliids \_\_\_\_\_ Asilids \_\_\_\_\_  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids \_\_\_\_\_  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_

*Hyalophila styriaca* *Paulella f.* *Anax*  
*Bygones* *Stenopogon* *Erastus* *Bombix* *Agropterus*  
*V. sexual* *E. tristis*, *Lariden* *Pyrgus*

Vertebrates: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Comments:

one hour completed on 9/19  
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## Delhi sands flower-loving fly – General Field Form

Date 20 Sept 2022 Overall Time 215 minutes Job McDonald ICSurveyor David K Faulkner Survey Partner(s) ∅Mileage 65 mi (1-way) O.D.

## Weather:

Time (24 hr)	% Cloud	Sky	Winds (mph)	Temp (F)
Start 1000	∅ HAZE	(clear) patchy overcast drizzle shower	∅	73°
1105	∅	(clear) patchy overcast drizzle shower	1.6	74.5°
1200	∅	(clear) patchy overcast drizzle shower	3.7	76°
Stop 1350	∅	(clear) patchy overcast drizzle shower	3.0	87°

## Biological elements:

*Rhaphiomidas terminatus* ? ∅ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_.

Other arthropods (general) Bombyliids ✓ Asilids ✓  
 Mydids \_\_\_\_\_ Apiocerids \_\_\_\_\_ Sphecids ✓  
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_  
 Other insects of note \_\_\_\_\_ *Melissodes* sp.  
*Heredia eufala* *B. exilis* *P. Acmon*  
*Eleodes* *Bembix* *Scotoleon nigralabris*  
*Eristalis tenax* *Schistocerca* (nymph) *Anax junius*  
*V.lla* sp. *H. phyleus* *Stenopogon brevisculus*  
*Poecilanthrax* sp. *Agapostemon* *Aeshna multicolor*  
*Copestylum mexicana* *C. Sayi* *Tramea* sp.

Vertebrates: Red-tailed Hawks (3)

## Comments:

- END of Survey Season  
Some time in the next few months, it might be worthwhile to  
go over the species list from these surveys.  
THANKS for all the help & effort you put into this.

Date Sept. 20, 2022 Overall Time 10:00 – 2:00

Job McDonald 2A

Surveyor Rick Rogers Survey Partner(s) 0

Mileage 250072

**Weather:**

Time (24 hr)	% Cloud	Sky					Winds (mph)	Temp (F)
Start 10:00	0	clear	patchy	overcast	drizzle	shower	0-1	75
12:00	0	clear	patchy	overcast	drizzle	shower	2-3	77
		clear	patchy	overcast	drizzle	shower		
Stop 2:00	0	clear	patchy	overcast	drizzle	shower	2-4	84

**Biological elements:**

*Rhaphiomidas terminatus* ? \_\_\_\_\_ time \_\_\_\_\_ sex \_\_\_\_\_ numbers \_\_\_\_\_

Other arthropods (general) Bombyliids  Asilids   
 Mydids \_\_\_\_\_ Apicerids \_\_\_\_\_ Sphecids   
 Pompillids \_\_\_\_\_ Scoliids \_\_\_\_\_ Chrysidids \_\_\_\_\_

Other insects of note Scotoleon nigrilabris / Villa molitor / pantella  
flavegens / cristalinus taeniops / Ammophila azteca / Anthophora  
urbana / Plebejus acmon / Ammophila aberti / Dasymutilla sp. (red ♀)  
Villa lateralis / Thyrid atrata / Trimerotropis pallidipennis  
D. saussureana ♂♀ / Eristalinus reneux / Eristalis stiptator  
Erodynerus hidalgoi / Gymnosoma sp. / Anax junius / Sympetrum comptoni  
Bombix / Coxytes rufitarsus / Drasteria ochracea

Vertebrates: Stenopogon

**Comments:**

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# DEVELOPMENT ADVISORY BOARD DECISION

January 4, 2023

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

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

**FILE NO.:** PDEV21-047

**DESCRIPTION:** A Development Plan to construct nine industrial buildings totaling 4,263,454 square feet and associated site improvements on 216.39 gross acres (196.83 net acres) of land generally located east of Haven Avenue, west of Doubleday and Dupont Avenues, north of Jurupa Street and south of Airport Drive, within the IL (Light Industrial) land use district of the California Commerce Center Specific Plan (APNs: 0211-222-47, 0211-222-48, 0211-222-52, 0211-222-53, 0211-222-54, 0211-222-55, 0211-222-56, 0211-232-04, 0211-232-05, 0211-232-06, 0211-232-07, 211-232-011, 0211-232-12, 0211-232-13, 0211-232-14, 0211-232-15, 0211-232-16, 0211-232-17, 0211-232-18, 0211-232-19, 0211-232-20, 0211-232-44, 0211-232-45, and 0211-232-46); **submitted by McDonald Property Group.**

## PART 1: BACKGROUND & ANALYSIS

MCDONALD PROPERTY GROUP, (herein after referred to as "Applicant") has filed an application requesting approval of a Development Plan, File No. PDEV21-047, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**PROJECT SETTING:** The Project site is comprised of 216.39 gross acres (196.83 net acres) of land generally located east of Haven Avenue, west of Doubleday and Dupont Avenues, north of Jurupa Street and south of Airport Drive, and is depicted in Exhibit A: Project Location Map, attached. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<b>Existing Land Use</b>	<b>Policy Plan Land Use Designation</b>	<b>Zoning Designation</b>	<b>Specific Plan Land Use Designation</b>
Site:	Vacant	Industrial	California Commerce Center Specific Plan	Light Industrial
North:	Light Industrial	Industrial	California Commerce Center Specific Plan	Rail Industrial
South:	Light Industrial	Industrial	California Commerce Center Specific Plan	Rail Industrial
East:	Light Industrial, Well Site	Industrial	California Commerce Center Specific Plan	Light Industrial, Rail Industrial



	<b>Existing Land Use</b>	<b>Policy Plan Land Use Designation</b>	<b>Zoning Designation</b>	<b>Specific Plan Land Use Designation</b>
West:	Airport	Airport, Industrial	Ontario International Airport, United Parcel Service Specific Plan	Airport

**PROJECT ANALYSIS:**

(1) Background — The California Commerce Center Specific Plan (“CCCSP”) was adopted in May 1983 and established the land use designations, development standards, and design guidelines on approximately 1,400 acres of land, and allows for various land uses such as industrial, office, and commercial. Over the years, multiple specific plan amendments have been adopted to modify specific plan requirements, including land use designations, roadway alignments, development intensities, and development standards.

On January 27, 2010, the Ontario City Council certified The Ontario Plan Environmental Impact Report in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). The Ontario Plan and associated Environmental Impact Report analyzed the Project site and established guidelines for development, including but not limited to general land use (Light Industrial), maximum 0.55 Floor Area Ratio (FAR), and assumed building area (approximately 4,736,449 square feet).

On August 16, 2022, the Ontario City Council certified The Ontario Plan 2050 Update Supplemental Environmental Impact Report in conjunction with File No. PGPA20-002 (City Council Resolution No. 2022-129). The Project site’s land use district remained unchanged as part of the Citywide updates.

On December 15, 2021, the Applicant, and their consultant, MIG Inc., submitted a Development Plan to facilitate the development of nine industrial buildings totaling of 4,263,454 square feet on the Project site. The Applicant has also submitted Lot Line Adjustment applications to the Engineering Department requesting to realign property boundaries throughout the Project site to accommodate the proposed building layouts.

(2) Site Design/Building Layout — The Project site consists of nine vacant building sites encompassing 216.39 gross acres (196.83 net acres) of land located east of the Ontario International Airport runway and Haven Avenue. The overall FAR for the Project is 0.50, which complies with the maximum FAR of 0.55 under The Ontario Plan Policy Plan. The associated Lot Line Adjustment applications are currently under review by the Engineering Department. Project approval is contingent on City approval of the associated Lot Line Adjustment applications. The Project site is irregular in shape, with the existing streets dictating the orientation and size of the proposed buildings. For purposes of clarity in this report, the Project site can be portioned into three areas, the West Project Area, Central Project Area, and East Project Area (see Exhibit B).

(a) *West Project Area.* The West Project Area is bounded by Airport Drive, Carnegie Avenue, La Salle Avenue, Jurupa Street, and Haven Avenue. Buildings 1 through 4 are proposed in this portion, ranging from 254,677 square feet to 926,100 square feet in area.

The site for Building 1 is 23.6 acres in size, L-shaped, and is located at the southeast corner of Airport Drive and Haven Avenue. Building 1 is 850 feet wide and 480 feet deep, in an east-west orientation, with the primary office entrance oriented toward Airport Drive. The gross floor area for this building is 359,960 square feet, with a FAR of 0.35. The parking lots are located to the north and west of the building, and the screened truck docks and truck yard are located on the south side of the building.

The site for Building 2 is 40.6 acres in size and generally rectangular in shape, with the north property line flaring wider due to the curve of Airport Drive. Building 2 is 926,100 square feet in size, 2,211 feet wide and 420 feet deep. The building is placed in a north-south orientation and parallels Carnegie Avenue. The proposed FAR for this building is 0.52. The parking lots are primarily located on the east side of the building, along Carnegie Avenue. The truck yard is located on the west side of the building and screened from street view by the building and 14-foot-high screen walls with view-obstructing gates.

The site for Building 3 is at the northwest corner of Carnegie Avenue and La Salle Street, encompassing 25.4 acres of land, and generally rectangular in shape with an additional triangular area near the southwest corner of the site. Building 3 is proposed at 547,395 square feet in size, is 560 feet wide and 945 feet deep, with the primary office area facing Carnegie Avenue. The proposed FAR is 0.50. The passenger vehicle parking lots are located on the east and west sides of the building. The north side of the building is designed with truck docks and trailer parking, while the south side of the building only has truck docks. The trailer parking is located in the rectangular area on the west and will be screened from street views by 14-foot-high screen walls with view-obstructing gates.

The 11.7-acre site for Building 4 is located at the southeast corner of La Salle Street and Haven Avenue, north of Jurupa Street. Building 4 is 1,062 feet wide and 280 feet deep, 254,677 square feet in area, and positioned in a north-south direction. The proposed FAR is 0.50. The primary office faces La Salle Street with parking lot areas on the north and south sides of the building. The truck yard and trailer parking are located on the east side of the building and is screened from street views by the building and screen walls with view-obstructing gates. The west side of the project site provides a 45-foot building setback, which will be fully landscaped to further enhance the street view of the west building elevation.

(b) *Central Project Area.* The Central Project Area is bounded by Commerce Parkway to the north and east, Carnegie Avenue to the north and west, and an existing industrial land use to the south. The north tip of the central portion is at the southwest corner of Airport Drive and Carnegie Avenue intersection. Buildings 5 and 6 are proposed

in this area, with building areas of 424,550 square feet and 491,110 square feet, respectively.

The site for Building 5 is 19.5 acres in area and located at the northwest corner of Commerce Parkway and Santa Ana Street. Building 5, proposed at 424,550 square feet, has a width of 1,134 feet and depth of 429 feet and is oriented in a north-south direction, with the primary office located in the northwest corner of the building. The proposed FAR is 0.50. The main parking lot is located on the north end of the Project site, with a smaller parking lot south of the building. The fully screened truck yard with trailer parking is located on the east side, adjacent to Commerce Parkway.

The 20.6-acre site for Building 6 is located at the southwest corner of Santa Ana Street and Commerce Parkway. Building 6, which is 491,110 square feet in area, has dimensions of 1,296 feet wide and 429 feet deep, with the primary office entrance in the southeast corner of the building. The proposed FAR is 0.55. The parking lots are located on the north and south ends of the site, and the truck yard is located on the east side of the building, which is screened from street views by the building and 14-foot-high screen walls. The west elevation of the building is setback 35 feet from Carnegie Avenue, and landscaping will be installed within this setback area to enhance the building's street view of from Carnegie Avenue.

(c) *East Project Area.* The East Project Area is bounded by Doubleday Avenue to the east, Jurupa Street to the south, Commerce Way to the west, and existing industrial land use to the north. This eastern area is proposed with Buildings 7, 8, and 9, which range from 204,510 square feet to 534,292 square feet in area. The eastern portion is L-shaped, with Buildings 7 and 8 located between the parallel streets of Doubleday Avenue and Commerce Parkway, and Building 9 is located along Jurupa Street, between Commerce Parkway and Dupont Avenue.

Building 7, with 204,510 square feet and a proposed FAR of 0.48, is located north of Santa Ana Street and is 643 feet wide, and 369 feet deep. The site for Building 7 is 9.7 acres in area. The building is oriented in a north-south direction, with the primary office located in the northwest corner of the building. The passenger vehicle parking lots are located on the south and north sides of the building, and the truck yard is located on the east side, along Doubleday Avenue, and is fully screened from street views by the building and screen walls with view-obstructing gates.

The site for Building 8 is 24.1 acres in area and is located south of Santa Ana Street. The building is 534,292 square feet in area, measures 1,683 feet wide and 370 feet deep, and has a FAR of 0.51. Building 8 is situated in a north-south direction, with passenger vehicle parking lots located on the north and south sides on the building. The primary office is located in the southwest corner of the building. The truck yard and trailer parking are located on the east side of the site and are fully screened by 14-foot-high screen walls with view-obstructing gates.

Building 9 is located along Jurupa Street, between Dupont Avenue and Commerce Way, on 21.7 acres of land. The building is 520,860 square feet in area and has a FAR of 0.55. The site layout provides parking lots on the east and west sides of the building. The truck yard is located on the north side of the building and is fully screened from street views by the building and 14-foot-high screen walls. The proposed primary office is placed in the southeast corner of the building, near the Dupont Avenue and Jurupa Street intersection.

(3) Site Access/Circulation — The Project site will be accessible from existing public streets surrounding and traversing through the Project site, with each building site having at least three ingress/egress points for passenger vehicles and/or trucks. Where possible, shared drive approaches are provided for the building sites, which minimizes the number of drive approaches along any given street. As conditioned, reciprocal parking and circulation access will be available for building sites with shared access.

The Project includes public improvements such as new sidewalks, repair and replace deteriorated pavement, new landscaping, rehabilitated landscaping, and upgraded traffic signals with new cameras.

(4) Parking — The Project has provided off-street parking pursuant to the Warehouse/ Distribution parking standards specified in the Development Code. The number of off-street parking spaces provided for each individual building site meets or exceeds the minimum parking requirement for the proposed buildings. The off-street parking calculations for the Project are summarized in the table below:

Parking Summary						
Bldg. No.	Type of Use	Building Area (in SF)	Trailer Parking		Vehicle Spaces	
			Required	Provided	Required	Provided
1	Warehouse / Distribution	359,960	13	305	190	276
2	Warehouse / Distribution	926,100	35	172	473	513
3	Warehouse / Distribution	547,395	24	131	284	284
4	Warehouse / Distribution	254,677	13	14	137	138
5	Warehouse / Distribution	424,550	15	33	222	343
6	Warehouse / Distribution	491,110	18	59	256	256
7	Warehouse / Distribution	204,510	7	28	112	112
8	Warehouse / Distribution	534,292	24	86	277	277
9	Warehouse / Distribution	520,860	16	64	270	270
<b>Parking Totals:</b>		<b>4,263,454</b>	<b>165</b>	<b>892</b>	<b>2,221</b>	<b>2,469</b>

(5) Architecture — The industrial buildings are proposed in a Contemporary Architectural style. The proposed buildings will be of concrete tilt-up construction with a variety of wall finishes, including monochromatic color blocking, score patterns, and



color banding (see Exhibit D: Elevations, attached). Accent materials such as metal awnings, metal canopies, and glazing are applied at the corners of the buildings where offices are proposed and where they are highly visible from public streets.

The proposed architecture also includes angled metal eaves at the office corners. These eaves extend beyond the wall planes to create additional dimension to the office elevations.

An additional and unique feature of the proposed design is the incorporation of translucent acrylic panels with internal lighting, which are strategically placed at the primary office entrance. The design proposes three colors (green/"Turtle", orange/"Butternut" and blue/"Lago"), which will be strategically assigned to the nine buildings. These panels are proposed to be 10 feet wide and reach the full height of the building. When lit, the tower of acrylic panels will present a soft illumination that enhances each building and presents a themed Project-wide design.

The proposed floor plan for each building varies based on each site layout. The buildings are speculative industrial buildings and include basic floor plan components such as future office areas, electrical rooms, and truck docks. Exhibit C, attached, provides an example of a typical floor plan for the Project.

(6) Landscaping — The CCCSP does not specify a minimum landscape coverage percentage; however, developments within CCCSP area are required to provide landscaping within building setback areas, parking lots, and adjacent to buildings.

The street rights-of-way abutting the Project site are currently partially landscaped with shrubs and trees. As proposed and conditioned, the applicant will prepare a landscape plan for plan check that proposes new landscaping, landscape rehabilitation, and protection of existing street trees to the greatest extent possible.

The Project provides substantial landscaping along the perimeters of the Project site and within the required building and parking lot setbacks. The Project also includes right-of-way improvements (street, curb, gutter, sidewalks, and parkway) along the surrounding streets. A typical landscape plan is provided in Exhibit E, showing plant species and planning layout. The proposed on-site and off-site landscape improvements will assist toward creating a walkable, safe area for pedestrians to access the Project site.

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

(8) ONT ALUCP — This 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 Ontario International Airport Land Use Compatibility Plan ("ALUCP"). The Project site is located adjacent to and east of the ONT runways and is

impacted by height restrictions, Safety Zone 2 (Inner Approach/Departure Zone) and Safety Zone 3 (Inner Turning Zone). The allowable building heights range from 30 to 130 feet across the site from west to east. As a result, the project was required to submit their project to FAA for review and received a "Determination of No Hazard to Air Navigation" for all proposed building/structure heights. The project land uses were also restricted only permitting low people intensity uses such as warehouse distribution centers. Special conditions of approval have been placed on the project to conform with OIAA, FAA and City standards, and are attached to this report. Additionally, the project has been conditioned to limit the height of trees to be less than the FAR Part 77 height limits.

(9) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the Project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan ("PWQMP"), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of underground stormwater drywells in detention areas. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

**PUBLIC NOTIFICATION:** Public notification is not required, as the Development Advisory Board is acting in its capacity as an advisory body to the Planning Commission. Public notification is required prior to the Planning Commission hearing on the Project.

**CORRESPONDENCE:** As of the preparation of this Decision, Planning Department staff has received written and verbal communications, and a Public Records Request from Suzanne Thompson, a representative of the Audubon Society. Suzanne Thompson inquired about how to participate in the CEQA/EIR process for this Project, opportunities for reviewing the Project's CEQA, and opportunities to provide input.

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

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future

airport activity. As the recommending body for the Project, the Development Advisory Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Development Advisory Board, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- 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 LU-1 Balance: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
  - LU-1.1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.
  - LU-1.6 Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.
- Goal LU-2 Compatibility: Compatibility between a wide range of uses and a resultant urban patterns and forms.
  - LU-2.6 Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.

**Community Economics Element:**

- Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.
  - CE-1.1 Jobs-Housing Balance. We pursue improvements to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.
  - Goal CE-2 Placemaking: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.
    - CE-2.1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.
    - CE-2.2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.
    - CE-2.4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.



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

**Safety Element:**

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

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

**Community Design Element:**

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

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

➤ CD-1.2 Place Types. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.

➤ CD-1.3 Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.

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

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

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

➤ CD-2.5 Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.

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

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

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

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

- Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field;
- Structured parking: facade articulation, screening, appropriate lighting, and landscaping; and
- Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.

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

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

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

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

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

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

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

## **PART 2: RECITALS**

WHEREAS, the Application is a Project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, The Ontario Plan 2050 Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364) was certified on August 16, 2022 (hereinafter referred to as "Certified SEIR"), 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 SEIR (hereinafter referred to as "SEIR 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 SEIR Addendum, which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified SEIR, and that the Certified SEIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, the City's "Local Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental

assessment in situations where the impacts of subsequent projects are adequately analyzed; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (hereinafter referred to as "DAB") the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; and

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

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

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

WHEREAS, as the first action on the Project, on December 19, 2022, the DAB issued a Decision recommending the Planning Commission adopt the SEIR 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 December 19, 2022, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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



### **PART 3: THE DECISION**

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

SECTION 1: Environmental Determination and Findings. As the recommending body for the Project, the DAB has reviewed and considered the information contained in the Addendum, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Addendum, the initial study, and the administrative record, including all written and oral evidence presented to the DAB, the DAB finds as follows:

- (1) The environmental impacts of the Project were reviewed in conjunction with an Addendum to The Ontario Plan 2050 Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364) ("SEIR Addendum"), certified by the Ontario City Council on August 16, 2022, in conjunction with File No. PGPA20-002; and
- (2) The SEIR 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 SEIR Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and
- (6) There is no substantial evidence in the administrative record supporting a fair argument that the Project may result in significant environmental impacts.

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

- (1) Does not constitute substantial changes to the Certified SEIR that will require major revisions to the Certified SEIR 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 SEIR was prepared, that will require major revisions to the Certified SEIR 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 SEIR was certified/adopted, that shows any of the following:

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

(b) Significant effects previously examined will be substantially more severe than shown in the Certified SEIR; 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 SEIR would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

SECTION 3: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the determinations set forth in Sections 1 through 4, above, the DAB hereby concludes as follows:

(1) *The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.* The proposed Project is located within the Industrial land use district of the Policy Plan Land Use Map, and the California Commerce Center Specific Plan 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 California Commerce Center Specific Plan zoning district,

including standards relative to the particular land use proposed (industrial warehouse), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

(3) *The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the Project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project.* The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the California Commerce Center Specific Plan are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the California Commerce Center Specific Plan; and

(4) *The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.* The proposed Project has been reviewed for consistency with the general development standards and guidelines of the California Commerce Center Specific Plan that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (industrial warehouse). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the California Commerce Center Specific Plan.

SECTION 4: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 3, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Conditions of Approval included as Attachment A of this Decision and incorporated herein by this reference.

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

SECTION 6: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the

City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

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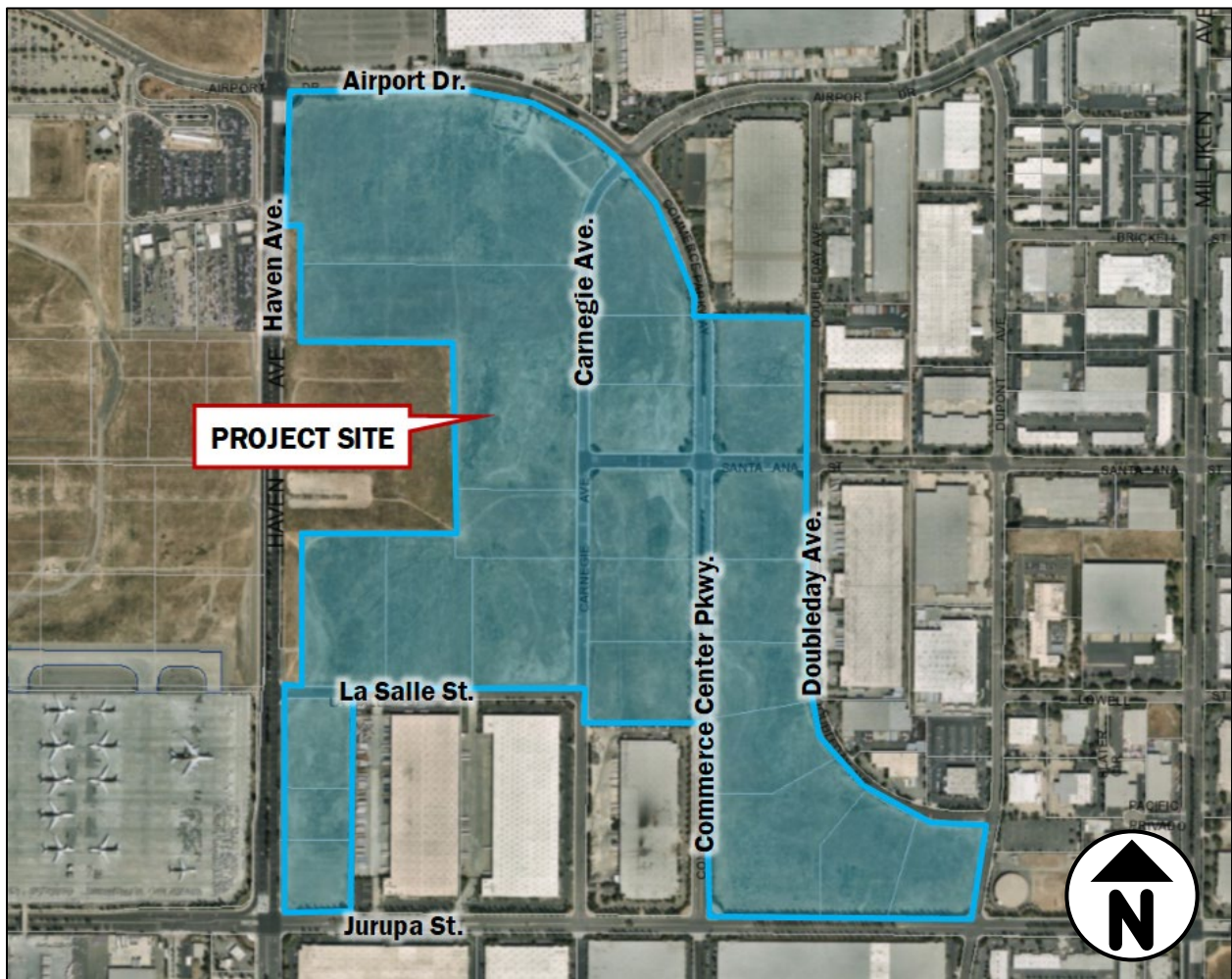
APPROVED AND ADOPTED this 4th day of January 2023.

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Development Advisory Board Chairman

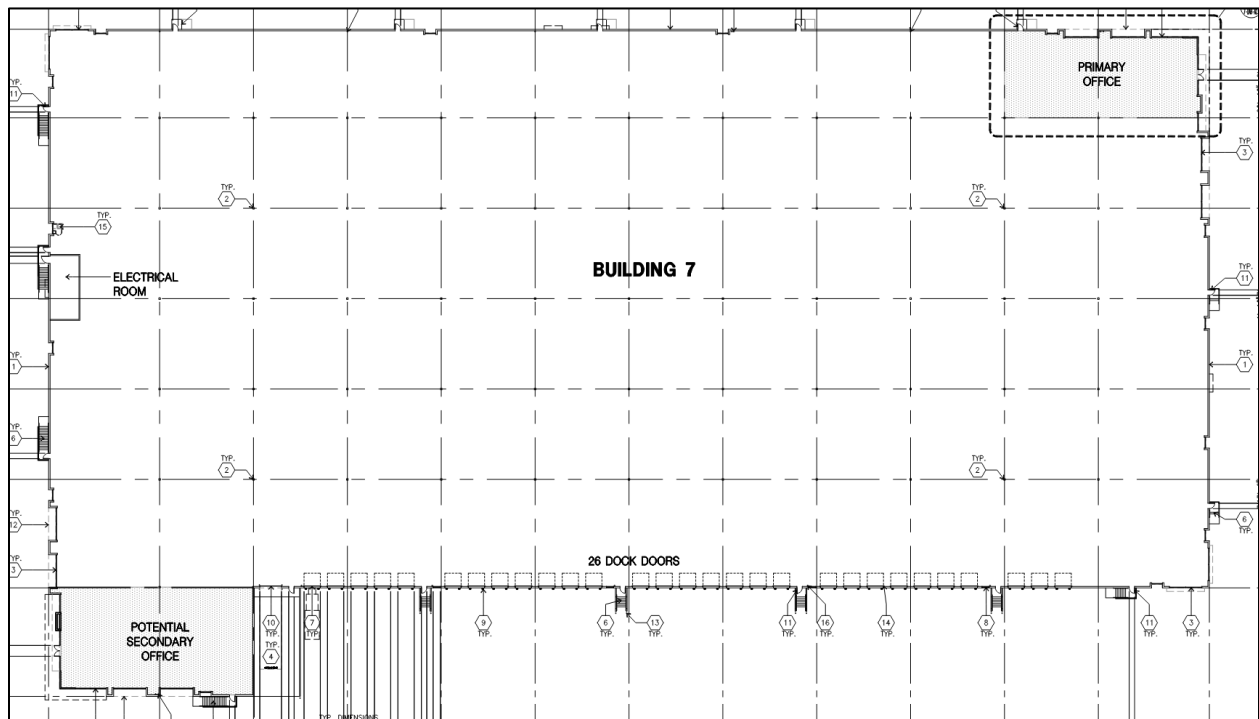


**Exhibit A: PROJECT LOCATION MAP**





**Exhibit C: FLOOR PLAN**



**Floor Plan Example**



**Exhibit D: ELEVATIONS**



Building 1



Building 2





Building 3



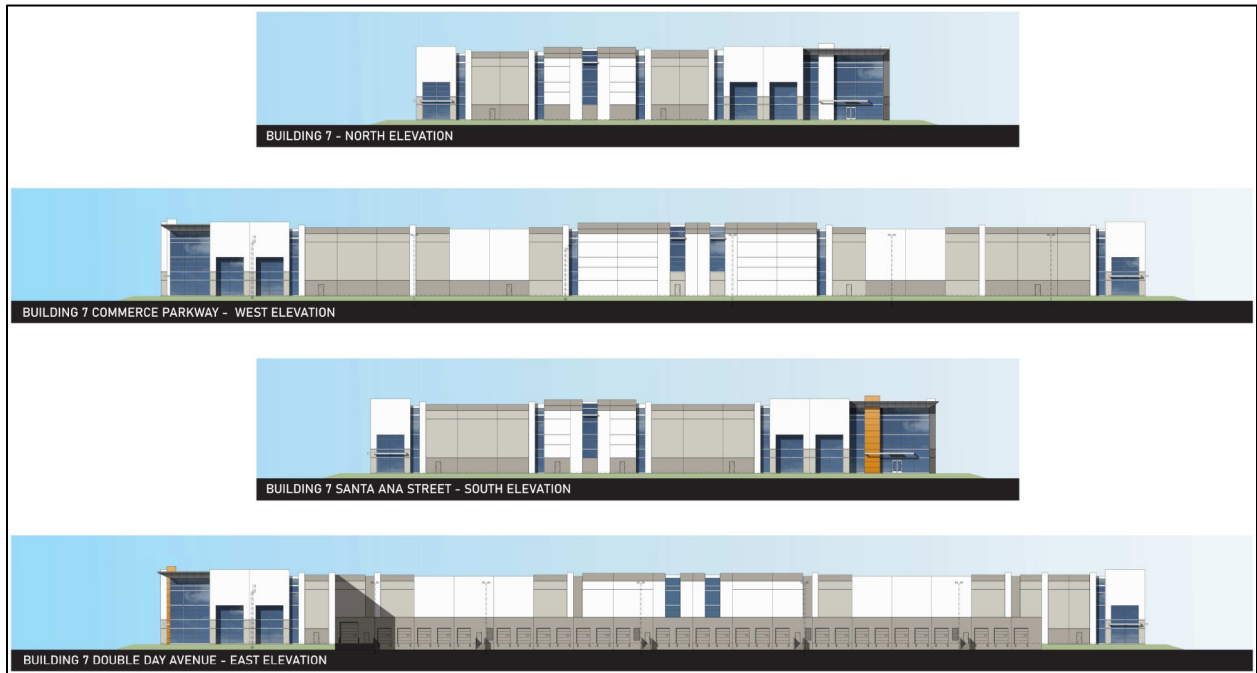
Building 4



Building 5



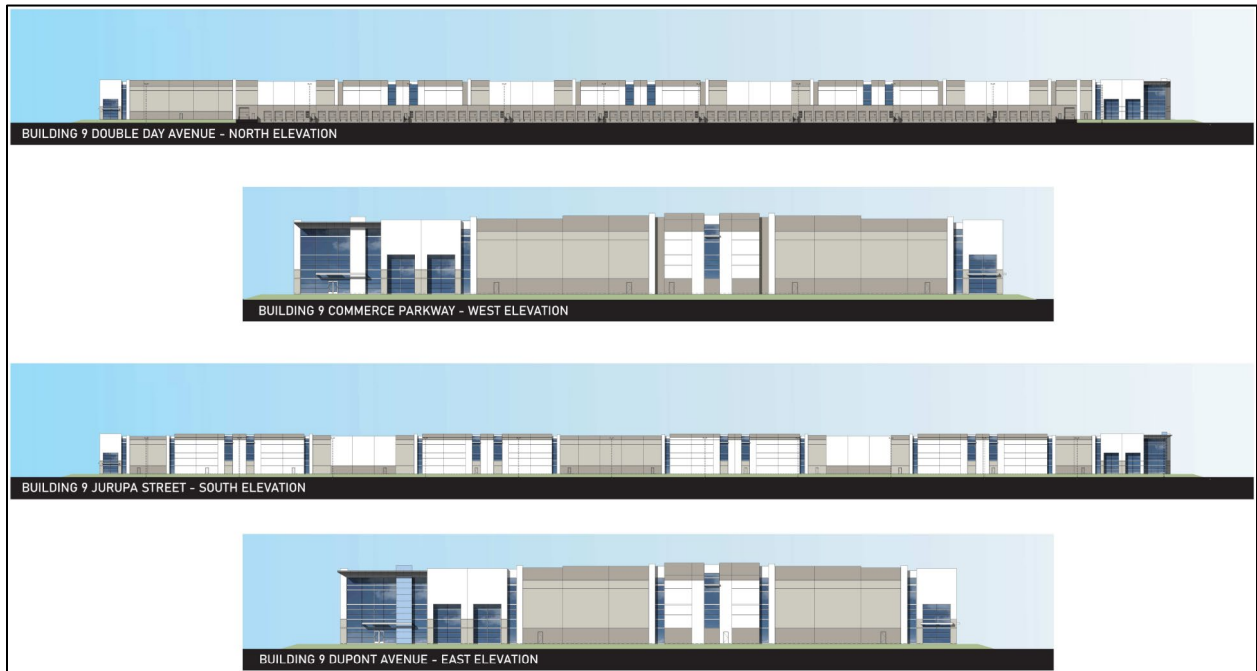
Building 6



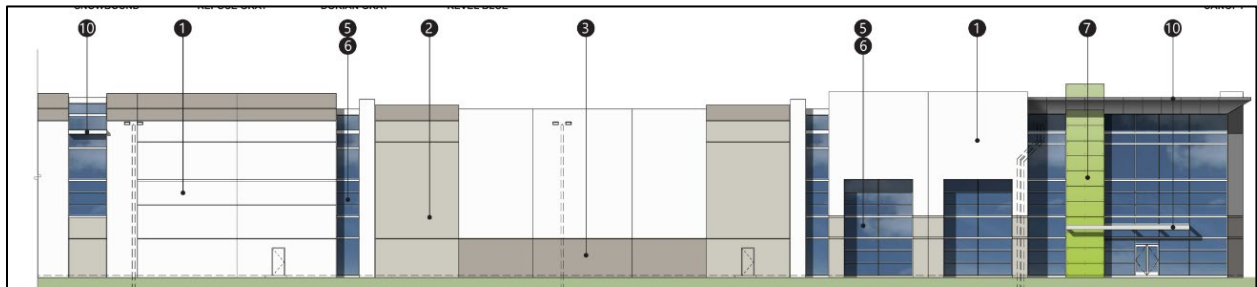
Building 7



Building 8



Building 9



Proposed Building Materials





Architectural Rendering – Daytime View



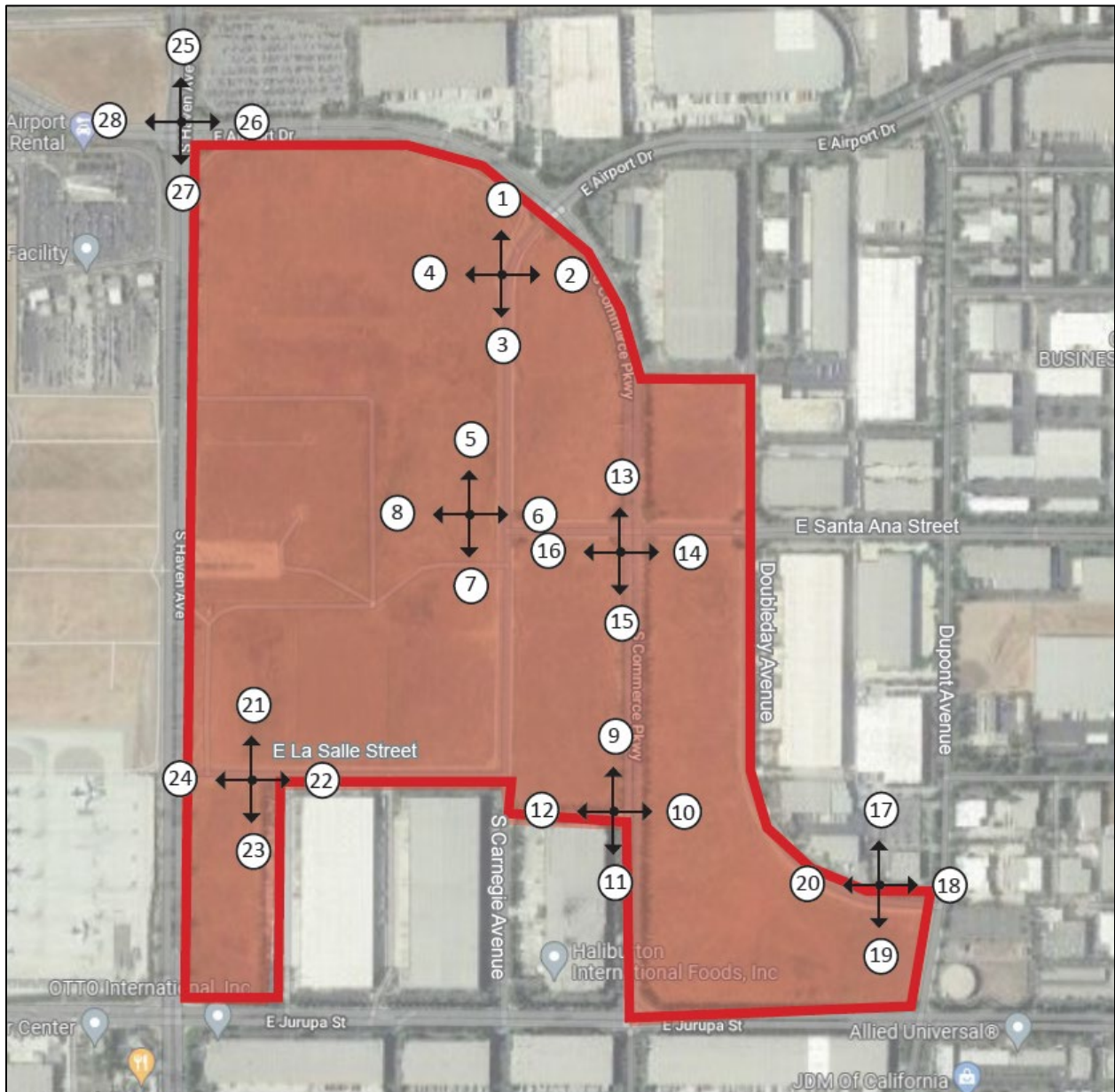
Architectural Rendering – Evening View

### Exhibit E: TYPICAL LANDSCAPE PLAN





**Exhibit F: SITE PHOTOS**



**Photo Key Map**





1 Photo looking north along S Carnegie Ave between E Airport Drive and E Santa Ana Street.



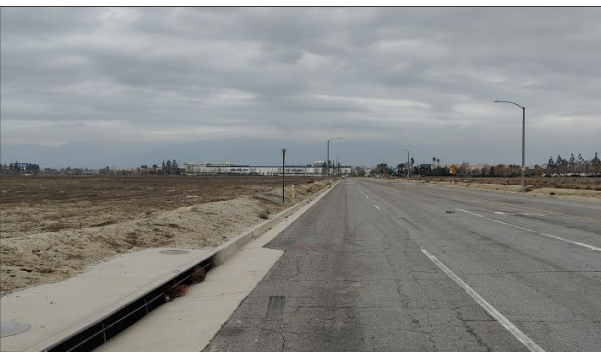
3 Photo looking south along S Carnegie Ave between E Airport Drive and E Santa Ana Street.



2 Photo looking east along S Carnegie Ave between E Airport Drive and E Santa Ana Street.



4 Photo looking west along S Carnegie Ave between E Airport Drive and E Santa Ana Street.



5 Photo looking north from S Carnegie Ave near Santa Ana Street.



7 Photo looking south from S Carnegie Ave near Santa Ana Street.

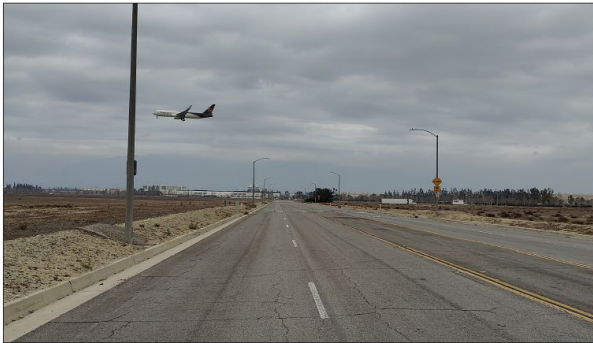


6 Photo looking east from S Carnegie Ave near Santa Ana Street.



8 Photo looking west from S Carnegie Ave near Santa Ana Street.





9 Photo looking north along S Commerce Way near E La Salle Street.



11 Photo looking south along S Commerce Way near E La Salle Street.



10 Photo looking east along S Commerce Way near E La Salle Street.



12 Photo looking west along S Commerce Way near E La Salle Street.



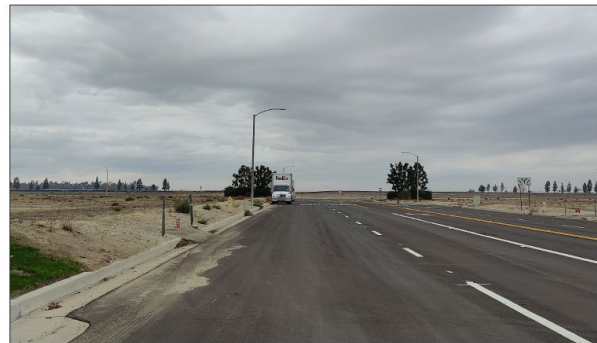
13 Photo looking north from S Commerce Parkway south of E Santa Ana Street.



15 Photo looking south from S Commerce Parkway south of E Santa Ana Street.



14 Photo looking east from S Commerce Parkway south of E Santa Ana Street.



16 Photo looking west from S Commerce Parkway south of E Santa Ana Street.

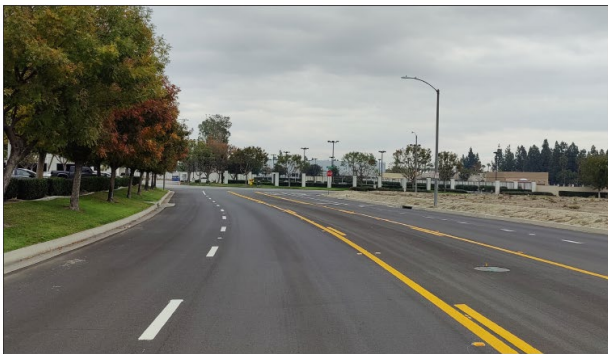




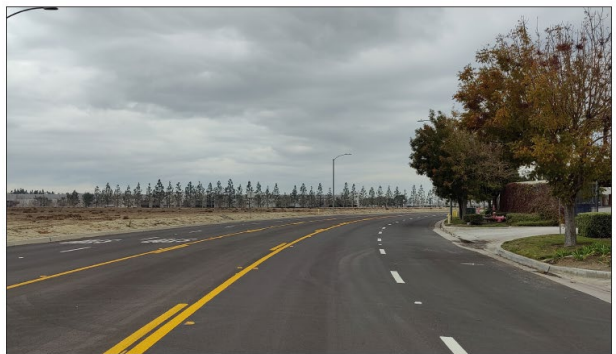
17 Photo looking north from Doubleday Avenue just west of Dupont Avenue.



19 Photo looking south from Doubleday Avenue just west of Dupont Avenue.



18 Photo looking east from Doubleday Avenue just west of Dupont Avenue.



20 Photo looking west from Doubleday Avenue just west of Dupont Avenue.



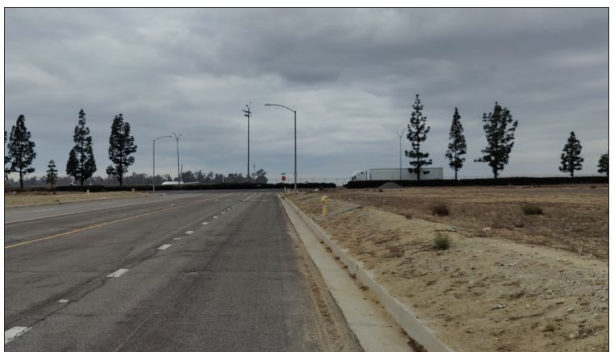
21 Photo looking north from E La Salle Street just east of S Haven Avenue.



23 Photo looking south from E La Salle Street just east of S Haven Avenue.



22 Photo looking east from E La Salle Street just east of S Haven Avenue.



24 Photo looking west from E La Salle Street just east of S Haven Avenue.



25 Photo looking north from the cross section of S Haven Avenue and E Airport Drive.



27 Photo looking south from the cross section of S Haven Avenue and E Airport Drive.



26 Photo looking east from the cross section of S Haven Avenue and E Airport Drive.



28 Photo looking west from the cross section of S Haven Avenue and E Airport Drive.

**Attachment A: Conditions of Approval**

*(Conditions of Approval follow this page)*





# LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

**Date Prepared:** November 28, 2022

**File No:** PDEV21-047

**Related Files:** N/A

**Project Description:** A Development Plan (File No. PDEV21-047) to construct nine industrial buildings totaling 4,263,454 square feet and associated site improvements on 216.39 gross acres (196.83 net acres) of land generally located east of Haven Avenue, west of Doubleday and Dupont Avenues, north of Jurupa Street and south of Airport Drive, within the IL (Light Industrial) land use district of the California Commerce Center Specific Plan; (APN(s): 0211-222-47, 0211-222-48, 0211-222-52, 0211-222-53, 0211-222-54, 0211-222-55, 0211-222-56, 0211-232-04, 0211-232-05, 0211-232-06, 0211-232-07, 211-232-011, 0211-232-12, 0211-232-13, 0211-232-14, 0211-232-15, 0211-232-16, 0211-232-17, 0211-232-18, 0211-232-19, 0211-232-20, 0211-232-44, 0211-232-45, and 0211-232-46); **submitted by McDonald Property Group.**

**Prepared By:** Edmelynn V. Hutter, Senior Planner  
Phone: 909.395.2429 (direct)  
Email: ehutter@ontarioca.gov

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

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

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

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

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

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

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

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

### **2.3** Landscaping.

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

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

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

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

**(e)** A landscape and irrigation construction documentation plan shall be submitted for review and approval by the Approving Authority prior to building permit issuance, pursuant to Development Code Section 6.05.015.B (Landscape and Irrigation Construction Documentation Plans).

**(f)** Landscaping and irrigation plans shall be submitted to the Planning Department; Landscape Planning Section, in conjunction with construction plans. These plans shall be approved prior to issuance of building permits.

**(g)** Where a parking lot contains 10 or more parking spaces and is visible from a street, not less than 7 percent of the total area, excluding any perimeter landscaping, shall be landscaped.

**(h)** There shall be provided within each row of parking spaces, planter islands at least 5 FT in width (exclusive of curbs), which extend the full length of the abutting parking space(s), located so as to prevent no more than 10 vehicles from being parked side-by-side in an abutting configuration.

(i) Throughout parking lots, tree wells, tree diamonds or center planter strips shall be provided to facilitate the planting of shade trees at the minimum rate of one tree for each 4 parking spaces. Tree wells shall be a minimum of 5 FT in width and 5 FT in length (exclusive of curbs).

(j) All rows of parking spaces shall be provided with landscape islands at each row terminus, at least 5 FT in width (exclusive of curbs) and extending the full length of the adjacent parking spaces, to protect parked vehicles, ensure visibility, confine moving traffic to drive aisles and driveways, and provide adequate space for landscaping.

(k) Landscaped areas shall be delineated with a 6-inch wide concrete curb, except where a landscape area is parallel and adjacent to a parking stall, the curb shall be a minimum of 12-inches wide, to provide a step area for persons entering or exiting motor vehicles.

**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).

(a) Within industrial zoning districts, walls and fences within the front yard building setback area shall not exceed 6 FT in height, with at least 90 percent of the vertical surface open and non-view obstructing and shall be setback a minimum of 5 FT behind the street property line.

(b) Long expanses of fence or wall (50 or more FT in length) adjacent to a public right-of-way shall have offset areas (decorative pilasters or a jog in the wall) along its length and shall be architecturally designed to prevent monotony. Locations of wall pilasters and/or wall jogs shall be clearly shown on the construction drawings and submitted for plan check.

(c) The height of a wall or fence shall be measured on the exterior side, at the highest point of the natural ground or finished grade at the base of the fence or wall to the top of the fence or wall above the same base point.

(d) For gated sites, sufficient area shall be provided in front (exterior side) of vehicular access gates, to allow stacking of at least one tractor/trailer outside of the public street right-of-way.

(e) Development plans and construction drawings shall indicate materials, colors, and height of proposed and existing walls/fences and shall include a cross-section of walls/fences indicating adjacent grades. Walls shall be designed as an integral part of the architecture for the development.

(f) Walls shall be treated with a graffiti-proof coating on wall surfaces visible to the public.

**2.5** Parking, Circulation and Access.

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

(b) The use of compact parking spaces is not permitted.

(c) The minimum dimensions for unenclosed parking spaces is 9 FT wide by 18 FT long. The parking space length may be reduced by up to 2 FT, provide 2 additional FT is added to the adjacent sidewalk and/or landscape area containing the parking overhang area.

(d) The minimum width of two-way drive aisles is 24 FT.

(e) Wheel stops shall be provided where necessary, to protect structures and parked vehicles.

(f) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space. Final design and placement shall be subject to Planning Department review and approval.

(g) 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.

(h) 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.

(i) 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).

(j) 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).

(k) Pedestrian ramp railings shall be decorative and designed to be compatible with the architectural design. Final design shall be determined at plan check, subject to Planning Department review and approval.

## 2.6 Refuse Storage (Trash Enclosures).

(a) All refuse shall be stored in an appropriate container. Furthermore, all refuse containers shall be stored within a City-approved enclosure, which shall be designed so as to be consistent with the building architecture on the project site.

(b) The number of enclosures, and their precise locations, dimensions, and design shall be provided consistent with the *Solid Waste Department Refuse and Recycling Planning Manual* (the manual may be obtain online at [http://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/planning\\_manual-2016\\_update.pdf](http://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/planning_manual-2016_update.pdf)).



(c) Signs clearly identifying all recycling and refuse collection areas, and the materials accepted for recycling shall be posted adjacent to all points of access to each trash enclosure.

(d) When located outside of screened truck yard areas, trash enclosures shall be bordered by a minimum 5-FT wide planter and screened with landscaping on all exposed sides, excluding the side with bin access gates.

**2.7** Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(c) Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

(d) Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

(i) Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

(ii) Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

(e) The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

<i>Screen Wall Height</i>	<i>Minimum Gate Height</i>
14 FT:	10 FT
12 FT:	9 FT
10 FT:	8 FT
8 FT:	8 FT
6 FT:	6 FT

**2.8** Site Lighting.

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

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

**2.9** Mechanical and Rooftop Equipment.

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

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

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

**2.11** Signs.

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

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

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

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

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

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

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

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

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

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

#### 2.14 Environmental Requirements.

(a) The environmental impacts of the Project were reviewed in conjunction with an Addendum to The Ontario Plan 2050 Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), certified by the Ontario City Council on August 16, 2022, in conjunction with File No. PGPA20-002. 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.

(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 Trip Reduction Measures.

(a) The Project shall comply with the following trip reduction measures, as applicable:

(i) Bicycle Parking and Shower/Changing Rooms. Safe and convenient access to bicycle racks shall be provided from public streets. Bicycle racks or other secure bicycle parking, and shower/changing rooms, shall be provided pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

(ii) On-Site Pedestrian Walkways. On-site pedestrian walkways shall be provided, which connect each building in a development to bicycle parking facilities (if required) and public streets.

(iii) Passenger Loading Areas. Passenger loading areas shall be provided pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

(iv) Carpool/Vanpool Parking Spaces. Parking spaces reserved for use by carpool/vanpool vehicles shall be provided pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

(v) Transit Facilities. Transit facilities, such as bus shelters, bus pullouts, and bus pads, shall be provided if the Planning Director, in consultation with local transit providers, determines they are needed to serve the development.

(vi) On-Site Video Conferencing Facilities. On-site video conferencing facilities shall be provided for office buildings with a capacity of 1,000 employees or greater

**2.16** 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.

**2.17** Additional Fees.

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

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

**2.18** Related Applications. Development Plan approval shall not be final and complete until such time that related File Nos. LLA22-008, LLA22-009, LLA22-010, LLA22-011, LA22-012, LLA22-013, LLA22-014, LLA22-015 and LLA22-016 have been approved by the City and recorded.

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

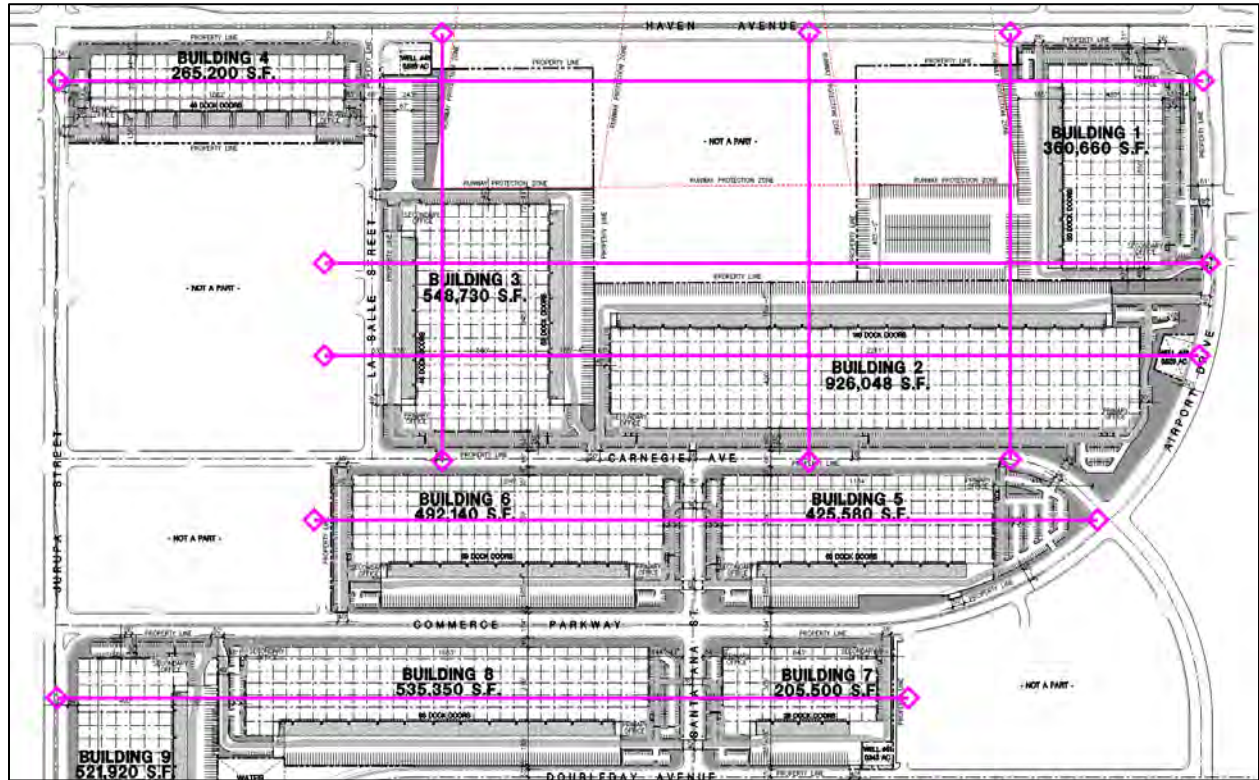
**2.20** Additional Requirements.

(a) Per ONT ALUCP the proposed landscape planting palette shall not include plant materials that provide food sources for wildlife such as fruit, nuts, or berries. Also, proposed trees shall be limited to varieties that are short in height to ensure mature canopy heights are less than the FAR Part 77 height limits.

(b) On development plans and construction drawings, all exterior roof-top mechanical, heating and air conditioning equipment shall be shown to be completely screened and treated with a neutral color (to blend with the building and roofing materials) when visible from a street or from adjoining properties. The plans shall include a cross-section drawing showing how the equipment is to be screened from view (include dimensions, materials, colors, etc.). Building elevations seem to show roof at the same height as the proposed parapets. Provide the information, plans and elevations showing screening compliance accordingly.



(c) At plan check submittal, provide project-wide sections at the locations shown below.



(d) Architectural.

(i) Exterior building wall materials, roof types and colors shall be shown on development construction drawings.

(ii) Buildings shall not have the appearance of a false facade attached to the front of a uniform building shell. A building shall be designed to ensure that its massing and proportion, along with its colors and architectural detailing, are consistent on all building walls, giving a four-sided (360-degree) appearance.

(iii) Roof access ladders shall be located on the inside of the building.

(iv) All building drainage gutters, down spouts, vents, etc., shall be completely concealed from public view or shall be architecturally compatible (decorative) with the exterior building design and color.

(v) Exterior building walls in areas visible to the public shall be provided with a graffiti-resistant coating or paint, to a height of 12 FT, at the following locations.

(vi) At locations where changes in parapet wall height meet, the taller parapet must return into the building for a minimum distance of 6 FT, so that the actual thickness of the parapet wall cannot be observed or readily discerned. Construction drawings shall clearly show the roof plan with parapet returns accordingly.

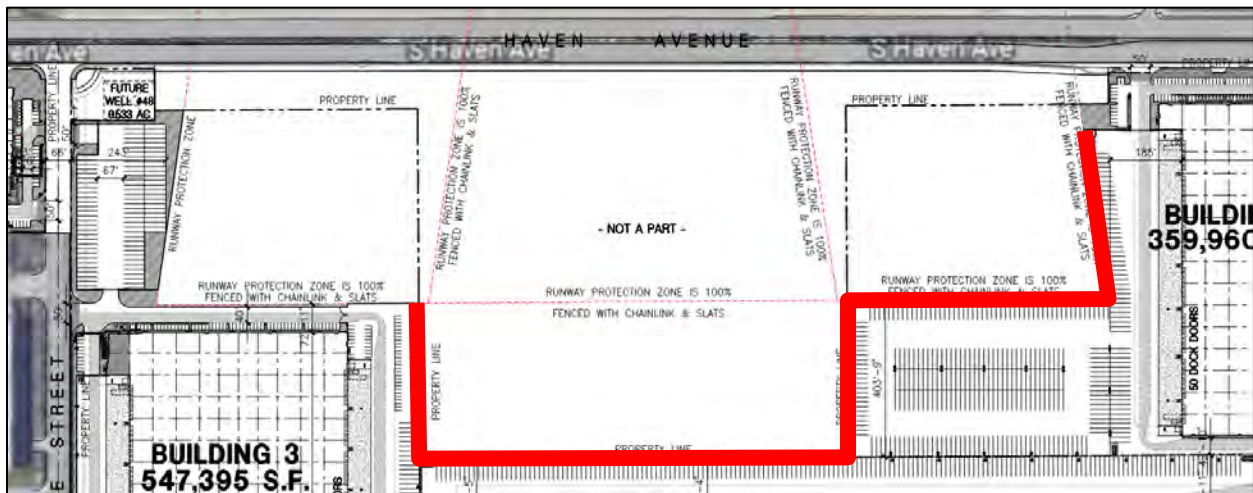
(vii) Exterior stairs and pedestrian ramps shall be screened and/or enhanced with landscaping. Landscape planter areas shall be located in front of and adjacent stairs and ramps to provide adequate landscape opportunities for screening and enhancement. Final design shall be subject to Planning Department review and approval.

(e) Outdoor employee break areas. At plan check submittal, provide plan details, elevations, etc. for any proposed patio covers or other amenities for the outdoor employee break areas. Any proposed patio cover designs shall be architecturally compatible with the building design.

(f) Truck Yard Screening at Runway Protection Zone.

(i) Truck yard screening along Runway Protection Zones boundaries, shown in red per the exhibit below, shall be 14-FT high concrete tilt-up screen walls to provide full screening of trailers from Haven Avenue, subject to approval from the Federal Aviation Administration (FAA). The applicant shall submit a copy of FAA approval of the screen walls at plan check submittal.

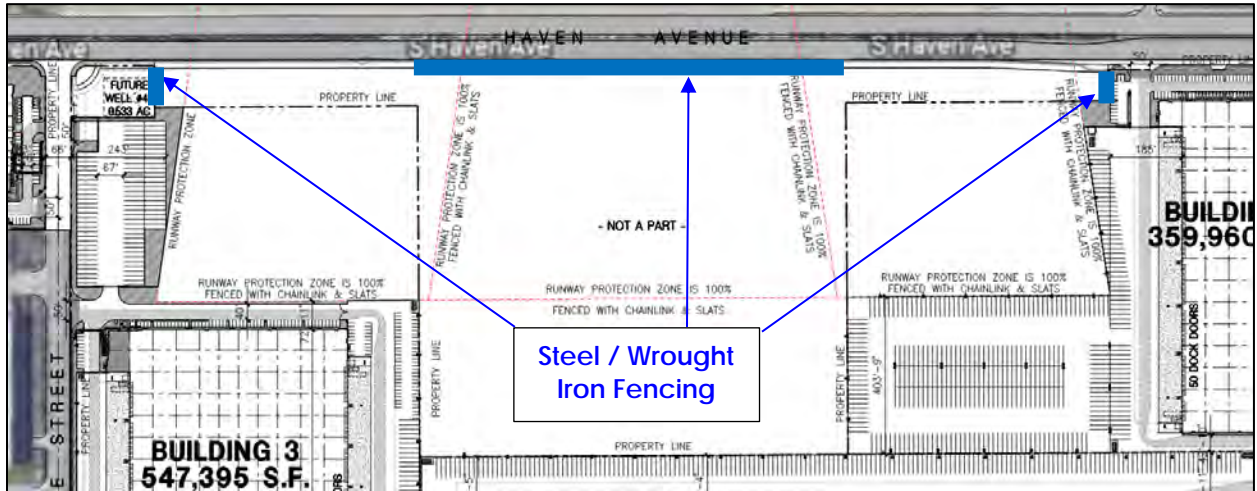
(ii) As an alternative to condition 2.20(f)(i), if FAA denies the proposed concrete tilt-up screen walls, the applicant shall install minimum 12-FT high tube steel fencing with 25 percent perforated metal backing or similar screening design. Final fencing design is subject to Planning Department plan check review.



(g) Fencing.

(i) The applicant shall replace existing chain link fencing along Haven Avenue and the Runway Protection Zone with a new 6-FT high steel tubular/wrought iron fencing and access gates at the locations shown on the exhibit, below.

(ii) Install 6-FT high steel tubular/wrought iron fencing in the locations shown in blue, per the exhibit below, to further define, delineate and secure the Project site perimeter. Final fencing location subject to Planning Department review and approval.



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV21-047

Address: Generally the southeast corner of Haven Ave and Airport Drive

APN: Multiple Parcels

Existing Land Use: Vacant Land

Proposed Land Use: A Development Plan to construct nine industrial buildings totaling 4,263,454 square feet

Site Acreage: 216.23 Ac Proposed Structure Height: 51 FT

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Edmelyne Hutter

Date: 12/21/2022

CD No.: 2021-072

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 checked="" type="checkbox"/> 75+ dB CNEL	<input type="checkbox"/> High Terrain Zone	<input checked="" type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input checked="" type="checkbox"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input checked="" type="checkbox"/> Recorded Overflight Notification
<input checked="" type="checkbox"/> Zone 2	<input checked="" type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="checkbox"/> Real Estate Transaction Disclosure
<input checked="" type="checkbox"/> Zone 3	<input type="checkbox"/> 60 - 65 dB CNEL	<input checked="" type="checkbox"/> Airspace Avigation Easement Area	
<input type="checkbox"/> Zone 4			
<input type="radio"/> Zone 5		Allowable Height: <u>30-135 FT</u>	

### The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1     Zone 2     Zone 3     Zone 4     Zone 5     Zone 6

Allowable Height: \_\_\_\_\_

## CONSISTENCY DETERMINATION

This proposed Project is:  Exempt from the ALUCP     Consistent     Consistent with Conditions     Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT provided the attached conditions are met.

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



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2021-072  
PALU No.: \_\_\_\_\_

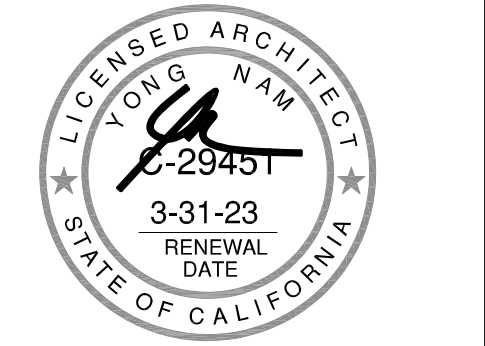
### PROJECT CONDITIONS

1. Project is located within Safety Zone 2 and 3, above ground storage of hazardous materials greater than 6,000 gallons is not allowed (ALUCP Policy S4b (Hazardous Material Storage)).
2. Attached are the land use intensity calculations for the proposed buildings. Future land uses that deviate from what is currently being approved must meet the policies and criteria of the Ontario ALUCP.
3. The maximum height limit for the project site is 52-58 feet and as such, any construction equipment such as cranes or any other equipment exceeding 50 feet in height will need a determination of "No Hazard" from the FAA. An FAA Form 7460-1 for any temporary objects will need be filed and approved by the FAA prior to operating such equipment on the project site during construction.
4. New development located within any of the Ontario International Airport Safety Zones are required to have a "Property Located within Ontario International Airport Safety Zone Notification appearing on the Property Deed and Title incorporating the following language:

**NOTICE OF AIRPORT IN VICINITY:** This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.) The property is presently located in a Safety Zone which limits land uses and the number of people on site. Land uses are required to meet the policies and criteria of the Ontario International Airport Land Use Compatibility Plan.

5. This project is located within Safety Zone 2 and 3 and is required to file and record an Avigation Easement with the OIAA prior to obtaining a Certificate of Occupancy.
6. The applicant shall adhere to the conditions set forth in the attached FAA Aeronautical Studies.





Owner:



1140 N. Coast Highway  
Laguna Beach, CA 92651  
tel: (949) 655-8227

Project:

The HUB @ ONT

ONTARIO, CA

Consultants:

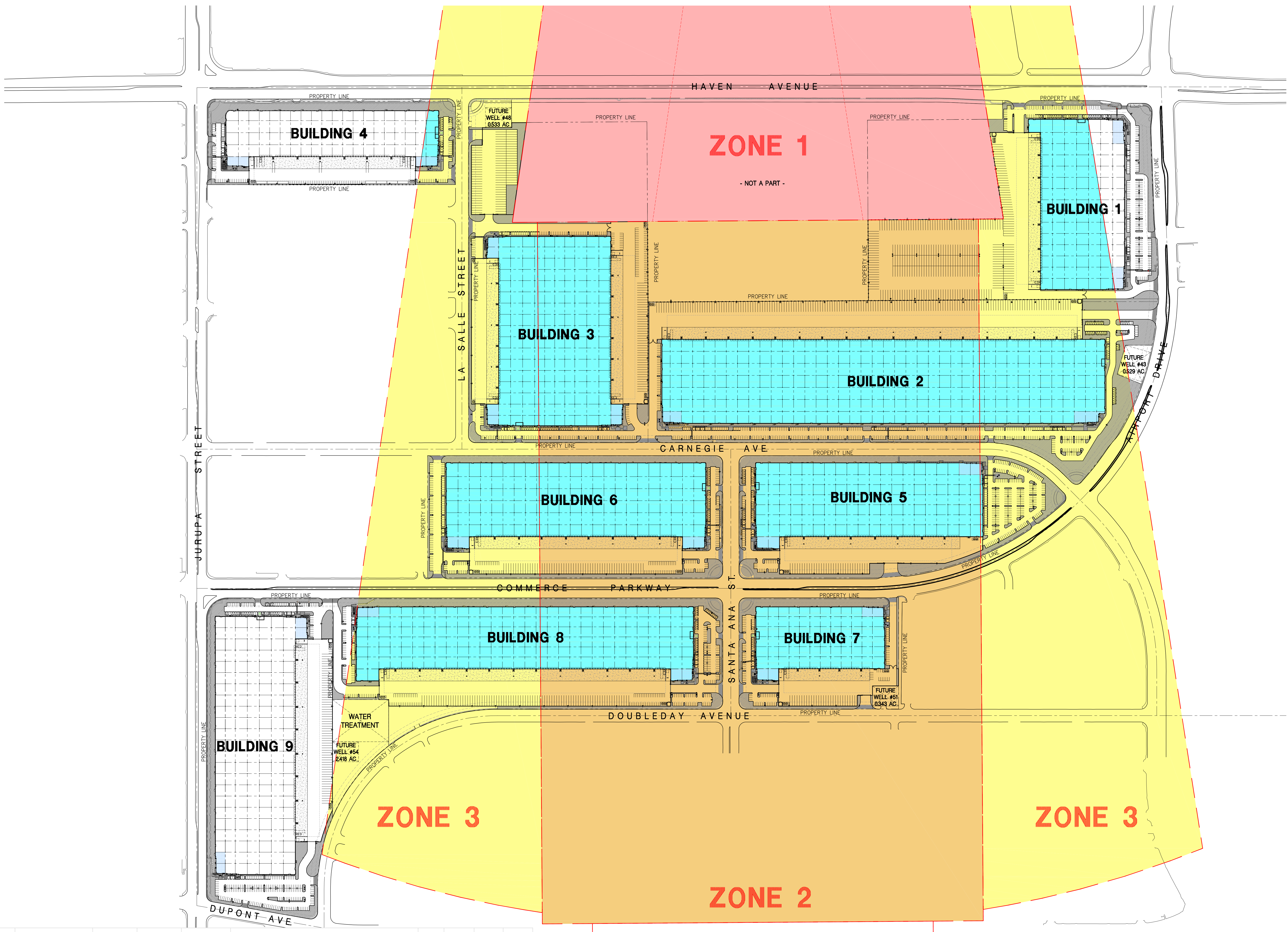
- Civil: THIENES ENG.
- Structural: -
- Mechanical: -
- Plumbing: -
- Electrical: -
- Landscape: EMERALD
- Fire Protection: -
- Soils Engineer: -

Title: Safety Zone Site Plan

Project Number: 21402  
Drawn by: A.C.  
Date: 04/XX/2022  
Revision:

Sheet:

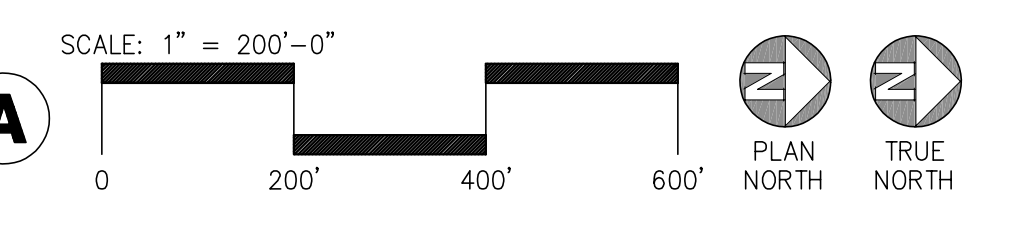
**DAB-A1.0SZ**



**Exhibit 7B** Updated Revised 12/15/2022 The Hub @ Ontario International Airport

Parcel & Building #	Overall Site Acres	Zone				Bldg Overall S.F.	Warehouse SF				Office SF			
		1	2	3	Outside		ZONE 1	ZONE 2	ZONE 3	Outside	ZONE 1	ZONE 2	ZONE 3	Outside
1	23.59	0.00	5.09	12.58	5.92	359,960	-	-	262,494	87,466	-	-	-	10,000
2	40.64	0.00	26.79	12.87	0.98	926,100	-	660,004	256,095	0	-	5,000	5,000	-
3	25.37	0.00	13.83	11.54	0.00	547,395	-	343,780	193,615	0	-	5,000	5,000	-
4	11.74	0.00	0.00	1.50	10.24	254,677	-	-	14,776	229,901	-	-	5,000	5,000
5	19.47	0.00	16.35	3.12	0.00	424,550	-	410,108	4,442	0	-	10,000	-	-
6	20.58	0.00	12.77	7.81	0.00	491,110	-	307,827	173,283	0	-	5,000	5,000	-
7	9.71	0.00	9.71	0.00	0.00	204,510	-	194,510	-	0	-	10,000	-	-
8	24.08	0.00	11.46	11.53	1.09	534,292	-	238,209	286,083	0	-	5,000	5,000	-
9	21.65	0.00	0.00	0.09	21.57	520,860	-	-	-	510,860	-	-	-	10,000

**MASTER SITE PLAN**  
scale: 1" = 200'-0"





Intensity Calculations for PDEV21-047

Building 1 Intensity Calculations								
Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Single Acre Intensity Calculations (Zone 3 = 250 P/AC max)
Building 1	Warehouse	-	262,494	1,000	0	262	0	44
	Office	-	-	215	0	0	-	0
<b>Totals</b>					<b>0</b>	<b>20.9</b>	<b>0</b>	<b>44</b>
Site Information								
Safety Zone	Acreage	Square Footage						
Zone 2	5.09	221,720						
Zone 3	12.58	547,985						
<b>Totals</b>	<b>17.67</b>	<b>769,705</b>						
		<b>Sitewide Average Calculation</b>		<b>Single Acre Intensity Calculation</b>				
		Safety Zone 2 = 0 Safety Zone 3 = 21		Safety Zone 2 = 0 Safety Zone 3 = 44				
<p><b>Site Wide Average Calculation</b> is for Zone 3, there are no buildings proposed within Zone 2. ONT criteria for Zone 3 allows a maximum of 100 people. The proposed project would generate a site wide average of 21 people as indicated in the calculations above.</p>								
<p><b>Single Acre Intensity Calculation</b> is for Zone 3, there are no buildings proposed within Zone 2. ONT single acre criteria for Zone 3 allows a maximum of 250 people. The proposed project would generate a single acre intensity of 44 people as indicated in the above calculations.</p>								

Intensity Calculations for PDEV21-047

Building 2 Intensity Calculations								
				Load Factors	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Single Acre Intensity Calculations (Zone 3 = 250 P/AC max)
Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor		ALUCP Load Factor
Building 2	Warehouse	660,004	256,095	1,000	660	256	38.56	39
	Office	5,000	5,000	215	23	23	23	23
<b>Totals</b>					<b>26</b>	<b>21.7</b>	<b>62</b>	<b>62</b>
Site Information								
Safety Zone	Acreage	Square Footage						
Zone 2	26.79	1,166,972						
Zone 3	12.87	560,617						
<b>Totals</b>	<b>39.66</b>	<b>1,727,590</b>						
<b>Sitewide Average Calculation</b>				<b>Single Acre Intensity Calculation</b>				
Safety Zone 2 = 26				Safety Zone 2 = 62				
Safety Zone 3 = 22				Safety Zone 3 = 62				
<p><b>Site Wide Average Calculation is for Zone 2.</b> ONT criteria for Zone 2 allows a maximum of 60 people. The proposed project would generate a site wide average of 26 people as indicated in the calculations above. <b>Site Wide Average Calculation Zone 3.</b> ONT criteria for Zone 3 allows a maximum of 100 people. The proposed project would generate a site wide average of 22 people as indicated in the calculations above.</p>								
<p><b>Single Acre Intensity Calculation is for Zone 2.</b> ONT single acre criteria for Zone 2 allows a maximum of 120 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations. <b>Single Acre Intensity Calculation</b> is for Zone 3. ONT single acre criteria for Zone 3 allows a maximum of 250 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations.</p>								



Intensity Calculations for PDEV21-047

Building 3 Intensity Calculations								
				Load Factors	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Single Acre Intensity Calculations (Zone 3 = 250 P/AC max)
Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor		ALUCP Load Factor
Building 3	Warehouse	343,780	193,615	1,000	344	194	38.56	39
	Office	5,000	5,000	215	23	23	23	23
<b>Totals</b>					<b>27</b>	<b>18.8</b>	<b>62</b>	<b>62</b>
Site Information								
Safety Zone	Acreage	Square Footage						
Zone 2	13.83	602,435						
Zone 3	11.54	502,682						
<b>Totals</b>		<b>25.37</b>	<b>1,105,117</b>					
<b>Sitewide Average Calculation</b>				<b>Single Acre Intensity Calculation</b>				
Safety Zone 2 = 27 Safety Zone 3 = 19				Safety Zone 2 = 62 Safety Zone 3 = 62				
<p><b>Site Wide Average Calculation is for Zone 2.</b> ONT criteria for Zone 2 allows a maximum of 60 people. The proposed project would generate a site wide average of 27 people as indicated in the calculations above. <b>Site Wide Average Calculation Zone 3.</b> ONT criteria for Zone 3 allows a maximum of 100 people. The proposed project would generate a site wide average of 19 people as indicated in the calculations above.</p>								
<p><b>Single Acre Intensity Calculation is for Zone 2.</b> ONT single acre criteria for Zone 2 allows a maximum of 120 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations. <b>Single Acre Intensity Calculation</b> is for Zone 3. ONT single acre criteria for Zone 3 allows a maximum of 250 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations.</p>								

Intensity Calculations for PDEV21-047

Building 4 Intensity Calculations								
				Load Factors	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Single Acre Intensity Calculations (Zone 3 = 250 P/AC max)
Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor		ALUCP Load Factor
Building 4	Warehouse	-	14,776	1,000	0	15	-	15
	Office	-	5,000	215	0	23	-	23
<b>Totals</b>					<b>#DIV/0!</b>	<b>25.4</b>	<b>0</b>	<b>38</b>
Site Information								
Safety Zone	Acreage	Square Footage						
Zone 2	0	0						
Zone 3	1.5	65,340						
<b>Totals</b>	<b>1.5</b>	<b>65,340</b>						
<b>Sitewide Average Calculation</b>				<b>Single Acre Intensity Calculation</b>				
Safety Zone 2 = 0				Safety Zone 2 = 0				
Safety Zone 3 = 25				Safety Zone 3 = 38				
<p><b>Site Wide Average Calculation is for Zone 3, there are no buildings proposed within Zone 2.</b> ONT criteria for Zone 3 allows a maximum of 100 people. The proposed project would generate a site wide average of 25 people as indicated in the calculations above.</p>								
<p><b>Single Acre Intensity Calculation is for Zone 3, there are no buildings proposed within Zone 2.</b> ONT single acre criteria for Zone 3 allows a maximum of 250 people. The proposed project would generate a single acre intensity of 38 people as indicated in the above calculations.</p>								

Intensity Calculations for PDEV21-047

Building 5 Intensity Calculations								
				Load Factors	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Single Acre Intensity Calculations (Zone 3 = 250 P/AC max)
Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor		ALUCP Load Factor
Building 5	Warehouse	410,108	4,442	1,000	410	4	38.56	4
	Office	10,000	-	215	47	0	23	0
<b>Totals</b>					<b>28</b>	<b>1.4</b>	<b>62</b>	<b>4</b>
Site Information								
Safety Zone	Acreage	Square Footage						
Zone 2	16.35	712,206						
Zone 3	3.12	135,907						
<b>Totals</b>	<b>19.47</b>	<b>848,113</b>						
<b>Sitewide Average Calculation</b>				<b>Single Acre Intensity Calculation</b>				
Safety Zone 2 = 28				Safety Zone 2 = 62				
Safety Zone 3 = 1				Safety Zone 3 = 4				
<p><b>Site Wide Average Calculation is for Zone 2.</b> ONT criteria for Zone 2 allows a maximum of 60 people. The proposed project would generate a site wide average of 28 people as indicated in the calculations above. <b>Site Wide Average Calculation Zone 3.</b> ONT criteria for Zone 3 allows a maximum of 100 people. The proposed project would generate a site wide average of 1 person as indicated in the calculations above.</p>								
<p><b>Single Acre Intensity Calculation is for Zone 2.</b> ONT single acre criteria for Zone 2 allows a maximum of 120 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations. <b>Single Acre Intensity Calculation</b> is for Zone 3. ONT single acre criteria for Zone 3 allows a maximum of 250 people. The proposed project would generate a single acre intensity of 4 people as indicated in the above calculations.</p>								

Intensity Calculations for PDEV21-047

Building 6 Intensity Calculations								
Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Single Acre Intensity Calculations (Zone 3 = 250 P/AC max)
Building 6	Warehouse	307,827	173,283	1,000	308	173	38.56	39
	Office	5,000	5,000	215	23	23	23	23
<b>Totals</b>					<b>26</b>	<b>25.2</b>	<b>62</b>	<b>62</b>
Site Information								
Safety Zone	Acreage	Square Footage						
Zone 2	12.77	556,261						
Zone 3	7.81	340,204						
<b>Totals</b>		<b>20.58</b>	<b>896,465</b>					
<b>Sitewide Average Calculation</b>				<b>Single Acre Intensity Calculation</b>				
Safety Zone 2 = 26 Safety Zone 3 = 25				Safety Zone 2 = 62 Safety Zone 3 = 62				
<p><b>Site Wide Average Calculation is for Zone 2.</b> ONT criteria for Zone 2 allows a maximum of 60 people. The proposed project would generate a site wide average of 26 people as indicated in the calculations above. <b>Site Wide Average Calculation Zone 3.</b> ONT criteria for Zone 3 allows a maximum of 100 people. The proposed project would generate a site wide average of 25 person as indicated in the calculations above.</p>								
<p><b>Single Acre Intensity Calculation is for Zone 2.</b> ONT single acre criteria for Zone 2 allows a maximum of 120 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations. <b>Single Acre Intensity Calculation</b> is for Zone 3. ONT single acre criteria for Zone 3 allows a maximum of 250 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations.</p>								



Intensity Calculations for PDEV21-047

Building 7 Intensity Calculations								
				Load Factors	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Single Acre Intensity Calculations (Zone 3 = 250 P/AC max)
Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor		ALUCP Load Factor
Building 7	Warehouse	194,510	-	1,000	195	0	38.56	0
	Office	10,000	-	215	47	0	23	0
<b>Totals</b>					<b>25</b>	<b>#DIV/0!</b>	<b>62</b>	<b>0</b>
Site Information								
Safety Zone	Acreage	Square Footage						
Zone 2	9.71	422,968						
Zone 3	0	0						
<b>Totals</b>		<b>9.71</b>	<b>422,968</b>					
<b>Sitewide Average Calculation</b>				<b>Single Acre Intensity Calculation</b>				
Safety Zone 2 = 25 Safety Zone 3 = 0				Safety Zone 2 = 62 Safety Zone 3 = 0				
<p><b>Site Wide Average Calculation is for Zone 2.</b> ONT criteria for Zone 2 allows a maximum of 60 people. The proposed project would generate a site wide average of 25 people as indicated in the calculations above.</p>								
<p><b>Single Acre Intensity Calculation is for Zone 2.</b> ONT single acre criteria for Zone 2 allows a maximum of 120 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations.</p>								

Intensity Calculations for PDEV21-047

Building 8 Intensity Calculations								
				Load Factors	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Single Acre Intensity Calculations (Zone 3 = 250 P/AC max)
Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor		ALUCP Load Factor
Building 8	Warehouse	238,209	286,083	1,000	238	286	38.56	39
	Office	5,000	5,000	215	23	23	23	23
<b>Totals</b>					<b>23</b>	<b>26.8</b>	<b>62</b>	<b>62</b>
Site Information								
Safety Zone	Acreage	Square Footage						
Zone 2	11.46	499,198						
Zone 3	11.53	502,247						
<b>Totals</b>	<b>22.99</b>	<b>1,001,444</b>						
<b>Sitewide Average Calculation</b>				<b>Single Acre Intensity Calculation</b>				
Safety Zone 2 = 23				Safety Zone 2 = 62				
Safety Zone 3 = 27				Safety Zone 3 = 62				
<p><b>Site Wide Average Calculation is for Zone 2.</b> ONT criteria for Zone 2 allows a maximum of 60 people. The proposed project would generate a site wide average of 23 people as indicated in the calculations above. <b>Site Wide Average Calculation Zone 3.</b> ONT criteria for Zone 3 allows a maximum of 100 people. The proposed project would generate a site wide average of 27 person as indicated in the calculations above.</p>								
<p><b>Single Acre Intensity Calculation is for Zone 2.</b> ONT single acre criteria for Zone 2 allows a maximum of 120 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations. <b>Single Acre Intensity Calculation</b> is for Zone 3. ONT single acre criteria for Zone 3 allows a maximum of 250 people. The proposed project would generate a single acre intensity of 62 people as indicated in the above calculations.</p>								

Intensity Calculations for PDEV21-047

Building 9 Intensity Calculations								
				Load Factors	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Single Acre Intensity Calculations (Zone 3 = 250 P/AC max)
Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor		ALUCP Load Factor
Building 9	Warehouse	-	-	1,000	0	0	-	0
	Office	-	-	215	0	0	-	0
<b>Totals</b>					#DIV/0!	0.0	0	0
Site Information								
Safety Zone	Acreage	Square Footage						
Zone 2	0	0						
Zone 3	0.09	3,920						
<b>Totals</b>	<b>0.09</b>	<b>3,920</b>						
<b>Sitewide Average Calculation</b>				<b>Single Acre Intensity Calculation</b>				
Safety Zone 2 = N/A Safety Zone 3 = N/A				Safety Zone 2 = N/A Safety Zone 3 = N/A				
Building 9 is located outside of Zone 2 and 3, intensity calculations do not apply to this building.								



Federal Aviation Administration

February 09, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com

CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com

CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists six cases for Ontario, CA with their respective coordinates and altitudes.

Description: This 7460 airspace case is for Building 1 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 1. There are two attachments, one for the overall site layout and the other specific to Building 1.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

Your proposal impacts the following National Airspace System (NAS) equipment:



The proposed building is on the approach path of 26R/L to Ontario (ONT) Airport. The building is expected to create reflective surfaces that will add and increase false targets in the area. The ONT Mode-S System can automatically create dynamic reflectors that will mitigate the new reflection surfaces and false targets. If the mitigations of the Mode-S system are insufficient, the STARS system has the capability of adding fixed reflectors to alleviate any new reflections and eliminate false targets from being displayed.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to [9-AJV-SEC- WSA@faa.gov](mailto:9-AJV-SEC-WSA@faa.gov).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on August 9, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316 [lloyd.e.lewis@faa.gov](mailto:lloyd.e.lewis@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-4393-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 503136727-511323141**



Federal Aviation Administration

February 09, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com
CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com
CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists 10 cases for Ontario, CA with various coordinates and altitudes.

Description: This 7460 airspace case is for Building 2 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 9 airspace cases for Building 2. There are two attachments, one or the overall site layout and the other specific to Building 1.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

Your proposal impacts the following National Airspace System (NAS) equipment:

The proposed building is on the approach path of 26R/L to Ontario (ONT) Airport. The building is expected to create reflective surfaces that will add and increase false targets in the area. The ONT Mode-S System can automatically create dynamic reflectors that will mitigate the new reflection surfaces and false targets. If the mitigations of the Mode-S system are insufficient, the STARS system has the capability of adding fixed reflectors to alleviate any new reflections and eliminate false targets from being displayed.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to [9-AJV-SEC- WSA@faa.gov](mailto:9-AJV-SEC-WSA@faa.gov).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on August 9, 2023 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study  
Number 2021-AWP-4400-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 503141834-511333713**





Federal Aviation Administration

February 10, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com

CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com

CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists six cases for Building 3 at Ontario Int'l Airport.

Description: This 7460 airspace case is for Building 3 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 3. There are two attachments, one or the overall site layout and the other specific to Building 3.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

Your proposal impacts the following National Airspace System (NAS) equipment:

The proposed building is on the approach path of 26R/L to Ontario (ONT) Airport. The building is expected to create reflective surfaces that will add and increase false targets in the area. The ONT Mode-S System can automatically create dynamic reflectors that will mitigate the new reflection surfaces and false targets. If the mitigations of the Mode-S system are insufficient, the STARS system has the capability of adding fixed reflectors to alleviate any new reflections and eliminate false targets from being displayed.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to [9-AJV-SEC- WSA@faa.gov](mailto:9-AJV-SEC-WSA@faa.gov).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on August 10, 2023 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316 [lloyd.e.lewis@faa.gov](mailto:lloyd.e.lewis@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-4409-NRA.

Lloyd E. Lewis  
DivUser  
**Signature Control No: 503146889-511510370**



Federal Aviation Administration

February 15, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com

CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com

CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists 8 cases for AWP-4415-NRA through AWP-4421-NRA in Ontario, CA.

Description: This 7460 airspace case is for Building 4 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 7 airspace cases for Building 4. There are two attachments, one for the overall site layout and the other specific to Building 4.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

Your proposal impacts the following National Airspace System (NAS) equipment:

The proposed building is on the approach path of 26R/L to Ontario (ONT) Airport. The building is expected to create reflective surfaces that will add and increase false targets in the area. The ONT Mode-S System can automatically create dynamic reflectors that will mitigate the new reflection surfaces and false targets. If the mitigations of the Mode-S system are insufficient, the STARS system has the capability of adding fixed reflectors to alleviate any new reflections and eliminate false targets from being displayed.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to [9-AJV-SEC-WSA@faa.gov](mailto:9-AJV-SEC-WSA@faa.gov).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on August 15, 2023 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316 [lloyd.e.lewis@faa.gov](mailto:lloyd.e.lewis@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-4415-NRA.

Lloyd E. Lewis  
DivUser  
**Signature Control No: 503151163-511971484**





Federal Aviation Administration

March 11, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com
CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com
CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2022-AWP-85-NRA through 2022-AWP-90-NRA.

Description: This 7460 airspace case is for Building 5 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 5. There are two attachments, one for the overall site layout and the other specific to Building 5.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study  
Number 2022-AWP-85-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506612859-517303195**



Federal Aviation Administration

March 11, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com
CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com
CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2022-AWP-91-NRA through 2022-AWP-96-NRA.

Description: This 7460 airspace case is for Building 6 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 6. There are two attachments, one for the overall site layout and the other specific to Building 6.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study  
Number 2022-AWP-91-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506757036-517303258**





Federal Aviation Administration

March 11, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com

CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com

CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2022-AWP-97-NRA through 2022-AWP-102-NRA.

Description: This 7460 airspace case is for Building 7 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 7. There are two attachments, one for the overall site layout and the other specific to Building 7.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study  
Number 2022-AWP-97-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506764531-517303500**



Federal Aviation Administration

March 11, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com
CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com
CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2022-AWP-103-NRA through 2022-AWP-108-NRA.

Description: This 7460 airspace case is for Building 8 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 8. There are two attachments, one for the overall site layout and the other specific to Building 8.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316 [lloyd.e.lewis@faa.gov](mailto:lloyd.e.lewis@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-103-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506768281-517303608**





Federal Aviation Administration

March 11, 2022

TO: Ontario Int'l Airport Authority
Attn: Kevin Keith
1923 E Avion St
Ontario, CA 91761
kkeith@flyontario.com
CC: ONTARIO INTL AIRPORT AUTHORITY
1923 EAST AVION STREET
ONTARIO, CA 91761
mbrantley@flyontario.com
CC: Mead & Hunt
Attn: Chuck McCormick
3110 Guasti Road, Suite 330
Ontario, CA 91761
chuck.mccormick@meadhunt.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2022-AWP-109-NRA through 2022-AWP-114-NRA.

Description: This 7460 airspace case is for Building 9 of 9 buildings for the California Logistics Center that is located at Ontario Int'l Airport. This case is 1 of 6 airspace cases for Building 9. There are two attachments, one for the overall site layout and the other specific to Building 9.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The new development must be coordinated with the Airport Sponsor and Airport District Office and included on the next update to the Airport Layout Plan (ALP).

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 11, 2023 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316  
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study  
Number 2022-AWP-109-NRA.

Lloyd E. Lewis

DivUser

**Signature Control No: 506770479-517303772**



# CITY OF ONTARIO

## MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)  
Rudy Zeledon, Planning Director (Copy of memo only)  
Diane Ayala, Advanced Planning Division (Copy of memo only)  
Charity Hernandez, Economic Development  
James Caro, Building Department  
Raymond Lee, Engineering Department  
Jamie Richardson, Landscape Planning Division  
Dennis Mejia, Municipal Utility Company  
Jeremy Phillips, Police Department  
Paul Ehrman, Deputy Fire Chief/Fire Marshal  
Jay Bautista, Traffic/Transportation Manager  
Lorena Mejia, Airport Planning  
Tricia Espinoza, Engineering/NPDES  
Angela Magana, Community Improvement (Copy of memo only)  
Jimmy Chang, IT Department  
Ben Mayorga, Integrated Waste

#8819  
Bluebeam

FROM: Edmelyne Hutter, Senior Planner

**REVISION #2**

DATE: November 03, 2022

SUBJECT: FILE #: PDEV21-047

Finance Acct#:

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

**PROJECT DESCRIPTION:** A Development Plan to construct nine industrial buildings totaling 4,281,128 square feet on 196.89 acres of land generally located east of Haven Avenue, west of Doubleday Avenue and Dupont Avenue, north of Jurupa Street and south of Airport Drive, within the IL (Light Industrial) land use district of the California Commerce Center Specific Plan (APNs: 0211-222-47, 0211-222-48, 0211-222-52, 0211-222-53, 0211-222-54, 0211-222-55, 0211-222-56, 0211-232-04, 0211-232-05, 0211-232-06, 0211-232-07, 211-232-011, 0211-232-12, 0211-232-13, 0211-232-14, 0211-232-15, 0211-232-16, 0211-232-17, 0211-232-18, 0211-232-19, 0211-232-20, 0211-232-44, 0211-232-45, and 0211-232-46).

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

- No comments
- See previous report for Conditions
- Report attached (1 copy and email 1 copy)
- Standard Conditions of Approval apply

The plan does not adequately address the departmental concerns.

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

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

**CONDITIONS OF APPROVAL**

Sign Off	
	11/17/2022
Jamie Richardson, Sr. Landscape Planner	Date

Reviewer's Name: <b>Jamie Richardson, Sr. Landscape Planner</b>	Phone: <b>(909) 395-2615</b>
--	---------------------------------

D.A.B. File No.: PDEV21-047	Case Planner: Edmelynne Hutter
--------------------------------	-----------------------------------

Project Name and Location:

9 Industrial Buildings  
 East of Haven, West of Doubleday, North of Jurupa, and South of Airport

Applicant/Representative:

MIG, Inc. Pamela Steele, [pams@migcom.com](mailto:pams@migcom.com) (951) 733-5240  
 1650 Spruce Street, Suite 106  
 Riverside, CA 92507

**Preliminary Plans (dated 11/3/2022) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**

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

**A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED INCOMPLETE.**  
 Landscape construction plans with plan check number may be emailed to:  
[landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

Previous Comments – 1/12/2022

Civil/ Site Plans

1. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
2. Show and dimension transformers set back 5' from paving all sides. Coordinate with landscape plans.
3. Show and dimension backflow devices set back 4' from paving all sides. Locate on level grade
4. Locate utilities including light standards, fire hydrants, water, drain, and sewer lines to not conflict with required tree locations—coordinate civil plans with landscape plans.
5. Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 1/2" below finished surfaces. Slopes to be maximum 3:1.
6. Dimension all planters to have a minimum 5' wide inside dimension.
7. Dimension, show and call out for step-outs at parking spaces adjacent to planters; a 12" wide monolithic concrete curb, DG paving, or pavers with edging.
8. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or stormwater infiltration areas are located shall be loosened by soil fracturing. For trees, a 12'x12'x18" deep area; for stormwater infiltration, the entire area shall be loosened. Add the following information on the plans: The backhoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is spread over the soil surface before fracturing is begun. The backhoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create



an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference, see Urban Tree Foundation – Planting Soil Specifications.

#### Landscape Plans

9. During plan check, coordinate with Ontario Municipal Utilities Company (OMUC) to submit irrigation plans for recycled water systems to [omucwaterquality@ontarioca.gov](mailto:omucwaterquality@ontarioca.gov). OMUC shall review and approve irrigation systems utilizing recycled water before final landscape approval. Submit an electronic approval letter or memo from OMUC with resubmittal of the landscape package.
10. Show median nose design in 3' planter space with 18" wide compacted decomposed granite (DG) maintenance strip alternating with 18" wide low shrubs; reverse pattern every 25' after each 6' wide uncompacted DG tree planting space. Refer to Engineering standard detail 1109 and see attached. Show LU trees within the median nose; see attached conceptual median nose example.
11. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
12. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
13. Locate utilities including light standards, fire hydrants, water, drain, and sewer lines to not conflict with required tree locations—coordinate civil plans with landscape plans.
14. Dimension all planters to have a minimum 5' wide inside dimension with 6" curbs and a *total* of 12" wide curbs where parking spaces are adjacent to planters.
15. Use ornamental grasses as accents only (difficult to maintain in masses), note for Lantana m. 'Alba and use in areas 8' or larger, Magnolia (City Council directive), use Agaves as accents only in protected areas. Replace Pennistum; consider Festuca mairei.
16. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
17. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

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

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. <u>PDEV21-047</u></b> RELATED FILE NO(S). _____	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

**CITY PROJECT ENGINEER & PHONE NO:** Raymond Lee, (909) 395-2104 *RL*

**CITY PROJECT PLANNER & PHONE NO:** Edmelyne Hutter, (909) 395-2429

**DAB MEETING DATE:** 12/19/2022

**PROJECT NAME / DESCRIPTION:** A Development Plan to construct nine industrial buildings totaling 4,281,128 square feet on 196.89 acres of land within the Light Industrial (LI) land use district of the California Commerce Center Specific Plan

**LOCATION:** East of Haven Ave, West of Doubleday and Dupont Aves, North of Jurupa St and South of Airport Dr

**APPLICANT:** McDonald Property Group

**REVIEWED BY:** *[Signature]* 12/12/22  
 Bryan Lirley, P.E. Date  
 Assistant City Engineer

**APPROVED BY:** *[Signature]* 12-12-22  
 Khoi Do, P.E. Date  
 City Engineer



**THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** Check When Complete

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



- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: [www.ontarioca.gov](http://www.ontarioca.gov)) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
- 1.13 Ontario Ranch Developments: 
  - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
  - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
  - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 1.14 Other conditions: \_\_\_\_\_

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

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

- 2.01 Record Parcel Map/Tract Map No. \_\_\_\_\_ pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per Parcel Map No. 10112.
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972.
- 2.05 Apply for a: \_\_\_\_\_ 
  - Certificate of Compliance with a Record of Survey;
  - Lot Line Adjustment for the property of Building 1, 3, 4, 5, 6, 7, 8, and 9 so that no lot lines will go through these buildings (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);
  - Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in





**addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.**

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

\_\_\_\_\_ feet on \_\_\_\_\_

Property line corner 'cut-back' required at the intersection of \_\_\_\_\_ and \_\_\_\_\_.
- 2.11 Dedicate to the City of Ontario the following easement(s): 
  - A. A storm drain easement for the relocated 48" public storm drain in building 8. The size of the easement will be determined during plan check.
- 2.12 Vacate the following street(s) and/or easement(s): 
  - A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.
- 2.13 Ontario Ranch Developments: 
  - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
  - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
  - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).
- 2.14 Prepare a fully executed Improvement Agreement (on City approved format and forms) with



**accompanying security as required to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate or complete all public improvements. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.**

- 2.15 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.
- 2.16 **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$4,841,614, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.**
- 2.17 **Retaining walls can be built 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.**
- 2.18 **Provide private cross lot drainage easement over parcels as needed by the approved Lot Line Adjustment (see 2.05)**
- 2.19 **Provide private reciprocal use agreements or easements to ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.**



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

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

Improvement (North-South St)	Haven Ave <sup>1</sup>	Carnegie Ave <sup>1</sup>	Commerce Parkway <sup>1</sup>	Doubleday Ave <sup>1</sup>
<b>Curb and Gutter</b>	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Remove and replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace and replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Remove and replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace and replace damaged <input type="checkbox"/> Remove and replace
<b>AC Pavement (see 2.19)</b>	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input checked="" type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input checked="" type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement (see Sec. 2.F, 2.38.6)</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<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
<b>Drive Approach</b>	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace
<b>Sidewalk</b>	<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 checked="" type="checkbox"/> Remove and replace damaged	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>ADA Access Ramp</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Parkway</b>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/Irrigation) <sup>2</sup>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/Irrigation) <sup>2</sup>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/Irrigation) <sup>2</sup>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/Irrigation) <sup>2</sup>
<b>Raised Landscaped Median</b>	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace <sup>2</sup>	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Fire Hydrant</b>	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



<b>Sewer</b> (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
<b>Water</b> (see Sec. 2.D)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service
<b>Recycled Water</b> (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
<b>Traffic Signal System</b> (see Sec. 2.F, 2.38.5)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Traffic Signing and Striping</b> (see Sec. 2.F, 2.38.10)	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing
<b>Street Light</b> (see Sec. 2.F, 2.38.8, 2.38.9)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
<b>Bus Stop Pad or Turn-out</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> New (See 2.38.6) <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Storm Drain</b> (see Sec. 2G, 2.44)	<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
<b>Fiber Optics</b> (see Sec. 2K, 2.52 and Exhibit C)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances
<b>Overhead Utilities</b>	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
<b>Removal of Improvements</b>	_____	_____	_____	_____
<b>Other Improvements</b>	_____	_____	_____	_____





Improvement (North-South St)	Dupont Ave <sup>1</sup>			
<b>Curb and Gutter</b>	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Remove and replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
<b>AC Pavement (see 2.19)</b>	<input checked="" type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement (Truck Route Only)</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Drive Approach</b>	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Sidewalk</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>ADA Access Ramp</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Parkway</b>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) <sup>2</sup>	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
<b>Raised Landscaped Median</b>	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Fire Hydrant</b>	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
<b>Sewer (see Sec. 2.C)</b>	<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



<b>Water</b> (see Sec. 2.D)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> <b>Service</b>	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
<b>Recycled Water</b> (see Sec. 2.E)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> <b>Service</b>	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
<b>Traffic Signal System</b> (see Sec. 2.F, 2.38.5)	<input type="checkbox"/> New <input checked="" type="checkbox"/> <b>Modify existing</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Traffic Signing and Striping</b> (see Sec. 2.F, 2.38.10)	<input checked="" type="checkbox"/> <b>New</b> <input checked="" type="checkbox"/> <b>Modify existing</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Street Light</b> (see Sec. 2.F, 2.38.8, 2.38.9)	<input checked="" type="checkbox"/> <b>New / Upgrade</b> <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
<b>Bus Stop Pad or Turn-out</b> (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Storm Drain</b> (see Sec. 2G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
<b>Fiber Optics</b> (see Sec. 2K, 2.52 and Exhibit C)	<input checked="" type="checkbox"/> <b>Conduit / Appurtenances</b>	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
<b>Overhead Utilities</b>	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
<b>Removal of Improvements</b>	_____	_____	_____	_____
<b>Other Improvements</b>	_____	_____	_____	_____



Improvement (East-West St)	Airport Dr <sup>1</sup>	Santa Ana St <sup>1</sup>	La Salle St <sup>1</sup>	Jurupa St <sup>1</sup>
<b>Curb and Gutter</b>	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Remove and replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace and replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Remove and replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace and replace damaged <input type="checkbox"/> Remove and replace
<b>AC Pavement (see 2.19)</b>	<input checked="" type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input checked="" type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input checked="" type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement (see Sec. 2.F, 2.38.6)</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Drive Approach</b>	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace
<b>Sidewalk</b>	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace damaged	<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 checked="" type="checkbox"/> Remove and replace damaged
<b>ADA Access Ramp</b>	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace
<b>Parkway</b>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) <sup>2</sup>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) <sup>2</sup>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) <sup>2</sup>	<input type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) <sup>2</sup>
<b>Raised Landscaped Median</b>	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Fire Hydrant</b>	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
<b>Sewer (see Sec. 2.C)</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
<b>Water (see Sec. 2.D)</b>	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input checked="" 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 type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F, 2.38.5)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F, 2.38.10)	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing
Street Light (see Sec. 2.F, 2.38.8, 2.38.9)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" 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, 2.44)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K, 2.52 and Exhibit C)	<input type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<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. 2.18, above:**

1. Existing public improvements in City right-of-way along the following streets that are currently damaged and must be replaced in accordance with the latest City standards. These improvements include, but are not limited to, curb & gutter, sidewalk, ADA ramps, parkway landscape, street medians, and street pavement. The limits of Improvements, except for limits of AC Pavement, are as follows. See 2.19 for limits of AC pavement improvements.

- Haven Ave (east side only, between Airport Dr and Jurupa St)
- Carnegie Ave (both sides, between Airport Dr and La Salle St/southerly property line of Building 6)
- Commerce Parkway
  - West side only between Airport Dr/Carnegie and the northerly property line of Building 7)
  - East side only between the southerly property line of Building 6 and Jurupa St)





- Both sides between the northerly property line of Building 7 and the southerly property line of Building 6
- Doubleday Ave (west side only)
- Dupont Ave (west side only)
- Airport Dr (south side only)
- Santa Ana St (both sides)
- La Salle St (both sides)
  - Both sides between Haven Ave and the easterly property line of Building 4.
  - North side only between the easterly property line of Building 4 and Carnegie St
- Jurupa St (north side, Haven Ave to Dupont Ave, excluding the not-a-part frontage)

2. For new and replacement of landscape parkway, irrigation and raised landscape median, see conditions from Landscape Planning.

- 2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s):
- Carnegie Avenue (curb to curb, Airport Drive to Jurupa Street)
  - Commerce Parkway (both sides, curb to curb, Airport Drive to Jurupa Street)
  - Dupont Avenue (west side, curb to centerline, Doubleday Avenue to Jurupa Street)
  - Airport Drive (south side, curb to centerline, Haven Avenue to Carnegie Avenue/Commerce Parkway)
  - La Salle Street (curb to curb, Haven Avenue to Carnegie Avenue)
  - Jurupa Street (north side, curb to centerline, Haven Avenue to Dupont Avenue)

All existing speed humps that were removed as a result of the 2" AC grind and overlay must be replaced with new speed humps. Please contact the Transportation Division for the speed hump design standards.

Doubleday Avenue, Haven Avenue and Santa Ana Street are currently under moratorium, which will be valid until 2025. Trench cuts on streets under moratorium are subject to the City's moratorium street restoration requirements.

- 2.20 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.
- 2.21 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide:
- water service  sewer service to the site.

This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.

- 2.22 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu-fee, approximately \_\_\_\_\_, for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code.
- 2.23 Other condition:
1. The following streets are currently under moratorium, which will be valid until 2025. Trench cuts on streets under the moratorium are subject to the City's moratorium street restoration requirements.
- Haven Avenue
  - Doubleday Avenue
  - Santa Ana Street

**C. SEWER**

- 2.24 The following sewer mains are available for connection by this project:
- 39" VCP IEUA Regional main in Haven Ave
  - 10"/12" VCP in Carnegie Ave (Ref: Sewer Drawing Number: S13224, S13225, S13226, S13227, S13228)



- 8"/10" VCP in Doubleday Ave (Ref: Sewer Drawing Number: S10824, S10825, S10826, S10827, S10828)
- 8"/10" VCP in Dupont Ave (Ref: Sewer Drawing Number: S13210, S13211, S13215)
- 8"/10" VCP in Airport Dr (Ref: Sewer Drawing Number: S13222, S13223)
- 8" VCP in La Salle St (Ref: Sewer Drawing Number: S13216, S13217)
- 8"/15" VCP in Jurupa St (Ref: Sewer Drawing Number: S13229, S13230, S13231, S13232)

- 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.26 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.27 Other condition:
- See attached Exhibit B for additional sewer conditions from the Ontario Municipal Utilities Company (OMUC).

**D. WATER**

- 2.28 The following water mains are available for connection by this project:
- 12" water main in Haven Ave (Ref: Water Drawing Number: W11869, W11870, W11871, W11872, W11873)
  - 16" Water main in Carnegie Ave (Ref: Water Drawing Number: W10275, W10276, W10277, W10278, W10279)
  - 12" Water main in Commerce Parkway (Ref: Water Drawing Number: W10290, W10291, W10292, W10293, W10294)
  - 12" Water main in Doubleday Ave (Ref: Water Drawing Number: W12151, W12152, W12153, W12145, W12155)
  - 12" Water main in Dupont Ave (Ref: Water Drawing Number: W12146, W12147, W12148, W12149)
  - 16" Water main in Airport Dr (Ref: Water Drawing Number: W10280, W10281)
  - 12" Water main in La Salle St (Ref: Water Drawing Number: W10288, W10289)
  - 12" Water main in Santa Ana St (Ref: Water Drawing Number: W10284, W10285)
  - 12"/16" Water main in Jurupa St (Ref: Water Drawing Number: W10271, W10273, W10274, W12156)
- 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.30 Other condition:
- See attached Exhibit B for additional water conditions from OMUC.

**E. RECYCLED WATER**

- 2.31 The following recycled water mains are available for connection by this project:
- 42" IEUA Recycled Water main in Dupont Ave
  - 8" Recycled Water main in Santa Ana St (Ref: Recycled Water Drawing Number: P11062, P11063)
  - 8" Recycled Water main in Jurupa St (Ref: Recycled Water Drawing Number: P11065, P11066, P11067, P11068)
- 2.32 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.



2.33 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.

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

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

2.35 Other condition:

- See attached Exhibit B for additional recycled water conditions from OMUC.

#### F. TRAFFIC / TRANSPORTATION

2.36 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:

1. On-site and off-site circulation
2. Traffic level of service (LOS) at 'build-out' and future years
3. Impact at specific intersections as selected by the City Engineer

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

2.38 Other conditions:

1. All gated access must be setback a minimum 40 feet from the curb line.
2. The Applicant/Developer shall install sidewalk along all project frontages, including associated ADA ramps and crosswalks.
3. The Applicant/Developer shall be responsible to design and construct signing/stripping improvements along the Airport Drive raised median as required to accommodate driveway access into the project.
4. The Applicant/Developer shall be responsible to design and construct signing/stripping improvements along the Airport Drive/Commerce Parkway project frontage between Jurupa Street and Haven Avenue to provide 6 lanes per the City's General Plan Figure M-01 Functional Roadway Classification Plan.
5. The Applicant/Developer shall be responsible to design and construct modifications to the existing traffic signal at the following intersections to provide video detection and CCTV cameras as listed below:

- Airport Drive/Commerce Parkway at Carnegie Avenue/Airport Drive – Install video detection and CCTV cameras
- Commerce Parkway at Santa Ana Street – Install video detection and CCTV cameras
- Commerce Parkway at Jurupa Street – Install video detection and CCTV cameras
- Haven Avenue at Jurupa Street – Install CCTV cameras
- Haven Avenue at Airport Drive – Install video detection and CCTV cameras
- Jurupa Street at Dupont Avenue – Install CCTV cameras

The traffic signal modification shall address relocation or upgrade of any affected equipment including poles, video detection, CCTV cameras, interconnect/fiber optic communication equipment, cable and conduit, emergency vehicle preemption systems, and bicycle detection to the satisfaction of the City Engineer.

6. The Applicant/Developer shall be responsible to design and construct concrete



pavement at the following intersections in accordance with City of Ontario Standard Drawing No. 1207:

- Haven Avenue at Airport Drive – northbound approach
  - Haven Avenue at Jurupa Street – westbound approach
  - Airport Drive/Commerce Parkway at Carnegie Avenue/Airport Drive – southbound and eastbound approaches
  - Commerce Parkway at Santa Ana Street – northbound and southbound approaches
  - Commerce Parkway at Jurupa Street – westbound approach
7. The Applicant/Developer shall be responsible to design and construct a bus turnout on Haven Avenue at Jurupa Street (departure side) for northbound direction. The bus turnout shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.
  8. Proposed driveways shall be designed and constructed in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway.
  9. The Applicant/Developer shall be responsible to replace any existing street light fixtures along its project frontage with the current City approved LED equivalent fixture per the Traffic and Transportation Design Guidelines. The Applicant/Developer shall also install smart nodes on all existing street light fixtures along project frontage.
  10. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and a potential new service as needed along its project frontages. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines. The Applicant/Developer shall also install smart nodes on all new street light fixtures along project frontage.
  11. All property frontages shall be signed "No Parking Anytime" or "No Stopping Anytime" as applicable.
  12. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
  13. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the traffic signal, starting signing/stripping and street lighting design plans to define limits of improvements.

#### G. DRAINAGE / HYDROLOGY

2.39 The following storm drain mains are available to accept flows from this project:

- 24" RCP in Haven Ave (Ref: Storm Drain Drawing Number: D10242)
- 24"/42"/60" RCP in Carnegie Ave (Ref: Storm Drain Drawing Number: D10226, D10232)
- 8'x10'9"x10' RCB Box in Commerce Pkwy (Ref: Storm Drain Drawing Number: D10235, D10141, D10142, D10143)
- 24"/36"/42" RCP in Doubleday Ave (Ref: Storm Drain Drawing Number: D10907, D10908, D10909)
- 36"/42"/54" RCP in La Salle St (Ref: Storm Drain Drawing Number: D10228, D10229)
- 30"/66" RCP in Santa Ana St (Ref: Storm Drain Drawing Number: D10902, D10231)
- 42"/90" RCP in Jurupa St (Ref: Storm Drain Drawing Number: D10224, D10243)





- 2.40 **Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.**
  
- 2.41 **An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100-year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.**
  
- 2.42 **Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.**
  
- 2.43 **Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100-year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.**
  
- 2.44 **Other condition:** 
  - 1. **The Applicant/Developer shall be responsible to design and construct the following storm drain improvements:**
    - **Carnegie Avenue**
      - **Replace a portion of existing the 24" storm drain main with a 36" storm drain**
      - **Replace a portion of existing the 60" storm drain main with a 66" storm drain**
      - **Remove and replace existing catch basins**
    - **Commerce Parkway**
      - **Replace a portion of existing the 24" storm drain lateral with a 36" storm drain lateral**
    - **Doubleday Avenue**
      - **Relocate a portion of existing 48" storm drain main that runs westward to connect to the existing 9'x10' RCB on Commerce Parkway so that the existing 48" storm drain does not go through Building 8**
    - **Santa Ana Street**
      - **Replace a portion of existing the 24" storm drain lateral with a 36" storm drain lateral**
    - **La Salle Street**
      - **Construct a 18" storm drain lateral to connect to the existing storm drain main on La Salle Street**
      - **Replace a portion of the existing 36" storm drain main with a 42" storm drain**
      - **Replace a portion of existing the 24" storm drain lateral with a 36" storm drain lateral at the northwest corner of Carnegie Ave and La Salle Street**
    - **Jurupa Street**
      - **Replace an existing 24" storm drain lateral with a 30" storm drain lateral at the northeast corner of Haven Avenue/Jurupa Street**

2. **All unused public storm drains shall be removed.**



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

- 2.45 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.  
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.  
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.
- 2.46 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcountry.gov/dpw/land/npdes.asp>.**
- 2.47 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.48 **Other conditions:** 
  1. Each proposed underground system shall have a separate overflow pipe.
  2. Activities resulting in one acre or more land disturbance are required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at <https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml>
  3. All Priority Land Use (PLU): Land use consisting of high-density residential, defined as a land use with at least ten (10) dwelling units per acre, industrial, commercial, mixed urban, and public transportation station land uses within the project area shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit. Certified Trash Treatment/Pretreatment Devices shall be included in the BMP Design.  
[https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/docs/trash\\_implementation/certified\\_fcsdevicelist\\_16Feb2021.pdf](https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/trash_implementation/certified_fcsdevicelist_16Feb2021.pdf)

**J. SPECIAL DISTRICTS**

- 2.49 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole-lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
- 2.50 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

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



- 2.52 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand holes generally located on Jurupa Street, Airport Drive, Commerce Parkway, Santa Ana Street. See attached Exhibit C for Fiber Optic Exhibit and Conditions.
- 2.53 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

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

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

**4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:**

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above.
- 4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.
- 4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.
- 4.04 Submit record drawings (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.



## **EXHIBIT A**

### **ENGINEERING DEPARTMENT First Plan Check Submittal Checklist**

**Project Number: PDEV 21-047 (California Commerce Center Specific Plan)**

**The following items are required to be included with the first plan check submittal:**

1.  **A copy of this check list**
2.  **Payment of fee for Plan Checking**
3.  **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4.  **One (1) copy of project Conditions of Approval**
5.  **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6.  **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
7.  **Three (3) sets of Public Street improvement plan with street cross-sections**
8.  **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9.  **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
10.  **Four (4) sets of Public Sewer improvement plan**
11.  **Five (5) sets of Public Storm Drain improvement plan**
12.  **Three (3) sets of Public Street Light improvement plan**
13.  **Three (3) sets of Signing and Striping improvement plan**
14.  **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15.  **Three (3) sets of 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), grading plan and hydrology report.**
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.  **Lot Line Adjustment, Certificate of Compliance with Record of Survey**
- 28.  **Easement Dedication Form**



## CITY OF ONTARIO MEMORANDUM



**DATE:** December 08, 2022

**TO:** Edmelynne Hutter, Planning Department  
Raymond Lee, Engineering Department

**FROM:** Peter Tran, Utilities Engineering

**SUBJECT:** DPR #3 – Conditions of Approval (COA) - Utilities Comments(#8819)

**PROJECT NO.:** PDEV21-047

### BRIEF DESCRIPTION

*A Development Plan to construct nine (9) industrial buildings totaling 4,281,128 square feet on 196.89 acres of land generally located east of Haven Avenue, west of Doubleday Avenue and Dupont Avenue, north of Jurupa Street and south of Airport Drive within the IL (Light Industrial) land use district of the California Commerce Center Specific Plan. (APNs:211-222-47, -048, 211-222-52 thru -56, 211-232-04 thru 07, 211-232-011 thru -20, and 211-232-44 thru -046).*

## OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

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

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

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

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

2. **Inherited Requirements and Conditions of Approval:** This project is subject to all the Requirements and Conditions of Approval from 2591-SP California Commerce Center (CCC) Specific Plan and as amended, PSPA20-003. For any Conditions of Approval that conflict, these Conditions shall supersede those conflicting Conditions.
3. **Final Utilities Systems Map (USM):** Submit a Final Utilities Systems Map (FUSM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDA's, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.
  - a. The proposed utilities, utility alignments, and Public Rights-of-Way/Public Utility Easements shown on the Conceptual Utilities Systems Map (CUSM) and other Entitlement documents are not considered final and

shall be revised during Final Design to meet all City Design Guidelines, Standards, City Requirements, and all of the Conditions of Approval contained in this document.

4. Design Utilities to comply Department of Drinking Water (DDW) Separation Requirements and California Code of Regulations (CCR) § 64572 Compliance: All DDW Separation Requirements under CCR § 64572 must be met. In order to assure compliance with CCR § 64572, on all design documents and plans: label the separation dimensions, measure from outside wall of the conveyances, between public potable water to any other public or private non-potable conveyance (sewer, storm drain, storm water, storm water infiltration, recycled water, recycled water irrigation, high pressure gas/petroleum, etc) whether publicly or privately maintained; provide one label per sheet per conveyance and additional labels where separation dimensions and alignments change; and, for any facilities not currently meeting the separation requirements, revise plans/documents so that the facilities meet the separations requirements.
5. Unused Service Abandonment: All adjacent water services (along with connected appurtenances) and sewer laterals and main stubs along the frontages of the project site not used to provide service to this Development Project shall be abandoned back to the main in accordance with City Standards and Practices.
6. Future Well Sites:
  - a. Use of Future Well Sites #43, #48, #51 and #54 shall be granted by current owner to the City through separately negotiated agreements/instruments.
  - b. No buildings, permanent structures, landscaping, trees, etc. shall be constructed or installed at any future well sites.
  - c. Well Site Setbacks: For Future Well Sites #43, #48, #51 and #54, the minimum setbacks from water reclamation, storm water quality improvements (infiltration, detention, retention, bioswale, etc) is 100 feet.

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

7. Sanitary Sewer Mains Improvements:
  - a. N/A.
8. Sanitary Sewer Service:
  - a. Each building and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per Standard #2003. Proposed sewer laterals must be a minimum 10' from all domestic water services. The quantity of Public Sewer Laterals for each building shall be limited to the minimum necessary to meet all of the conditions of approval and as limited by the City.
  - b. For each Public Sewer Lateral Service to an existing sewer main: the existing sewer main being connected to shall be CCTV Inspected between the upstream and downstream manholes of the connection once before and once after the Sewer Lateral connections is made and any damage to the sewer main resulting from the installation of the Sewer Lateral shall be repaired to meet City Standards and Requirements prior to placing the Sewer Lateral in service.
  - c. Public Sewer Laterals and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or with 5 feet of any Public Sewer Lateral.
9. Private Onsite Sewer System and Plumbing: The Onsite Sewer System shall be privately maintained by the property owner and shall meet the following requirements:
  - a. For wastewater flows for non-residential uses:
    - i. The Onsite sewer system and building plumbing shall be designed in such a way that the sanitary domestic wastewater flows leave the building separately from non-sanitary wastewater flows (industrial, process, or kitchen, etc.) and the line for non-sanitary wastewater flows can be upgraded in the future to have pretreatment equipment and devices on it, as required by a Wastewater Discharge Permit.
    - ii. Each building and each connection from the Onsite Sewer System to the Public Sewer System shall have an onsite monitoring manhole prior to the point of connection with the Public Sewer System.
  - b. Private Onsite Sewer and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or with 5 feet of any Private Onsite Sewer pipes.

10. Wastewater Discharge: For Non-Residential Uses: Once Occupant is known, each Occupant of the building, or units, as applicable, shall apply for a Wastewater Discharge Permit for their Establishment, and shall comply with all the requirements of their Wastewater Discharge Permit. Requirements of Wastewater Discharge Permit may include, but not limited to include installing a monitoring manhole, clarifier, interceptor, or other wastewater pretreatment equipment.

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

11. Potable Water Main Improvements:

- a. Potable Water Mains: N/A
- b. Fire Hydrants:
  - i. Fire Hydrants along Potable Water Mains shall be spaced a maximum of 300 feet apart or per Fire Department Standards/Requirements, whichever is closer.
  - ii. Any existing Fire Hydrants along the project frontages that do not meet current City Standards with a break away check valve shall be upgraded.

12. Potable Water Service:

- a. Backflow Prevention:
  - i. A Backflow Prevention Device is required for each Meter connected to the Public Potable Water System that: serves any residential use that is more than one (1) single family residential unit; or, any non-residential use; or, only irrigation use.
- b. Domestic Service: For domestic water uses:
  - i. Each Building shall have a its own domestic water service and meter connected to the Public Potable Water System.
- c. Irrigation Service: For landscape irrigation uses that are not served by Recycled Water, the landscape irrigation uses shall have a separate irrigation water service and meter with backflow prevention device connected to the Public Potable Water System separate from the domestic water uses and the onsite plumbing systems and irrigation systems shall be also separate from each other.
- d. Fire Water Service: For onsite private Fire System uses:
  - i. Where the domestic water service and meters connected to the Public Potable Water System that serves any use that is more than one (1) single family detached residential unit or any non-residential use: if an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per City Standard #4208 connected to the Public Potable Water System is required to serve the onsite private fire system; and, the onsite fire system and onsite domestic water plumbing system shall be separate. DCDAs are a type of Backflow prevention device.
  - ii. Each building 100,000 square feet or more in size must have two DCDAs and the onsite fire system must be looped between the fire services.
- e. Relocated Services: For any existing service with appurtenances to be relocated, the service shall be abandoned back to the main connection and the service and appurtenances shall be installed new per related City Standards.

**Recycled Water: (Add following to Section 2.E of Engineering Department COA)**

13. Recycled Water Mains Improvements: Construct the following Master Plan Recycled Water Main Improvements:
- a. Carnegie/Airport 8" Recycled Water main: From the intersection of Airport Drive and Dupont Avenue (Tie into existing IEUA Main) to the intersection of Jurupa Street and Carnegie Avenue (tie into existing City 8" Main).
  - b. Airport 8" Recycled Water Main: From west of the intersection of Haven Avenue and Airport Drive to Carnegie Avenue and Commerce Way.
  - c. Santa Ana 8" Recycled Water Main: From the intersection of Carnegie Avenue and Santa Ana to the intersection of Santa Ana Street and Dupont Avenue (Tie into existing IEUA Main).

14. Recycled Water Use Conversion:



- a. Convert the existing Commerce Parkway median from domestic water to recycled water use, from Airport Drive to Santa Ana.
- b. Convert the existing Haven Avenue Parkway Median from domestic water to recycle water use, from Airport Drive to Jurupa Street

15. Recycled Water Service:

a. Recycled Water Services with Meters:

i. **Private Property Owner Maintained Uses:** Each parcel/lot shall have its own separate Recycled Water Service with Meter serving the parcel/lot for Private Property Owner Maintained Landscape Irrigation Uses If Recycled Water is going to be used for uses other than Landscape Irrigation, then a second separate Recycled Water Service with Meter is required to serve the non-Landscape Irrigation uses.

ii. **Public City/CFD Maintained Uses:** Any Landscape Irrigation uses that are going to be maintained by the Public through the City/CFD shall have its own separate Recycled Water Service with Meter.

A. Each Future Well Site shall be provided a Recycled Water Service with Meter.

- b. **Relocated Services:** For any existing service with apparatuses to be relocated, the service shall be abandoned back to the main connection and the service and apparatuses shall be installed new per related City Standards

16. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscape irrigation. Appropriately sized public and private mains shall be installed throughout the Project to meet this requirement, as approved by the City.

17. RW Program Requirements: In order to receive RW service, the applicant shall comply with the following:

a. *Prior to Precise Grading Plan Approval and Building Permits Issuance:*

- i. Provide two hard copies and the digital files (in PDF and AutoCAD format) for both on-site and off-site utility plans, including landscape and irrigation improvements.
- ii. Submit an **Engineering Report (ER)** to the City detailing recycled water usage for review and approval by the City and the State. The review process for the ER is typically 3 months. City will coordinate the State's approval of the ER.
- iii. For details, contact Cynthia Heredia-Torres at (909) 395-2647 or [ctorres@ontarioca.gov](mailto:ctorres@ontarioca.gov).

b. *Prior to Occupancy Release/Finalizing:*

- i. Pass start-up and cross-connection test successfully.
- ii. Provide evidence demonstrating the training of on-site supervisor or designee as determined in the ER.

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

**CONDITIONS OF APPROVAL**

Sign Off  
*Cameron Chadwick*  
Broadband Operations 1/25/22

Reviewer's Name

**Cameron Chadwick**

File #PDEV21-047

Phone

**909-395-2090**

Project Engineer:

Project Name and Location:  
Sent to:

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

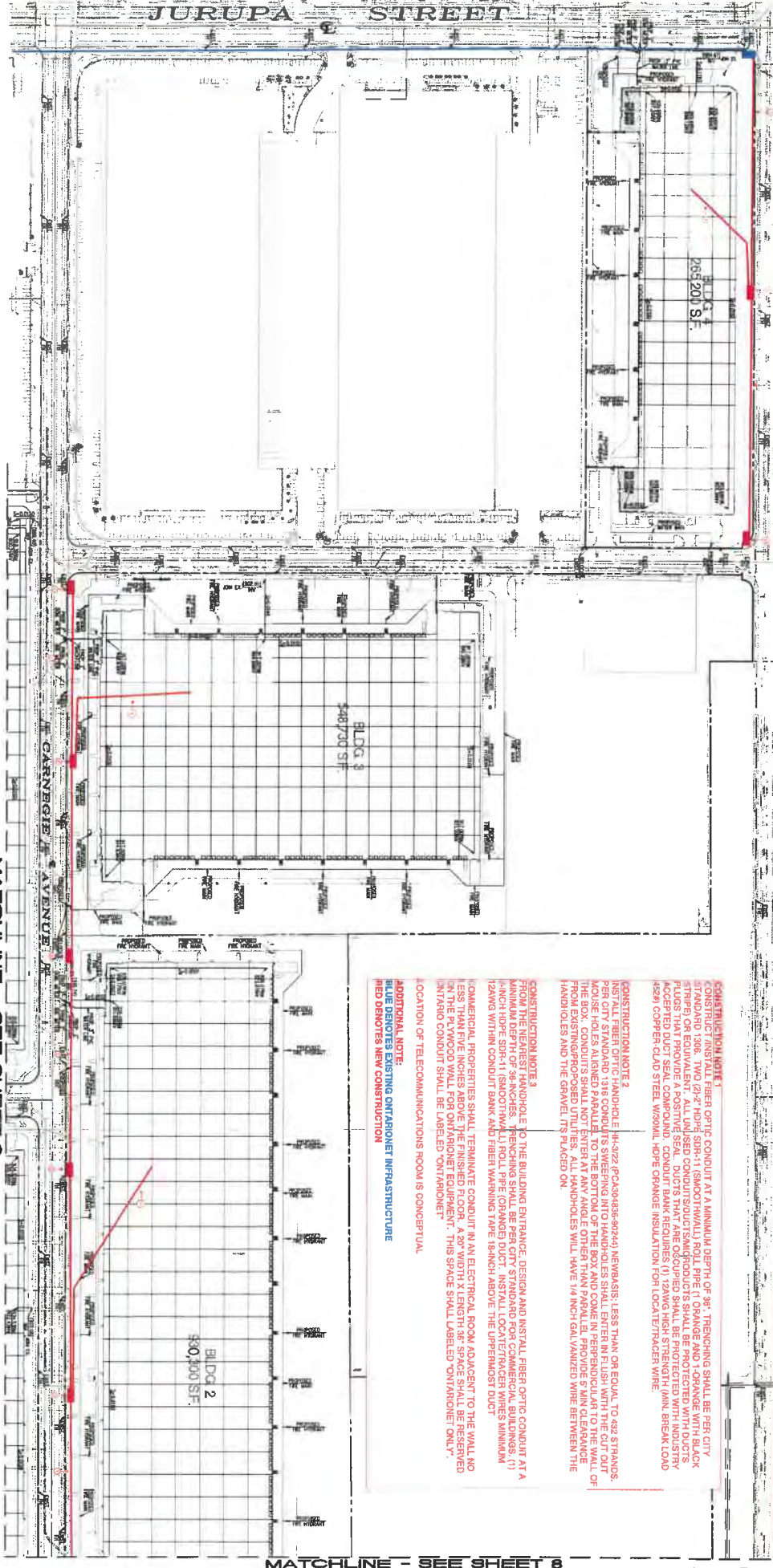
Req'd for Project	CONDITIONS OF APPROVAL -	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Project shall be designed and constructed to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the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

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



JURUPA STREET

HAVEN AVENUE



**COURTESY EXHIBIT**  
**BROADBAND OPERATIONS**  
 01/25/2022 9:02:53 AM

**CONSTRUCTION NOTE 1**  
 FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36" TRENCHING SHALL BE PER CITY STANDARD 306. TWO (2) 2" HDPE SDR-11 (SMOOTH WALL) ROLL PIPE (1 ORANGE AND 1 ORANGE WITH BLACK STRIPE) OR EQUIVALENT. ALL UNUSED CONDUITS/OUTLETS/CONDUIT SHALL BE PROTECTED WITH DUCTS FLANGES THAT PROVIDE A POSITIVE SEAL. DUCTS THAT ARE OCCUPIED SHALL BE PROTECTED WITH INDUSTRY ACCEPTED DUCT SEAL COMPOUND. CONDUIT BANK REQUIRES (1) 1/2" ANGIR HIGH STRENGTH (HMS) BREAK LOAD (BSL) COATED STEEL W/SHIELD, (2) 3" SPACER INSULATION FOR LOCKTIGHTER WIRE.

**CONSTRUCTION NOTE 2**  
 FROM THE NEAREST HANDHOLE TO THE BUILDING ENTRANCE, DESIGN AND INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36" ABOVE FINISHED FLOOR. A 2" WIDTH X LENGTH 36" SPACE SHALL BE RESERVED FROM EXISTING PROPOSED UTILITIES. ALL HANDHOLES WILL HAVE 1/4" INCH GALVANIZED WIRE BETWEEN THE HANDHOLES AND THE GRAVEL IT'S PLACED ON.

**CONSTRUCTION NOTE 3**  
 FROM THE NEAREST HANDHOLE TO THE BUILDING ENTRANCE, DESIGN AND INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36" ABOVE FINISHED FLOOR. A 2" WIDTH X LENGTH 36" SPACE SHALL BE RESERVED FROM EXISTING PROPOSED UTILITIES. ALL HANDHOLES WILL HAVE 1/4" INCH GALVANIZED WIRE BETWEEN THE HANDHOLES AND THE GRAVEL IT'S PLACED ON.

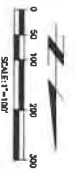
**CONSTRUCTION NOTE 4**  
 COMMERCIAL PROPERTIES SHALL TERMINATE CONDUIT IN AN ELECTRICAL ROOM ADJACENT TO THE WALL NO LESS THAN FIVE INCHES ABOVE THE FINISHED FLOOR. A 2" WIDTH X LENGTH 36" SPACE SHALL BE RESERVED FROM EXISTING PROPOSED UTILITIES. THIS SPACE SHALL BE LABELED "ONTARIO NET".

**CONSTRUCTION NOTE 5**  
 LOCATION OF TELECOMMUNICATIONS ROOM IS CONCEPTUAL.

**ADDITIONAL NOTE:**  
 BLUE DENOTES EXISTING ONTARIO NET INFRASTRUCTURE  
 RED DENOTES NEW CONSTRUCTION

MATCHLINE - SEE SHEET 9

MATCHLINE - SEE SHEET 8



**PROPOSED CLIENT:**  
 AERONIA PROPERTY GROUP  
 1140 N. GARDEN AVENUE  
 SUITE 200  
 LOS ANGELES, CA 90015  
 TEL: (310) 305-3432

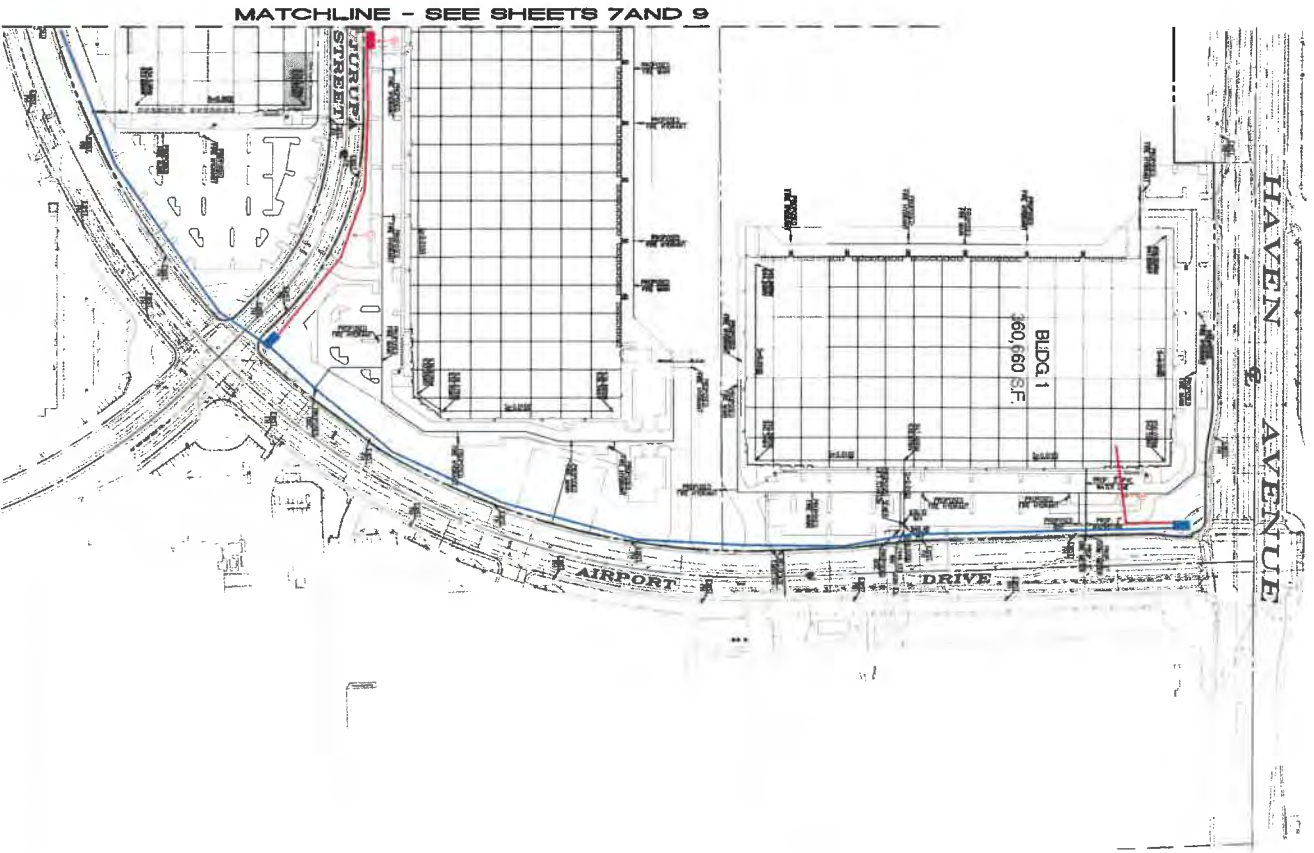
**DESIGNER:**  
 T. J. Jones Engineering, Inc.  
 1140 N. GARDEN AVENUE  
 SUITE 200  
 LOS ANGELES, CA 90015  
 TEL: (310) 305-3432

**CITY OF ONTARIO**  
 PUBLIC WORKS DEPARTMENT  
**CONCEPTUAL UTILITY PLAN**  
 CALIFORNIA LOGISTIC CENTER  
 ONTARIO INTERNATIONAL AIRPORT

Drawn by: \_\_\_\_\_  
 Checked by: \_\_\_\_\_  
 Date: \_\_\_\_\_

Scale: 7' = 1" (AS SHOWN)





**CONSTRUCTION NOTE 1**  
 CONSTRUCT AND INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36". TRENCHING SHALL BE PER CITY STANDARD 1906. TWO (2) 2" HDPE SDR-11 (SMOOTHWALL) ROLL PIPE (1 ORANGE AND 1 ORANGE WITH BLACK STRIPES) ON EQUIVALENT. ALL UNUSED CONDUIT SHOULD BE PROTECTED WITH DUCTS ACCEPTED BY THE LOCAL AUTHORITY. ALL CONDUITS SHALL BE PROTECTED WITH INDUSTRY ACCEPTED DUCT SEAL COMPOUND. CONDUITS SHALL BE INSTALLED WITH MIN. BREAK DOWN 45° ANGLE COPPER-CLAD STEEL WIREMAIL HDPE INSULATION FOR LOCATED TRACER WIRE.

**CONSTRUCTION NOTE 2**  
 CONSTRUCTION NOTE 2  
 INSTALL PER CITY STANDARD 1316 CONDUITS SWEEPING INTO HANDHOLES SHALL ENTER IN FLUSH WITH THE CUT OUT MOUSE HOLES ALIGNED PARALLEL TO THE BOTTOM OF THE BOX AND COME IN PERPENDICULAR TO THE WALL OF THE BOX. CONDUITS SHALL NOT ENTER AT ANY ANGLE OTHER THAN PARALLEL. PROVIDE 5" MIN CLEARANCE FROM EXISTING PROPOSED UTILITIES. ALL HANDHOLES WILL HAVE 1/4" INCH GALVANIZED WIRE BETWEEN THE HANDHOLES AND THE GRAVEL IT IS PLACED ON.

**CONSTRUCTION NOTE 3**  
 FROM THE EXISTING HANDHOLE TO THE BUILDING ENTRANCE, DESIGN AND INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36". TRENCHING SHALL BE PER CITY STANDARD 1906. TWO (2) 2" HDPE SDR-11 (SMOOTHWALL) ROLL PIPE (1 ORANGE AND 1 ORANGE WITH BLACK STRIPES) ON EQUIVALENT. ALL UNUSED CONDUIT SHOULD BE PROTECTED WITH DUCTS ACCEPTED BY THE LOCAL AUTHORITY. ALL CONDUITS SHALL BE PROTECTED WITH INDUSTRY ACCEPTED DUCT SEAL COMPOUND. CONDUITS SHALL BE INSTALLED WITH MIN. BREAK DOWN 45° ANGLE COPPER-CLAD STEEL WIREMAIL HDPE INSULATION FOR LOCATED TRACER WIRE.

**CONSTRUCTION NOTE 4**  
 COMMERCIAL PROPERTIES SHALL TERMINATE CONDUIT IN AN ELECTRICAL ROOM ADJACENT TO THE WALL NO LESS THAN FIVE FEET FROM THE FINISHED FLOOR. A 2" MIN. CLEARANCE SHALL BE MAINTAINED FROM THE PLYWOOD WALL FOR ONTARIONET EQUIPMENT. THIS SPACE SHALL BE LABELED "ONTARIONET ONLY". ONTARIONET CONDUIT SHALL BE LABELED "ONTARIONET".

**LOCATION OF TELECOMMUNICATIONS ROOM IS CONCEPTUAL.**  
**ADDITIONAL NOTE**  
 BLUE DENOTES EXISTING ONTARIONET INFRASTRUCTURE  
 RED DENOTES NEW CONSTRUCTION



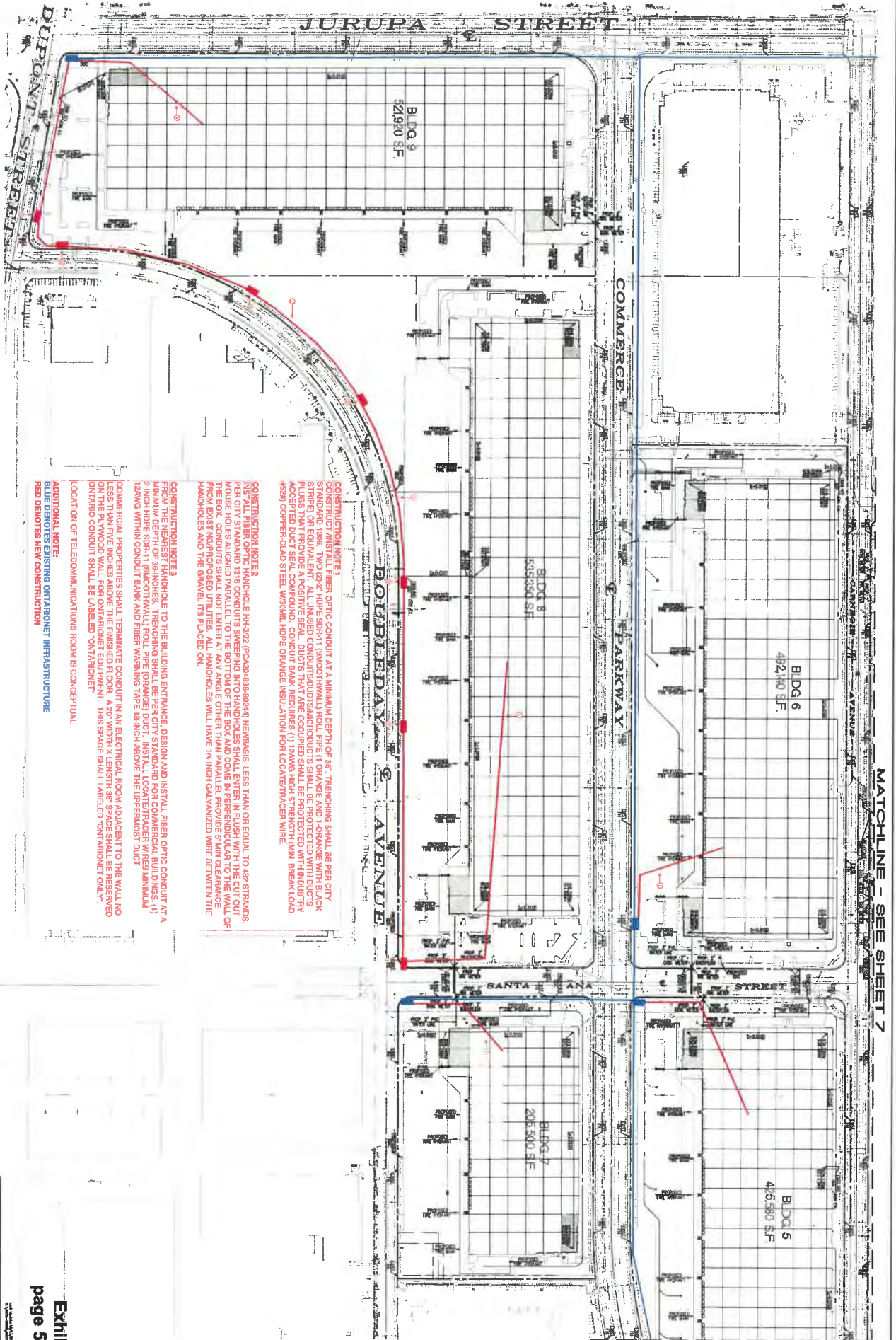
CITY OF ONTARIO  
 PUBLIC WORKS DEPARTMENT  
**CONCEPTUAL UTILITY PLAN**  
 CALIFORNIA LOGISTIC CENTER  
 ONTARIO INTERNATIONAL AIRPORT

PREPARED FOR:  
**MASONDA PROPERTY GROUP**  
 10000 WILSON AVENUE  
 SUITE 1000  
 WILSON, CA 94095  
 TEL: (510) 252-5100

DESIGNED BY:  
**THOMAS ENGINEERING, INC.**  
 10000 WILSON AVENUE  
 SUITE 1000  
 WILSON, CA 94095  
 TEL: (510) 252-5100

DATE: 8/11/2023

4005 / 8 OF 11 SHEETS



MATCHLINE - SEE SHEET 7

MATCHLINE - SEE SHEET 8

**CONSTRUCTION NOTE 1**

CONSTRUCT /INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36". TRENCHING SHALL BE PER CITY STANDARD 1906. TWO (2) 2" HOPE SDR-11 (SMOOTHWALL) ROLL PIPE (1 ORANGE AND 1 ORANGE WITH BLACK FLUOR) ON EACH SIDE OF THE CONDUIT. CONDUIT SHALL BE PROTECTED WITH BLACK FLUOR. CONDUIT SHALL BE INSTALLED WITH A MINIMUM DEPTH OF 36". CONDUIT SHALL BE INSTALLED WITH A MINIMUM DEPTH OF 36". CONDUIT SHALL BE INSTALLED WITH A MINIMUM DEPTH OF 36". CONDUIT SHALL BE INSTALLED WITH A MINIMUM DEPTH OF 36".

**CONSTRUCTION NOTE 2**

INSTALL FIBER OPTIC HANDHOLE HI-322 (PCK30438-9024) NEARBY. LESS THAN OR EQUAL TO 432 STRANDS PER CITY STANDARD 1316 CONDUITS SWEEPING INTO HANDHOLES SHALL ENTER IN FLUSH WITH THE CUT OUT OF THE BOX. CONDUITS SHALL NOT ENTER AT ANY ANGLE OTHER THAN PARALLEL. PROVIDE 5 MIN CLEARANCE BETWEEN HANDHOLES AND THE GRAVEL. ITS PLACED ON.

**CONSTRUCTION NOTE 3**

CONSTRUCT /INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36 INCHES. TRENCHING SHALL BE PER CITY STANDARD FOR COMMERCIAL BUILDINGS. (1) 2-INCH HOPE SDR-11 (SMOOTHWALL) ROLL PIPE (ORANGE) DUCT. INSTALL LOCATE/TRACER WIRES MINIMUM 12W6 WITHIN CONDUIT BANK AND FIBER WARNING TAPE 18-INCH ABOVE THE UPPERMOST DUCT.

**CONSTRUCTION NOTE 4**

COMMERCIAL PROPERTIES SHALL TERMINATE CONDUIT IN AN ELECTRICAL ROOM ADJACENT TO THE WALL, NO LESS THAN FIVE INCHES ABOVE THE FINISHED FLOOR. A 20" WIDE X 1' LENGTH 8" SPACE SHALL BE RESERVED ON THE PLYWOOD WALL FOR ONTARIONET EQUIPMENT. THIS SPACE SHALL BE LABELED "ONTARIONET ONLY". ONTARIONET CONDUIT SHALL BE LABELED "ONTARIONET".

**LOCATION OF TELECOMMUNICATIONS ROOM IS CONCEPTUAL**

**ADDITIONAL NOTE:**

BLUE DENOTES EXISTING ONTARIONET INFRASTRUCTURE  
 RED DENOTES NEW CONSTRUCTION



Exhibit C  
 page 5 of 5

**CITY OF ONTARIO**  
 PUBLIC WORKS DEPARTMENT

**CONCEPTUAL UTILITY PLAN**  
 CALIFORNIA LOGISTIC CENTER  
 ONTARIO INTERNATIONAL AIRPORT

4005 / 9 OF 11 SHEETS

Approved by: [Signature] Date: [Blank]  
 Checked by: [Signature] Date: [Blank]  
 Drawn by: [Signature] Date: [Blank]  
 Scale: 9 of 11 sheets

PREPARED FOR:  
 MCDONALD PROPERTY GROUP  
 10000 BAYVIEW AVENUE, SUITE 100  
 DUBLIN, OHIO 43017  
 PHONE (614) 285-4877  
 FAX (614) 285-4871

THOMAS ENGINEERING, INC.  
 10000 BAYVIEW AVENUE, SUITE 100  
 DUBLIN, OHIO 43017  
 PHONE (614) 285-4877  
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# CITY OF ONTARIO

## MEMORANDUM

**TO:** Edmelynne Hutter, Senior Planner  
Planning Department

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

**DATE:** January 11, 2022

**SUBJECT:** PDEV21-047 - A Development Plan to construct nine industrial buildings totaling 4,281,128 square feet on 196.89 acres of land generally located east of Haven Avenue, west of Doubleday Avenue and Dupont Avenue, north of Jurupa Street and south of Airport Drive, within the IL (Light Industrial) land use district of the California Commerce Center Specific Plan (APNs: 0211-222-47, 0211-222-48, 0211-222-52, 0211-222-53, 0211-222-54, 0211-222-55, 0211-222-56, 0211-232-04, 0211-232-05, 0211-232-06, 0211-232-07, 211-232-011, 0211-232-12, 0211-232-13, 0211-232-14, 0211-232-15, 0211-232-16, 0211-232-17, 0211-232-18, 0211-232-19, 0211-232-20, 0211-232-44, 0211-232-45, and 0211-232-46).

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

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

- A. 2019 CBC Type of Construction: Not Listed, assumed II-B
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): Varies, 205,500 Sq. Ft. to 926,049 Sq. Ft.
- D. Number of Stories: 1
- E. Total Square Footage: Varies
- F. 2019 CBC Occupancy Classification(s): S



## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

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

### **2.0 FIRE DEPARTMENT ACCESS**

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



### **3.0 WATER SUPPLY**

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 4000 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### **4.0 FIRE PROTECTION SYSTEMS**

- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- ☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

## 5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 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.



# CITY OF ONTARIO MEMORANDUM



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**DATE:** November 30, 2022  
**TO:** Edmelynn Hutter, Planning Department  
**FROM:** Blaine Ishii, Integrated Waste Department  
**SUBJECT:** DPR #2 – Integrated Waste Comments  
**PROJECT NO.:** PDEV21-047  
**ATTACHMENTS:**

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**BRIEF DESCRIPTION – Haven Ave, West of Doubleday ave and Dupont Ave.**

**THIS SUBMITTAL IS COMPLETE.**

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**CORRECTION ITEMS:** *In order to be considered for approval by the Integrated Waste Department the applicant shall address all the correction items below and resubmit the application for further review. Please note that all design shall meet the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

***Integrated Waste Comments:***

**No comments.**



# CITY OF ONTARIO

## MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)  
Rudy Zeledon, Planning Director (Copy of memo only)  
Diane Ayala, Advanced Planning Division (Copy of memo only)  
Charity Hernandez, Economic Development  
James Caro, Building Department  
Raymond Lee, Engineering Department  
Jamie Richardson, Landscape Planning Division  
Dennis Mejia, Municipal Utility Company  
~~Gabriel Gutierrez, Police Department~~ *Jeremy Phillips*  
Paul Erhman, Deputy Fire Chief/Fire Marshal  
Jay Bautista, Traffic/Transportation Manager  
Lorena Mejia, Airport Planning  
Eric Woosley, Engineering/NPDES  
Angela Magana, Community Improvement (Copy of memo only)  
Jimmy Chang, IPA Department  
Ben Mayorga, Integrated Waste

FROM: Edmelyne Hutter, Senior Planner

DATE: December 21, 2021

SUBJECT: FILE #: PDEV21-047 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 nine (9) industrial buildings totaling 4,281,128 square feet on 196.89 acres of land generally located east of Haven Avenue, west of Doubleday Avenue and Dupont Avenue, north of Jurupa Street and south of Airport Drive within the IL (Light Industrial) land use district of the California Commerce Center Specific Plan. (APNs:211-222-47, -048, 211-222-52 thru -56, 211-232-04 thru 07, 211-232-011 thru -20, and 211-232-44 thru -046)

- 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.

*Edmelyne Hutter*  
Department

*[Signature]*  
Signature

*Patricia Hutter*  
Title

*1/3/22*  
Date





# CITY OF ONTARIO

## MEMORANDUM

**TO:** Edmelyne Hutter, Senior Planner

**FROM:** Officer Tony Galban, Police Department

**DATE:** January 3, 2022

**SUBJECT:** PDEV21-047 - A DEVELOPMENT PLAN TO CONSTRUCT NINE (9) INDUSTRIAL BUILDINGS TOTALING 4,281,128 SQUARE FEET, LOCATED EAST OF HAVEN AVENUE, WEST OF DOUBLEDAY AVENUE AND DUPONT AVENUE, NORTH OF JURUPA STREET AND SOUTH OF AIRPORT DRIVE.

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

- Required lighting for all walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 6 feet tall and 2 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. Associated letters shall also be included.
- First floor common stairwells shall be constructed to either allow for visibility through the stairwell risers or to prohibit public access to the areas behind stairwells.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

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